

4th January 2016

Wishing everyone a Healthy & Happy New Year

Hi Shipmates,

Please find below more snippets of information since circular #2015-26 went out on 15th December 2015. My thanks to Tim Brant, our National Secretary, Pete Sinke's daily publication "Maasmond Maritime - Shipping News Clippings", Lloyds List, gCaptain, T'internet, Maritime London, Flashlight and many others, not forgetting the items sent in by Readers and any other source I can access.

MNA National Contact Points

National Secretary, Tim Brant,

9 Saxon Way, Caistor, MARKET RASEN, LN7 6SG

Tel: 01472 85 11 30, Email : t.brant@talktalk.net

National Membership Secretary, Roy Glencross

3 The Maples, Old Main Road, FLEET HARGATE, PE12 8NT

Tel 01406 425 527, Email membership@mna.org.uk

MNA Slop Chest, Brian Gray,

61 Bemerton Gardens, Kirby Cross, Frinton-On-Sea, CO13 0LQ

Tel: 01255 85 19 19, Email briandolphin@btinternet.com

Change of Address???? If any member has changed any of their contact details (Postal, E-mail or Telephone) it is important that you inform ROY GLENCROSS and TIM BRANT who hold the details and mailing list of all members. Please also copy me in if informing by e-mail R546060@aol.com

**Memories of the Voyage to South Africa Nov 19 – Dec 19 2015
With the Maritime Memories Group – Look out for their next one in June**



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The Merchant Navy Association Secretary's Office Closures

The office will be closed as follows:

Thursday 7 and Friday 8 January.

Monday 18 January and reopens Friday 22 January.

Regards,

Tim

Mobile: 07948 393934 Email : t.brant@talktalk.net **Please note change of Tim's Email Address**

Plimsoll Day invitation

You are invited to attend Folkestone's Plimsoll Day celebrations on Saturday 13th February 2016 at 2:30pm at St Martin's Church, Horn Street, Cheriton CT203JJ. Short service and wreath-laying on the grave of Samuel Plimsoll.

3pm in the church this year's PLIMSOLL MEMORIAL LECTURE:

The Men Plimsoll Rescued: The Forgotten Heroes of the Merchant Marine delivered by **Richard Woodman**, distinguished maritime historian, author of a five-volume history of the Merchant Navy, and winner of the Mountbatten Maritime Prize 2014.

The event is free, but there will be a retiring collection in aid of the Folkestone Plimsoll Memorial Campaign. All are welcome for tea and cakes afterwards in the Church Hall (with an opportunity to have books signed). We do hope you can be there.

On Wednesday 10th February, Samuel Plimsoll's birthday, you are also invited to celebrate the local hero who saved so many lives by participating in PLIMSOLLS FOR PLIMSOLL DAY and wearing plimsolls, which were named after Samuel Plimsoll in 1876, (trainers/sneakers are an acceptable alternative) to work/school or at home, and paying £1 to the RNLI.

Funds to be paid, please, to this Just Giving site: <https://www.justgiving.com/Nicolette-Jones> (A factsheet about Samuel Plimsoll is available on request for circulation to participating schools/businesses.) Please help us raise money for a cause that saves 22 lives a day.

CMES Ordering Up To 10 VLCCs

China Merchants Energy Shipping (CMES) announced that its board has approved a plan for China VLCC, a tanker joint venture between CMES and Sinotrans & CSC, to order 10 VLCCs at three domestic yards. The contract details will be announced at a later date. China VLCC currently operates a fleet of 34 VLCCs, with an additional nine on order. **source: shippingherald**

Svitzer builds in Brazil

Svitzer is building four new harbour tugs for its recently acquired Brazilian subsidiary, Transmar Servicos Maritimos, all of which will be equipped with Caterpillar 3516C marine propulsion engines and generator sets. The four 60 tonnes bollard pull tugs are being built at INACE shipyard in Fortaleza, Ceará. The first engines will be delivered in February 2016, and the tugs are expected to be operational in 2017. Designed to meet IMO II regulations without any additional after-treatment, 3516C engines feature electronic governing, a cold mode start and programmable low idle facility to minimise fuel consumption. **Source: tugtechnologyandbusiness.**

Prelude FLNG: World's Largest Floating Object Nearing Completion – VIDEO <https://gcaptain.com/2015/12/16/prelude-flng-worlds-largest-floating-object-nearing-completion-video/#.VokVncsq-ok>

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U.S. Navy commander warns of possible South China Sea arms race By Tim Kelly

The U.S. Pacific Fleet Commander has warned of a possible arms race in the disputed South China Sea which could engulf the region, as nations become increasingly tempted to use military force to settle



territorial spats instead of international law. Commander Admiral Scott Swift urged nations, like China, to seek arbitration to settle maritime disputes. "My concern is that after many decades of peace and prosperity, we may be seeing the leading edge of a return of "might makes it right" to the region," Swift said on Monday in a speech in Hawaii, according to a copy seen by Reuters. By resorting to military strength to impose territorial claims, nations, including China, risked sparking a military arms race that could engulf the region, he said. "Claimants and non-claimants alike are transferring larger shares of national wealth to develop more

capable naval forces beyond what is needed merely for self-defence," Swift said. China claims most of the South China Sea, through which more than \$5 trillion of world trade ships every year, a fifth of it heading to and from U.S. ports. Beijing is building seven man-made islands on reefs in the Spratly Islands, including a 3,000-metre-long (10,000-foot) airstrip on one of the sites, according to satellite imagery of the area "Even now, ships and aircraft operating nearby these features, in accordance with international law are subject to superfluous warnings that threaten routine and commercial operations," Swift said, speaking at the Cooperativ Strategy Forum to naval commanders from Japan, the Philippines, Indonesia and other countries. Vietnam, Malaysia, Brunei, the Philippines and Taiwan also claim parts of the South China Sea. In October, the U.S. guided missile destroyer Lassen sailed close to one of China's man-made islands, drawing an angry rebuke from China and a shadowing patrol. The U.S. Navy is unlikely to carry out another patrol within 12 nautical miles of Chinese-built islands in the South China Sea this year as officials had initially suggested, three U.S. defence officials said on Monday. In a challenge to China's island building program, Manila has asked the Permanent Court of Arbitration in The Hague to affirm its right to areas within 200 nautical miles of its coastline, under the terms of a U.N. convention. "The Arbitration Tribunal's case between the Philippines and China could become the latest opportunity to demonstrate lawful access to regional prosperity for all nations," Swift said. Beijing so far has rejected the court's jurisdiction and has boycotted the hearing. Rulings are supposed to be binding on its member countries, which include China. But the tribunal has no powers of enforcement and its verdicts have sometimes been ignored. The People's Daily, the official newspaper of China's ruling Communist Party, on Tuesday described the arbitration case as a "farce" designed to rip territory from China it has had sovereignty over since ancient times. "Certain people in the Philippines are blinded by lust for gain," the newspaper wrote in a commentary, adding it was a "vain illusion" to think the case would sway China's determination to protect its lands. **Source: Reuters (Additional reporting by Ben Blanchard in Beijing; Editing by Michael Perry)**

Freighter Sinks in Singapore Strait After Collision with Tanker, Six Missing – AIS VIDEO

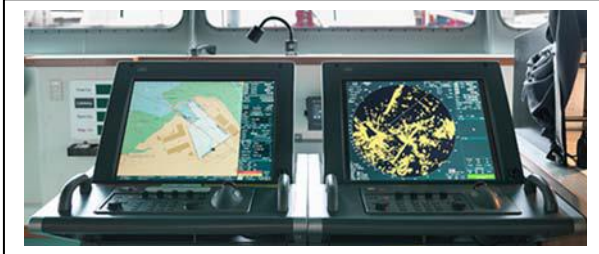
SINGAPORE, Dec 17 (Reuters) – Six crew members are still missing after a general cargo freighter sank in the Singapore Strait following a collision with a chemical tanker Stolt Commitment at 8:14 p.m. (1214 GMT) on Dec. 16.

The 10,385 deadweight tonne (dwt) cargo freighter Thorco Cloud, operated by Danish shipper Thorco Shipping and registered in Antigua and Barbuda, had a crew of 12.

<https://gcaptain.com/2015/12/17/freighter-thorco-cloud-sinks-after-collision-singapore-strait/#.VokWfcsq-ok>

Over half of ships trading internationally now using an ENC service

Ken Dearman, the UKHO's Strategic Insight Manager, takes a look at the latest adoption rates of ECDIS within the commercial shipping industry. The international shipping fleet has reached a tipping point in



its journey towards digital navigation, with our latest insight indicating that over half of ships trading internationally are now living with ECDIS. Specifically, of an estimated 41,500 internationally trading ships around the world, 58% are now using an ENC (Electronic Navigational Chart) service on ECDIS as a result of the SOLAS-mandated carriage of ECDIS. Within this group, tankers and large cargo ships have hit significant mile-stones in their

respective journeys towards being ECDIS ready. In fact, the proportion of tankers over 3,000 gt that are ECDIS ready has risen from 54% in April 2015 to 69% in October 2015. The picture is even more encouraging for existing cargo ships over 50,000 gt. At present, 62% of these 3,500 large cargo ships are using an ENC service, ahead of the 1 July 2016 deadline when the SOLAS regulations on ECDIS carriage will be extended to these ships. This is well ahead of where the tanker fleet stood 12 months ago, indicating that the cargo ship fleet is more advanced in its preparations.

What conclusions can we draw from this data?

Firstly, on the basis of this positive trajectory, the shipping industry looks as if it is on course to comply with the SOLAS-mandated timetable for ECDIS carriage across the global fleet by the end of this decade.

Secondly, this is an important moment in the era of digital navigation. The majority of internationally trading ships are now living with ECDIS and, for the first time, vessels without ECDIS represent a minority of the internationally trading fleet. This signals that the shipping industry moving out of the ECDIS adoption phase and into a new era.

What next for those who've made the transition?

For ship owners navigating digitally, the focus of their attention must now shift towards the ongoing management and maintenance of ECDIS. It's vital to understand that ECDIS compliance and effective ECDIS use are not the same thing. For starters, shipping companies must ensure that they put in place revised bridge policies and procedures that reflect the requirements of safe, effective and compliant ECDIS operation. A further priority is the need to upgrade ECDIS software to comply with the latest IHO ENC Standards. A recent piece written by Tom Mellor, Head of OEM Support and Digital Standards at the UKHO, provides some good practical advice on this subject. Our 'Living with ECDIS' seminars also provide information on legal requirements and maintenance issues, with UKHO experts on hand to help you stay compliant, stay safe and make the most of what ECDIS can offer. A large amount of ADMIRALTY ECDIS and ENC reference publications also offer practical advice on this subject. The ENC Maintenance Record (NP133C) is designed to simplify the management of ENC and ECDIS records, helping mariners with inspections and SOLAS Chapter V carriage compliance. The ADMIRALTY Guide to ECDIS Implementation, Policy and Procedures can also assist you and your crews with ISM code compliance. **Source: [blog.admiralty](#)**

Carnival cruise ship aids Cubans stranded at sea

A Carnival cruise ship rescued 16 Cuban nationals Sunday in the Caribbean Sea. The Cubans were stranded on a makeshift raft just south of western Cuba. The Carnival Glory, on its way to Grand Cayman Island from Miami, stopped to help the Cubans. Crew members from the cruise ship loaded the migrants onto life boats and took them aboard, providing water, food and clothing. Carnival Glory resumed its course to Grand Cayman and arrived Monday. The Cuban nationals were transferred to local authorities. According to the cruise company, the rescue effort continues Carnival's longstanding practice of assisting distressed mariners and vessels at sea. **Source: [mynews13](#)**

Castaway Who Survived 15 Months At Sea Accused of Eating Friend

December 16, 2015 by [Alex Bering](#)



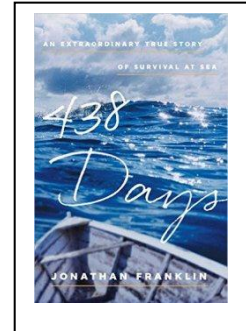
Jose Salvador Alvarenga pictured upon his arrival in the Marshall Islands in February 2014.

The remarkable story of Mexican castaway Salvador Alvarenga has taken grim turn as the family of the boy who accompanied him on his ill fated fishing trip off the coast of Chiapas Mexico has accused him of cannibalism and is suing for \$1 million dollars.

Related Book: [438 Days](#)

Alvarenga was made famous in 2014 after spending 15 months adrift at

sea in a small fishing boat. He set out for what was to be a two day tuna fishing trip with a hired hand but they were blown severely off course only to have their engine die. Alvarenga survived by drinking urine and turtle blood and eating sea birds he caught by hand. He finally reached land after 438 days when he washed ashore in the Marshall Islands. It is estimated his total voyage was between 5,500 to 6,700 miles.



The family of his crewmate Ezequiel Cordoba, a teenager who he had hired for \$50, alleges he ate him to survive, while Alvarenga maintains he threw his body overboard 6 days after he died. The family's lawsuit comes just days after Alvarenga released a book about the ordeal titled "[438 Days: An Extraordinary True Story of Survival at Sea](#)".

Alvarenga's lawyer spoke with the El Salvadorian newspaper El Diario de Hoy and had this to say about the lawsuit, "I believe that this demand is part of the pressure from his family to divide the proceeds of the royalties. Many believe the book is making my client a rich man, but what he will earn is much less than the people think".

Australia says no plan to stop surveillance flights over South China Sea

By Matt Siegel (Reporting by Matt Siegel; Editing by Paul Tait)

Australia will not bow to Chinese pressure to halt surveillance flights over disputed islands in the South China Sea at the centre of territorial spats between China and its regional neighbours, Defence Minister Marise Payne said on Thursday. The Australian Defence Department said on Tuesday one of its aircraft had flown "a routine maritime patrol" over the South China Sea from Nov. 25-Dec. 4, just as the U.S. Pacific Fleet Commander warned that a possible arms race could engulf the region. China claims most of the South China Sea, through which more than \$5 trillion of world trade ships every year, a fifth of it heading to and from U.S. ports. Vietnam, Malaysia, Brunei, the Philippines and Taiwan also claim parts of the South China Sea. Beijing is building seven man-made islands on reefs in the Spratly Islands, including a 3,000-metre-long (10,000-foot) airstrip on one of the sites, according to satellite imagery of the area. Such activity has fanned regional tensions. In October, a U.S. guided missile destroyer sailed close to one of China's man-made islands, drawing an angry rebuke from Beijing. U.S. defence officials say another U.S. patrol this year is unlikely. Payne said Canberra would not be deterred by warnings from Beijing, which again responded angrily to the Australian patrol, and described the flights as a routine part of Australia's role in helping to maintain regional stability and security. "We always navigate in a very constructive way in the region," she told reporters in Adelaide. The Chinese state-owned Global Times newspaper cautioned Australia against entering air space near the disputed area, warning of a possible military retaliation if they did so again." Australian military planes better not regularly come to the South China Sea to 'get involved', and especially don't test China's patience by flying close to China's islands," the newspaper said. "Everyone has always been careful, but it would be a shame if one day a plane fell from the sky and it happened to be Australian." **Source: Reuters**

DERBYSHIRE DEEPS 195 JANUARY 2016

Hi Everyone

4th January 2016

Wishing everyone a Healthy & Happy New Year

I wish everyone all the best for Christmas and the New Year

The On Line Version will be uploaded to our web page in due course

http://www.godfreydykes.info/derbyshire_submariners_page.html

Have a good one everyone; and may your Visa and Mastercard bills be little!!

Terry

Terry Hall, Hon Secretary/Treasurer, Derbyshire Submariners

http://www.godfreydykes.info/derbyshire_submariners_page.htm

Web Page shows current and last 12 Months Derbyshire Deeps Newsletters

New Containership ‘Natori’ Sports Odd-Looking Bow

December 21, 2015 by [Mike Schuler](#) gCaptain

Japanese shipping company Imoto Lines has taken delivery of the new 540 TEU coastal feeder vessel *Natori* with its innovative if not somewhat odd-looking forward bridge.

The design semi-spherical bow design is proprietary to Japan’s Kyokuyo Shipyard and was developed to help reduce wind resistance.

You may recognize the design because it has also been used on two car carriers, the *City of St*

Petersburg and *City of Rotterdam*, but the *Natori* marks the first time it has been used on a containership. In the

case of the two car carriers, the design has been said to cut wind resistance by as much as 50% compared to traditional vessels, adding to fuel savings and lowering emissions.



Greece Receives Final Bids in Piraeus Port Sell-Off

<https://gcaptain.com/2015/12/21/greece-awaits-final-bids-in-piraeus-port-sell-off/#.VolFU8sq-ok>

76 People Still Missing at Sea Following Indonesian Ferry Disaster

Indonesian relatives check the passengers board of a capsized ferry at a crisis center in Siwa, Wajo district in Indonesia’s South Sulawesi province, on Dec. 20, 2015 Rough seas have hampered search-and-rescue efforts. Close to 80 people remain missing following the disappearance of a ferry of the coast of the Indonesian island of Sulawesi on Saturday, with officials saying more than 24 hours into a search-and-rescue operation that there was a possibility the vessel had capsized. The country’s Transport Ministry confirmed on Sunday that 39 people were rescued, leaving 76 of the ferry’s 118 passengers still unaccounted for, Agence France-Presse reported. Three people, two of them children, were found dead, the ministry said. The effort to find the ill-fated ship, named the Marina Baru, has been hampered by the same choppy seas that likely prompted it to send out a distress signal before going missing off Sulawesi island on Saturday afternoon. Rescue patrols from the police and navy have encountered waves around 16ft. high. Frans Barung, a spokesman for the police, told AFP that the vessel’s fiberglass body makes it difficult to sink. “The boat has not been found because the weather has not been good,” he said. However, hopes have begun to dwindle as the hunt for survivors enters its second day “We are worried that more than 24 hours have passed,” Alamsyah, head of a local Disaster Mitigation Agency, told Reuters. “We are waiting for miracles, God’s miracles.” **Source : Reuters**

Final Bids Placed for Piraeus Port Stake

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Prospective buyers recently placed their final bids for a majority stake in Greece's Piraeus Port Authority but will not be announced publicly until early January, 2015, according to gCaptain. Monday December 21, 2015 was the deadline for final bids. The country's privatisation agency HRADF said: "The procedure for the submission of binding offers for Piraeus Port Authority was completed today." A senior HRADF official said: "We will delay the opening because of the (Christmas) holidays, which means it will be around January 10, 2015." Among those interested in the majority stake are APM Terminals and China's Cosco group. It was previously reported that Cosco was in advanced talks to purchase a stake in the port authority after Greece had offered a concession to its international lenders. An estimated US\$200 million is anticipated to be received for the 51% stake in the port. Greece has witnessed a tough 2015 after agreeing a bailout package with the European Union, Piraeus Port was one key asset for the Greek economy, yet the sale of the port is a source of income for the beleaguered country. **Source :** [porttechnology](#)

Offshore ship sank after fire off Denmark

The Danish offshore supply ship inflamed and sank off Langeland. The ship was en route to Bagenkop, when a black thick smoke started getting out from the engine, which inflamed and fire extended to the whole aft part. The vessel was made by fiberglass, which also started leaching and burning. The four crew members succeeded to abandon the ship into a life raft and later were rescue by fishing boat. The seamen were transported to local hospital for medical examination and treatment from toxic gas. The ship remained adrift and blazing near the rocks off Langeland, pushed by the current to the shore. After an hour the ship grounded in the shallow on 200 m from the shore, where started getting water ingress, capsized and sank. During the accident the people from the nearby city Magleby were asked to stay inside and to close doors and windows, as the smoke might be toxic. Fortunately there are no complaints from any of them. However, three of the crew members from the offshore supply vessel were hospitalized treated for gas inhalation. At the scene of sinking were dispatched pollution ship and helicopter to monitor for oil leaks. The offshore supply ship remained half above the water, due to capsizing in the shallow and rescue boats continue to pour water to fully extinguish the fire. The local authorities started investigation for the root cause of the fire. According to the local police department, the fire is believed to have originated in the engine compartment, but will require further examination by the Maritime Accident Investigation Board to determine precisely. Fortunately there were no seriously injured people and no water pollution. The Danish offshore supply ship **UMOE VENTUS** (IMO: 9758507) has overall length of 27.00 m, moulded beam of 10.00 m and maximum draft of 1.80 m. The deadweight of the ship is 190 DWT and the gross tonnage is 235 GRT.



FESCO's icebreaker Magadan arrives at its namesake port to escort commercial ships

The **MAGADAN** icebreaker has arrived at the Russian seaport of Magadan. The vessel was chartered by FSUE Rosmorport from FESCO Group and will be used by Rosmorport's Magadan branch for ice-breaking support of inbound vessels during the winter shipping season of 2015-2016, the state-owned port manager and developer said. During the 2014-2015 winter shipping season the icebreaker **MAGADAN** escorted 103 commercial ships that carried 328,000 tonne of cargo to the seaport of Magadan. **Source : Portnews**



Cruise ship Marco Polo leaves Damen Shiprepair Vlissingen after 10th special survey

Marco Polo, the 800 passenger cruise ship owned by Global Maritime and operated by Cruise & Maritime Voyages, has left the dock of Damen Shiprepair Vlissingen (DSV), part of Damen Shiprepair & Conversion



(DSC), where she underwent her 10th special survey and general maintenance and refurbishment. The project took around five weeks to complete, the Dutch shipbuilder said in a press release. An elegant vessel whose design harks back to an earlier era, the Marco Polo had a full schedule of works during her time at DSV. These included an exterior repainting, interior repairs and maintenance to bring her back up to her usual high standards. Other actions included work on the propellers and propeller shafts, reconditioning the bearings on the main engines and servicing the air-conditioning units and gensets. The life-rafts and other safety equipment were also removed and serviced, the cranes and winches overhauled and various minor steel works performed.

Carlos de Vliegere, Sales Manager area Greece at **Damen Shiprepair & Conversion** states that Athens based Global Maritime and DSV have been working closely since 2013. “Both **Marco Polo** and her sister-ship **Astor** have been coming to Vlissingen regularly to dry dock and undergo inspections and maintenance.” Marco Polo arrived at Damen Shiprepair Vlissingen on the 3rd of November and departed on the 14th of December. DSC has recently won a series of maintenance and repair contracts for cruise ships, having gained a reputation for short lead times, flexibility, safety, good communication and high quality work.....

Man charged for molesting girl aboard Disney cruise

A Honduran man is behind bars, Thursday, after he was accused of molesting an 11-year-old girl aboard a Disney cruise ship. The incident took place on board the **DISNEY MAGIC**, which set sail from Port Miami on Dec. 18 for a weekend cruise. While on the ship, the girl told her parents that a man, later identified as 31-year-old Juan Manuel Palma Ortega, fondled her three times. Miami-Dade police detained Palma Ortega back at Port Miami, where he allegedly confessed to the crime. He was charged with three counts of lewd and lascivious molestation of a minor and is being held without bond. He's also being held on an immigration hold, subject to possible deportation. Ortega was ordered no bond in a Miami-Dade courtroom Thursday. **Source : wsvn**

Shelter or floating prison? Sweden to use cruise ship to house 1,260 refugees

In an attempt to resolve the worsening housing shortage problem in Sweden, local authorities have announced plans to house some 1,260 refugees on board a cruise ship. Even the Swedish Migration Agency (Migrationsverket), which struck the deal with the ship's owner, Gothenburg firm Accumul8or Invest AB, doesn't deny the obvious: “It's a bit unusual.” “It's nothing we're used to. It's new for Sweden and it's also new for the shipping industry,” Migrationsverket press spokesperson Willis Aberg told local tabloid GT. It's not clear yet at which port the vessel will dock. Among the large harbors previously mentioned are Stockholm, Gothenburg, Malmö, Oskarshamn, Uddevalla and Gävle, the Local reported. Sweden has received 150,000 asylum seekers so far this year, the most per capita in the EU. The previous record of 84,000 was set during the Balkan wars of the 1990s. During the past seven days, about 3,200 people have applied for asylum in Sweden, the Dagens Nyheter daily reported. The number has decreased steadily since it reached record levels of 8,000-10,000 per week in October. “Our main scenario was 160,000 asylum seekers this year. Now, I think the number will be between 170,000 to

175,000 people,” Magnus Bengtsson, from the Swedish Migration Board told the newspaper. Earlier this week Swedish transport operator SJ announced that it is halting all trains crossing the border from Denmark, because it won’t carry out the mandatory ID-checks introduced by the Swedish government in order to limit the influx of illegal migrants and refugees. The company explained that it simply has no capacities to carry out the checks quickly enough and was forced to stop the services “until there is a working solution in place.” The Swedish ruling center-left coalition confirmed in early December that regular ID checks on every transport route leading to the country will be introduced early in 2016, as the Nordic state struggles to cope with an unending inflow of refugees seeking shelter in the country. Sweden’s toughening of border controls could result in more refugees claiming asylum in Denmark instead of Sweden, Danish Jyllands-Posten reported, citing several experts. Anti-immigrant sentiment has been growing stronger in Sweden, plagued by the ongoing refugee crisis, dubbed the worst since World War 2. Dozens of facilities reserved to house asylum seekers have been attacked by suspected arsonists, with the latest incident reported last month.” The country is polarizing. On the one hand you have all those people who don’t want immigrants and refugees, but on the other hand we have a strong part of the population that are helping immigrants and asylum seekers,” Adrian Groglopo, a social science professor at the University of Gothenburg, told RT. “These terrorist attacks [carried out] by the far-right groups are of course shaking the basis of Swedish society,” he added, referring to the arson attacks on refugee centers. Some of Sweden’s neighbors have taken steps to become a less lucrative destination for refugees. After Denmark slashed benefits for asylum seekers by half, the number of new arrivals immediately went down to a level lower than in the same month in 2014. **Source Russia Today**

Belfast firm Blu Marine secures £1.6m ship fit out contract

BELFAST ship outfitter Blu Marine has secured a £1.6 million contract to undertake a major refit of three ocean liners for the world’s biggest ferry operator. Blu Marine will carry out the work for DFDS in Dunkirk over 30 days next year. The firm will send 86 workers from Belfast in the first week of January. The team will then work on shift patterns to cover 24 hours a day to ensure the vessels are ready to resume taking passengers on board as quickly as possible. The Blu Marine team includes engineers, electricians, tradesmen. Each of the three DFDS ferries will undergo a transformation of their public facing areas including bars, restaurants, galleries and walkways. The contract award signals the beginning of a busy 2016 for Blu Marine according to managing director Craig McCoo. “We are delighted to have been appointed by the DFDS to carry out this work. Our team has a justified reputation in the shipping world for delivering quality work on time, and within budget,” he said. “That is important to our customers. Next year we will be active throughout the UK, in Singapore, the Bahamas and in Australia. Our firm is set for continued growth and all of this will be delivered from our Belfast headquarters.” Blu Marine opened eight years ago and has delivered projects in Northern Ireland as well as throughout the UK, Europe, the Middle East and the Americas. The firm has offices in Belfast, Southampton and Hong Kong and plans to open a new office in Singapore next year. **Source : irishnews**

Emotional robots join crew on cruise ships By: GARY DAWKES

Humanoid robots with built-in technology to read, understand and react to human emotions are to join the crew of two pioneering cruise ships to offer advice and information to passengers.



Meet **Pepper**, the first humanoid robot designed to live and interact with humans.

If you are fortunate enough to be taking a cruise on either of the Costa Group’s **AIDAprima** or **COSTA DIADEMA** ships during springtime next year you’ll probably come face-to-face with some of the world’s most highly-intelligent, customer-friendly autonomous robots which have been given the job of acting as ‘meeters and greeters’ on-board both vessels. First launched in Japan to communicate with customers at one of the country’s largest mobile phone

operators, these highly-advanced ‘house robots’ are the first in the world programmed to read and react to

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human emotions - and that, says the Costa Group, makes them ideally suited to help passengers and improve their cruising experience. It's also a significant breakthrough in the continuous development of artificial intelligence technology.

Developed by the France-based technology company Aldebaran, the world leader in humanoid robotics, Pepper robots have this year successfully completed an internship on board the cruise ship AIDAstella, which gave them the opportunity to demonstrate their technological prowess and human interaction capabilities with crew and customers.

Now the first batch of autonomous assistants is preparing to join the crew of **AIDAprima** and **COSTA DIADEMA** where they will advise and guide guests as they embark and move around the ships. Fluent in German, English and Italian, Pepper robots will be able to provide tips and advice about restaurants and menus, events and excursions. "With an emotional robot on board our cruise ships we are continuing our tradition of innovation," says Michael Thamm, chief executive of Costa Group. "For us, this is an important step towards a digital future for our brands. I am confident that our guests will love Pepper." Unlike the bionic barmen on the Royal Caribbean luxury cruise ship Quantum of the Seas (see Ocean Hub report at: <http://innovations.oceanhub.com/is-this-the-worlds-smartest-ever-ship/>), Pepper is self-propelled and, crucially, can have conversations with humans. In fact, Pepper is much more than a robot. Engaging and friendly, this autonomous creation does everything we do when communicating - using voice, touch and emotions. As well as recognising and understanding fundamental human emotions - such as joy, sadness, anger, surprise and doubt - Pepper can analyse and interpret facial expressions, body language and most of the words we commonly use.

Having established your mood and how you are feeling he will even try to adapt his own behaviour to match it! Standing just under four feet tall, the robot uses advanced technologies in human voice and emotional recognition software to analyse expressions and voice tones. Pepper moves fluidly and freely on three omnidirectional wheels which improve robotic ability and agility. It is a walking, talking technological wonder with 17 joints, a touch screen and a 3D camera enabling it to detect and interact with people. The robots given front-line customer service roles on the cruise ships will have four microphones, two high-definition cameras, a three-dimensional depth sensor and tactile sensors in their head and hands so they can feel your touch and react appropriately. An ultrasound system is used to avoid obstacles and move safely into a specific space. Pepper can look after himself too and there are no concerns about losing charge and powering down while on duty. The robot can check its internal temperature and manage battery power without human intervention. He's so well trained he can even find his own charger when required. Passengers will be able to ask Pepper a range of questions about on-board restaurants, advice about dining, times of specific events, guidance on excursions and directions to areas around the ship. And if he doesn't know the answer immediately he'll use the internet to find it! Yes, Google is even useful to robots! The autonomous system uses a 10-inch touch screen to display the information. If the Pepper technology proves a success on their maiden voyages during the spring, roll-out of these innovative robotic assistants will be expanded across the rest of the Costa and AIDA fleet of cruise ships later in 2016, possibly as early as mid-summer. "I'm very happy that the Costa Group gave us this opportunity," says Fumihide Tomizawa, president of Aldebaran and Softbank Robotics Corp. "Pepper is built to interact with humans, their emotions and needs. We hope that he will fit to improve AIDA and Costa travellers' experiences." **Source : innovations.oceanhub**

Lost Crew Found Thorco Shipping has issued a release saying that local search and rescue teams over Christmas recovered three lifeless bodies relatively close to the wreckage of **THORCO CLOUD** in the Singapore Strait. One of them has been officially identified as one of the six missing crewmembers from Thorco Cloud. The chemical tanker **STOLT COMMITMENT** and multipurpose general cargo vessel **THORCO CLOUD** collided in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait on December 16 with the latter sinking. DNA samples and personal records have been forwarded to the authorities to affirm the identity of the other two recovered. **Source : Crewtoo**

New IMO Regulations for 2016 By John Stansfield,

A number of important amendments to IMO treaties enter into force on January 1, including SOLAS amendments to require inert gas systems on board new oil and chemical tankers of 8,000 dwt and above; the latest amendment to the International Maritime Dangerous Goods (IMDG) Code; requirements for stability instruments on tankers and new testing requirements for life-jackets.

SOLAS amendments : SOLAS amendments entering into force on January 1 include:

- amendments to SOLAS regulations II-2/1, II-2/3, II-2/4, II-2/9.7 and II-2/16.3.3, to introduce mandatory requirements for inert gas systems on board new oil and chemical tankers of 8,000 dwt and above, and for ventilation systems on board new ships; plus related amendments to chapter 15 of the International Code for Fire Safety Systems (FSS Code) on inert gas systems.
- amendments to SOLAS regulation II-1/29 on steering gear, to update the requirements relating to sea trials.
- amendments to SOLAS regulation II-2/10, concerning fire protection requirements for new ships designed to carry containers on or above the weather deck.
- amendments to SOLAS regulation II-2/13.4, mandating additional means of escape from machinery spaces.
- new SOLAS regulation II-2/20-1, which provides additional safety measures for vehicle carriers with vehicle and ro-ro spaces intended for carriage of motor vehicles with compressed hydrogen or compressed natural gas in their tanks for their own propulsion as cargo.

Amendment 37-14 to the International Maritime Dangerous Goods (IMDG) Code :

The amendments to the IMDG Code become mandatory from January 1. They include updates to the provisions for radioactive material, reflecting the latest (2012) provisions from the International Atomic Energy Agency (IAEA), new marking requirements for “overpack” and “salvage” and updates to various individual packing requirements.

Carriage of stability instruments mandatory for tankers : Mandatory carriage requirements for a stability instrument for oil tankers and chemical tankers enter into force on January 1, under amendments to MARPOL Annex I, the Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk (BCH Code), the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) and the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code).

LSA Code lifejacket testing : The amendments to the International Life-Saving Appliance (LSA) Code relate to the testing of lifejackets. The requirements for testing adult lifejackets are updated and new paragraphs are added relating to the testing of infant lifejackets, including the possibility to substitute manikins for human test subjects.

Revised IGC Code : The completely revised and updated International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) will enter into force on January 1, with an implementation/application date of 1 July 2016. The amendments were developed following a comprehensive five-year review and are intended to take into account the latest advances in science and technology.

Audits under the IMO Member State Audit Scheme become mandatory : Amendments to a number of treaties covering safety, training, prevention of pollution, load lines, tonnage measurement and collision prevention make the audits under the IMO Member State Audit Scheme mandatory for all IMO Member States from January 1. Up to 25 Member State audits per year are expected under the audit scheme, which aims to provide a mechanism by which Member States can be assessed, in order to determine to what extent they are implementing and enforcing the applicable IMO instruments by identifying areas in need of improvement, as well as areas of good practices. The idea behind the scheme is to support the enhanced implementation of IMO instruments, as the scheme will provide Member States with an overview of how well they are carrying out their duties as flag, coastal and port States, under the relevant IMO treaties. The process will also feed into IMO’s extensive technical cooperation program, to provide targeted assistance and capacity-building to States, as well as to the Organization’s regulatory process. **Source: maritime-executive.com**

Volunteers are needed to help Torbay Lifeboat spread the coastal safety message
By GinnyWare

4th January 2016

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On the eve of Torbay Lifeboat's 150th anniversary, the station is looking for local volunteers to join its coastal safety team. Recruits from Torquay, Paignton and Brixham are being sought to help educate and advise their local community on how best to stay safe by the coast. Community Safety Advisors are being introduced around the country in a bid to reduce the number of people getting into trouble on and in the water each year.

Working as part of a team, the advisors will help deliver RNLI coastal safety advice to members of the local community and act as ambassadors for the charity's safety message. This role is suited to somebody who is passionate about communicating sea safety advice and who wants to help save lives through prevention, and has some experience with water-based activities, either commercial or through leisure pursuits. Keith Colwell, the RNLI's Community Incident Reduction Manager, said: "This is a great volunteer opportunity for somebody who is passionate about keeping their community safe and can make a real difference. "Our coastal safety work is of paramount importance in trying to reduce the amount of people getting into difficulty around our coast each year." For more information and to apply for the role, email John Turner at: fturner778@btinternet.com **Source : torquayheraldexpress**

AMSA: Verifying Container Weight amendments

AMSA has issued a discussion paper to explore and guide discussion on practical solutions to the implementation of upcoming SOLAS Convention amendments relating to verifying container weight.



These requirements will come into effect internationally from 1 July 2016. AMSA is seeking feedback on the impact these amendments will have on the whole logistics supply chain, along with possible solutions that may lessen any impact. Incorrectly declared containers can cause problems for ships and for workers at container terminals. For ships, accurate weight is required so that containers are placed and stowed evenly to maintain the stability of the ship during the

whole voyage. Additionally, for loading and unloading ships and workers safety, the adequacy of securing devices used to attach containers to vessels and the selection of suitable lifting/loading equipment is reliant on knowing the correct weight of containers. The impact of individual errors in weight declaration can be significant when considered on a vessel with thousands of containers. For example, the investigation into the incident with the container ship MSC Napoli found that 1 in 10 containers far exceeded their declared weights. In fact, noting that the ship carried 2318 containers, it was found that the difference between the calculated and actual deadweight of the ship at departure was some 1250 metric tonnes.....

Swedish wind farm loses 3-MW Vestas turbine on Christmas Eve

Denmark's **Vestas Wind Systems A/S** is investigating a wind turbine collapse in the Vetlanda Municipality in Sweden. The Lemnhult wind farm, built by Swedish wind power investor Stena Renewable AB, comprises total of 32 machines of the V112-3.0 MW model. One of them fell in the morning of December 24. The reason for the collapse will be known after the full investigation has been completed, Vestas spokesman Michael Zarin told the Vetlanda-Posten. The local daily also cited Stena Renewables head Peter Zachrisson as saying that the damaged turbine is worth about SEK 40 million (USD 4.8m/EUR 4.3m). The Lemnhult wind park has been operational since the summer of 2013. Vestas received the 32-turbine order in 2011 and it included a 15-year full scope service and maintenance agreement. **Source: renewables.seenews**

Panama Canal Expansion Deadline Pushed Back

4th January 2016

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The head of the Panama Canal Authority (ACP) has said for the first time that the planned opening of the expanded canal will be postponed because of cracks in the new locks, according to the EFE agency. Previously the ACP, the government agency that manages and operates the canal, has steadfastly maintained that the deadline of April 2016 would be met but now, in statements to business leaders, ACP head Jorge Quijano has said that will not be the case.

He is still confident of a second quarter opening and no later than June.

At the same time the ACP has denied accusations made by contractor GUPC (Grupo Unidos por el Canal), of tardy payments. GUPC says the payment delays are partly responsible for project delays. But ACP maintains that “payments are based on the progress of construction”. Problems in the \$5.25bn project surfaced in August when, during the filling process, visible cracks and leaks appeared in the new third locks on the Pacific end. Since then tensions have been clear between ACP and GUPC, the international consortium responsible for the new locks. GUPC – comprising Spain’s Sacyr Vallehermoso, Italy’s Impregilo, Belgium’s Jan De Nul and Panama’s Constructura Urbana – has been installing steel reinforcements to repair the cracks. The expansion project is intended to make the Canal ready for the new generation of mega-sized container ships. **Source: Splash 24/7**

Port State Control Detection Deficiency Areas

The Coast Guard published Marine Safety Information Bulletin, or MSIB, 16-15 to address the top five deficiency areas that port state control officers find on foreign vessels and have led to detentions in 2015. The purpose of MSIB 16-15 is to share information so that owners, operators and other involved parties can take proactive steps to identify and correct substandard conditions of safety and environmental stewardship, before port state control action is necessary.

- MSIB 16-15 identifies the following as the top five areas of deficiency:
- Maintenance of ship and equipment – ISM Code
- Oily water separating equipment – MARPOL
- Fixed firefighting installation – SOLAS
- Rescue boats – SOLAS
- Fire detection equipment – SOLAS

View MSIB 16-15 for further details to include specific information on each of these five areas.

http://www.uscg.mil/msib/docs/016_15_12-17-2015.pdf **Source: USCG**

Danish ferry firm turns away people without ID

The **Stena Line** ferry from Grenaa to Varberg in Sweden has refused boarding to around 30 passengers since mandatory ID checks were introduced in November. The checks were introduced following the announcement by the Swedish government at the beginning of November that it would be checking passenger ID on all forms of transport into the country, following its decision to restrict numbers of refugee arrivals. Although the Swedish order will not be implemented across the board until the 4th of January, Stena Line made the decision to enforce ID control as early as November 12th. “We have prepared in partnership with [Danish security firm] Securitas, who we agreed a deal with at the time of the announcement regarding ID control,” Thomas Christiansen, marketing director with **Stena Line**, told DR. This has resulted in the rejection of 25 to 30 passengers at departure terminals. “It is simply down to people forgetting their ID, which they go home to pick and then come back for the following departure. So there have been no problems so far,” Christiansen told DR. “We regularly ask our customers when they come to our harbours, and it is not something they see as a problem,” he continued. **Stena Line** is currently unable to confirm the cost of the ID checks, or whether this cost will be borne by the company or passed on to passengers. On Monday, national rail operator DSB announced that its passengers would be liable to pay surcharges for services crossing the border to Sweden, with 34 ID gates to be set up in line with the Swedish ruling. **Source: The Local**

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Fred. Olsen Cruise Lines' Braemar in dramatic Christmas mid-Atlantic yacht rescue



On 27th December 2015, Fred. Olsen Cruise Lines' ship **BRAEMAR** came to the aid of a sailing yacht marooned in the middle of the Atlantic Ocean, with the dramatic rescue of the 14-metre **Nicollet** and her four Polish passengers and crew, who had been adrift for nearly three days. 929-guest **BRAEMAR** was cruising from Santa Cruz, Tenerife to Bridgetown, Barbados, at a speed of 16.2 Knots, when the Officer of the Watch spotted the drifting sailing yacht **Nicollet** on the radar, positioned in the Atlantic Ocean, 10 Nautical Miles from the cruise ship. **BRAEMAR**'s Officer of the Watch contacted the **Nicollet** to make sure that everything was in order, since the yacht was drifting and no

sails were hoisted. The yacht confirmed that the steering gear was broken and the sea anchor had been deployed. The yacht had been drifting for 2.5 days and was en route from Las Palmas to Dominica. The **Nicollet** was carrying two passengers, one male and one female, and two male crew members, all of Polish nationality. The

BRAEMAR's Master, **Captain Robert Bamberg**, contacted the **Nicollet** and asked what assistance was required. The Skipper of the sailing yacht requested that the cruise ship take the two passengers on board and supply some material for the necessary repairs to the **Nicollet**, which the two crew members would carry out. **Captain Bamberg** informed **BRAEMAR**'s guests that the ship would be involved in a rescue operation, and he manoeuvred the ship into position, ready to lower the rescue tender boat. Tender boat number 10 was then launched, with six crew members aboard. Fred. Olsen's tender boat number 10 delivered a supply of wood, a hacksaw, two wooden oars and a box of water to the two crew members remaining aboard the stricken **Nicollet** – although the sailing yacht was equipped with enough food and water to last up to three weeks – and the two passengers were transferred to the tender boat and taken to **BRAEMAR**. Following a full security inspection and medical check, it was confirmed that the two passengers were Polish nationals and in good health. At midday on 27th December 2015, **BRAEMAR** was back on track, sailing to Bridgetown, Barbados, to continue her 15-night 'Canaries Christmas & Caribbean New Year' cruise. Speaking of the rescue operation, **Captain Robert Bamberg**, Master of Fred. Olsen Cruise Lines' **BRAEMAR**, said: "The sea conditions at the scene were very challenging, with three to five metres of swell, so in order to be able to carry out a rescue operation in such circumstances, everyone must know exactly what to do." Fred. Olsen Cruise Lines is proud to have a very robust safety culture and procedures in place across its fleet, and my Officers and crew showed true professionalism and knowledge while carrying out this rescue operation. We regularly conduct safety drills and practices, but it was great to see such team work, spirit and determination implemented so successfully in a real-life situation. "Following her rescue by Fred. Olsen's Braemar and subsequent repairs, the **Nicollet** was able to continue her voyage to Dominica. It is expected that the two passengers from the **Nicollet** will remain on board Braemar until Dominica, where they will re-join the repaired yacht. **BRAEMAR** will arrive in Bridgetown, Barbados on 31st December 2015, where she will stay overnight, to see in the New Year in true Caribbean style. She will then continue to Dominica, St. Kitts, Tortola, Antigua and St. Lucia, before arriving back in Barbados on 7th January 2016. **Source: Fred Olsen Cruise Line**

Electrician is killed in elevator aboard Carnival cruise ship

An electrician was killed in an accident aboard a Carnival cruise ship, television station WFTX reported. Passengers shot video which shows blood flowing out of an elevator that was malfunctioning on **CARNIVAL ECTASY**. The deceased is 66 years old, and authorities in Florida say they are investigating the cause.

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General cargo ship **Pluto Island** abandoned after fire in East China Sea

By: Svilen Petrov

The general cargo ship **PLUTO ISLAND** caught fire on 30 nautical miles off Seogwipo, South Korea. The crew saw smokes coming out from the cargo holds and sent distress signal to the local authorities. At the scene of the accident were dispatched two rescue boats, which evacuated the 9 seamen and started pouring water over the burning holds. The external fire was extinguished, but fire inside the holds is still burning. The salvage operation continue, but ship is



seriously damaged and rescue teams consider ways to extinguish the fire inside the holds. Fortunately none of the nine crew members was injured during the fire and there is no report of water pollution. The salvage teams consider ways to extinguish the fire without threatening seaworthiness of the general cargo ship **PLUTO ISLAND**, as pouring of water inside the holds will increase draft and will cause danger of capsizing. The investigation for the root cause of the fire and further salvage is under way. The general cargo ship **Pluto Island** (IMO: 8808032) has overall length of 75.00 m, moulded beam of 11.60 m and maximum draft of 3.50 m. The deadweight of the vessel is 1,467 DWT and the gross tonnage is 1,369 GRT. The general cargo ship **PLUTO ISLAND** was built in 1988 and operating under the flag of Cambodia. During the fire the ship was en route from Hakata, Japan to Ningbo, China with cargo of scrap, mostly user appliances. **Source :Maritime News**

One Dead, Two Injured After Wave Hits North Sea Drilling Rig **COSL Innovator**

December 30, 2015 by [Mike Schuler](#)



COSL Innovator. Photo: COSL

One person has died and two other were injured on Wednesday after a large wave hit a semi-submersible drilling rig operating in the North Sea.

Statoil confirmed the incident in a email on Wednesday, reporting that the incident occurred at about 5 p.m.

Wednesday, December 30th aboard the **COSL Innovator**.

The company said it was informed by police that one person has died as a result of the “breaking wave”.

Earlier this company said the three people had been injured.

The rig is currently under contract to Statoil on the Troll field in the North Sea, west of Bergen.

The company said that the rig had been taken off the well

due to heavy weather when the incident occurred. The wave has also caused damage to the rig’s accommodation module.

All three workers were flown to land to seek medical treatment on land. Statoil said that the rig is also being evacuated down to a safety crew.

At least one Sea King helicopter from the Norwegian Joint Rescue Coordination Centre and one of Statoil’s own SAR helicopters participated in the response.

“The rig is now heading to shore under its own power, while evacuation takes place,” Statoil said an update.

Statoil did not provide any information concerning the condition of the two others.

The heavy weather is associated with powerful winter storm “Frank”, a hurricane force low that developed rapidly over the North Atlantic this week and battered parts of the UK on Tuesday night and Wednesday, bringing with it heavy winds and rain and causing major damage.

COSL Innovator is owned by **COSL Drilling Europe AS**, a subsidiary of **China Oilfield Services Limited**.

Migrants Taking Sea Route to Europe Top 1 Million in 2015, UN Says

December 30, 2015 by [Reuters](#)  REUTERS

By Sebastien Malo

NEW YORK, Dec 30 (Thomson Reuters Foundation) – More than one million refugees and migrants braved the seas in 2015 seeking sanctuary in Europe, nearly five times more than in the previous year, the



File photo shows a migrant boat in distress in the Mediterranean Sea. Photo: TORM A/S

United Nations' refugee agency said on Wednesday. About half of the 1,000,573 men, women and children who made the perilous journey came from war-torn Syria, while Afghans accounted for roughly a fifth, the United Nations High Commissioner for Refugees agency said in a statement.

Most people who took to the water for Europe made their way on the Aegean Sea to Greece's islands from Turkey, it said. From Greece, many travel to wealthier Western Europe.

A photograph of a 3-year-old Syrian boy who drowned trying to reach Greece with his family in September appeared around the world, prompting sympathy and outrage over the refugee crisis.

Nearly 4,000 people were believed to have drowned before reaching shore, according to UNHCR.

Another major route for migrants was the Mediterranean Sea, separating North Africa and the Middle East from Europe, it said.

Europe is in the midst of its biggest migration crisis since World War Two, according to the United Nations.

The number of people forcibly displaced worldwide is likely to have surpassed 60 million this year, mainly driven by the war in Syria and other long-term conflicts, the United Nations has said.

The UNHCR said it tallied the number of migrants traveling by sea to Europe using figures from national authorities.

The figure in 2015 represents nearly five times the sea arrivals to Europe in 2014, recorded at roughly 216,000, the UNHCR said.

The number highlights the issue of people forced to flee in dangerous ways, said UNHCR spokesman Adrian Edwards.

"There are abundant regular, safe and legal means of managing this, and they need serious looking at," he said.

Syria has been ravaged by a nearly five-year-old civil war, which has forced more than four million people to leave the country and killed some 250,000 people.

The influx of refugees and migrants has caused tensions across Europe, with some nations toughening border controls. (Reporting by Sebastien Malo, Editing by Ellen Wulfhorst. Please credit the Thomson Reuters Foundation, the charitable arm of Thomson Reuters, that covers humanitarian news, women's rights, trafficking, corruption and climate change. Visit www.trust.org)

Seafarer dies onboard Russian reefer vessel detained in Dalian

A crew member onboard Russian reefer vessel **PROFESSOR MEGRABOV** has died while the vessel remains detained at Dalian Port in China, according to information from the local Russian Consulate.

According to Cyril Mahrin, the local Russian consulate general, the ship was arrested due to its inability to pay relevant expenses and ran out of fuel, electricity and food during the arrest. The crew members have had to cook over a fire on the deck, and have reached out to the consulate for help. The vessel has been detained since early December..... **Source : Splash 24/7**

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James Stevens No 10 lifeboat sinks in Hayle Estuary

A restored lifeboat that saved 227 lives between 1899 and 1933 has sunk during the stormy weather that has been battering the UK. The **JAMES STEVENS No 10 lifeboat**, which served in St Ives, Cornwall, is said to be one of only two remaining boats of its kind. The 35ft (10.6m) vessel was restored in 2002 and had been in use for pleasure trips around St Ives.



The lifeboat was fully restored in 2002

But it was seen submerged in Hayle Estuary on Wednesday morning. The vessel served in the waters around St Ives from 1899 to 1933. **Alex Pym** was out walking his dog when he saw the boat at about 09:00 BST. He said the lifeboat had previously been used for trips in St Ives harbour but had been moored in the estuary for at least a year. It is not known who owns it. The vessel was one of 20 bought by the RNLi in the late 1890s paid for with a legacy from James Stevens, a

property developer from Birmingham. The only other remaining **JAMES STEVENS boat** is the **No 14**, which is in regular use and maintained by the Frinton and Walton Heritage Trust in Essex. **source : BBC**

Oil platforms evacuated in North Sea due to drifting barge

A drifting barge has forced BP Plc and ConocoPhillips to shut oil fields in the North Sea and evacuate workers from production platforms. BP has said that it is now in the process of safely remanning its Valhall platform, and is looking at restarting production. BP says it employs 235 people in the Valhall oil field. The rig was now heading to the Norwegian coast, a Statoil spokesman said. The FTSE 100 company ordered a partial evacuation soon after the barge began drifting towards Valhall but later made a decision to take all workers off the installation and halt production when the barge changed course. "The barge is unusually tall, more than three storeys," Bang Andersen said.

Two other people were injured and were being treated ashore, Statoil said in a separate statement. Anti-pollution preparedness crews were on high alert, and all oil production was shut down. The accident happened at the Troll field in the North Sea west off Bergen and confirmed by Statoil and COSL (China Oilfield Services Limited). Nearly 50 of the rig's 106 staff were airlifted to safety. In May 2009, a person fell from scaffolding at the Oseberg B platform in the North Sea, which was operated by Statoil, then known as StatoilHydro. The Eide Marine Group, which owns the barge, tells CNN it is tracking the vessel. Storm Frank, as it has been named by United Kingdom weather watchers, has been sweeping across the United Kingdom and the North Sea, across to Norway. "It was a dramatic situation for some hours", said Borghild Eldoen, the spokeswoman for the Joint Rescue Coordination Center in Stavanger, Norway. **Source : southtexasnews**

One dead, two injured in COSL Innovator incident on North Sea

By Joey Mechelle Stenner Statoil and China Oilfield Services Limited are reporting one death in an accident that happened in the late afternoon on Wednesday, December 30, 2015, when a heavy wave hit the **COSL INNOVATOR** rig during a hammering storm. Statoil and COSL quickly mobilized their emergency response teams, and the injured were flown to land by a Sea King helicopter from the Norwegian Joint Rescue Coordination Centre, as well as one of Statoil's own SAR helicopters.

The semi-submersible drilling rig, the **COSL INNOVATOR**, is under contract to Statoil on the Troll field in the North Sea, to the west of Bergen. The rig had been taken off the well due to torrential weather when the incident occurred. The wave also caused damage to the rig's accommodation module. Statoil is assisting COSL with evacuation of the rig crew from the rig. A Statoil representative confirmed to **PennEnergy** that approximately 50 of the 106 crew are being evacuated to shore by helicopter, with only a contingency crew left onboard. The rig is now heading to shore under its own power, while the evacuation continues to take place. A reception facility for evacuees has been established at Kokstad, where personnel will assist those who were on board the rig. Specialist professionals including doctors, nurses and psychologists are on hand to assist. **Source: PennEnergy**

Two women rescued by coastguard after being blown FIVE MILES out to sea on paddle boards BY HAMZA JABIR



Coastguards rescued two women today they were blown five miles out to sea on stand-up paddle boards.

The pair, who are believed to be in their 50s, had been using the boards off Portobello beach in the Firth of Forth when they were blown North East by strong winds, ending up about two miles off Inchkeith Island. One of the women was able to raise the alarm and phone emergency services and after a 90 minute search, the pair were rescued by RNLI lifeboats from Queensferry and Kinghorn, supported by Fisherrow Coastguard Rescue Team and a Royal Navy Sea King helicopter from **HMS Gannet** at Prestwick.

Both women were found to be very cold, and in the early stages of hypothermia so were flown by helicopter directly to Edinburgh Royal Infirmary, the Daily record reports. Kinghorn lifeboat helmsman, Neil Chalmers said: "This was a good example of teamwork between the various search assets. Queensferry lifeboat was initially tasked to search off Joppa, but once on-scene, the poor search conditions led to the request for Kinghorn lifeboat and the Royal Navy helicopter to assist." Conditions in the search area were difficult, with a Force four southerly wind creating waves up to 1.2m high, along with spray and a strong sunlight.

"Soon after the arrival of the helicopter, the two females were located with their boards. The helicopter crew requested the two lifeboats to assist with recovering the casualties and their boards, before assessing them. "This callout had a successful outcome today, and the regular training sessions which the lifeboats and helicopter crews undertake certainly paid off." **source : Mirror**

Ferry Disaster Korea's Most Mentioned Issue on Social Media

The ferry disaster of April 2014 that took the lives of over 300 people, mostly high school students, remained the most frequently mentioned issue in 2015. That shows how deep the scars were that the disaster **left in the hearts and minds of the Korean public**. According to pollster Matrix tabulating the 80 most frequently used keywords on Twitter over the last year, the ferry **SEWOL** was mentioned **3.1 million times**. Second was Middle East Respiratory Syndrome (1.91 million times), while "state history textbooks" (578,351 times) rode to a strong late third place after they were first mooted in October. Cho Il-sang of Matrix said every time a tragedy occurs, people refer to it as "another **SEWOL** disaster," so it has become a symbol and is likely to get a lot more mentions. "Spy cams" was fourth amid a panic surrounding peeping-Tom footage from women's locker rooms last summer. Fifth was "chef" due to the explosive popularity of TV cooking shows. **Source : Chosun**

Reasons Why Ports Become Boring For Seafarers

Time was when ports were abuzz with exotic cargoes, vessels and of course seafarers. There were pubs which existed to serve them, there were other very "specialised" businesses which sprang up to cater for their "needs". Today though it is all so different – ports become boring! Ships dock far from most towns, and the days of people even recognising seafarers seem over hence, being in port becomes less enjoyable for many seafarers. Today you would be hard pressed to know you were looking at a seafarer. The trained eye can spot them – for instance any Filipino carrying more than ten bars of Toblerone is likely to be a sea dog. Ports such as Southampton with large cruise contingents perhaps still have the feel of a seafarer city, but most others sadly don't. All too many places seem to have broken their connection with the sea over the past decades.

In many other countries the pain of getting ashore, and the hassle, cost and loss of rest – as covered in the recent Crewtoo Seafarers Happiness Index – suggest that shoreleave is increasingly problematic. So we see that seafarers are an increasingly rare beast. The tales of history, of debauchery, enjoyment and rabble

4th January 2016

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rousing have been consigned to the Disney films – today, seafarers are more likely to be eating sweets watching Jack Sparrow on Movielink than acting like him. The fun seems to have evaporated, and crews today just don't mix like they used to.

Now, given the changes to shipping patterns, speed of turnarounds, and the raft of legislation to comply with, it is fairly obvious that change has led to isolation and seafarers being constrained to the ship. Decades ago ports were a place where new cultures flourished. Nowadays ports become boring. It wasn't always this way – throughout history the arrival of ships meant not just the cargo they delivered, but also a visit from seafarers. Many brought with them new ideas, culture and even music to the places they visited. It is said that much of modern culture has emerged because of the influence of seafarers. Granted in the Americas Spanish sailors did kill millions of Aztecs and indigenous tribes, but apart from that hiccup in relations the rest has been fairly positive. Most of the world's great cities were shaped by seafaring influences. London was in many ways moulded in this way too – and even had its own "Sailorstown" – as parts of the East End focused on their proud role being the haunts of visiting crews and home to British sailors. For centuries the influx of people, culture and ideas was the lifeblood of so many places. Alas, as the vessels moved further down river the mixing of the populace with seafarers began to dry up.

Today the change is most stark – shoreleave is being seen as almost a luxury rather than a right or essential part of seafaring life. According to the ITF, it is essential for seafarers who spend many weeks cooped up at their workplace, with only work mates and managers for company to get ashore. Seafarers need to break free of the vessel and port to access phones and the internet to contact family, to seek welfare, social, medical or psychological support if needed, and to have a break from the work environment.

Sadly despite this, the seafarers' essential right to have respite on shore is facing erosion from growing pressures in the industry. The ITF feels that the shipping industry is putting increasing demands on crews and ships that affect time in ports. There is less time on shore for seafarers, who are increasingly working longer hours at sea as crew sizes are reduced. There have also been changes in the ports themselves. New-build ports tend to be isolated away from the traditional coastal towns, which also limits seafarers' options when they do have time off-ship. Sometimes the transportation costs are just too high for seafarers to access facilities. The sad fact is that nowadays local populations are increasingly disconnected from the sea, and so too the seafarers who bring so much of the goods, foods, fuel and luxuries we rely on. The irony is that society is more dependent than ever before on seafarers, but crews are marginalised, and cut off from the people they serve. It seems not so much that people are not welcoming of seafarers, just they do not really understand who they are or what they do. One book on the subject captures the problem well – "The astounding ignorance of maritime matters manifested by British people generally makes one gasp in amazement". While the criticism can likely be levelled at many other nationalities, what is more surprising is that the quote was written in the year 1900! Yes, so the problems of sea blindness, ignorance and disconnection have existed for centuries.

Are seafarers' centers a thing of the past?

The ITF has demanded a change – and prompted by the Crewtoo Seafarers Happiness Index, which pointed out that some crews now dread port calls there is a push for guarantees of the right to shore leave. An important part of this is seen to be the International Labour Organisation (ILO) convention 185 – Seafarers' ID – which it is felt could improve the situation by ensuring that seafarers have a highly secure ID that is recognised worldwide. The ITF is campaigning for full ratification of C185, and is monitoring seafarers' access to shore leave through its international reporting system. So we can perhaps see a new mechanism which means seafarers can get ashore – what they find when they get there is another matter. There is all kinds of change in the air – some believe that the traditional seafarers' centres are an old fashioned concept from a different age. While some believe they are essential, and give crews a focal point and "home" from home. Whether seafarer welfare is based on missions, or free Wi-Fi in local coffee houses, we hope that local populations can find a way to bring seafarers back into the consciousness and into their hearts. Seafarers deliver so much, let's hope in return for a little respect, a warm welcome and a place in the hearts of a grateful society. **Source: crewtoo**

Master receives deferred suspension for illegal beaching of vessel

A recent decision of the Dutch disciplinary committee for the shipping industry demonstrates how illegally beaching a vessel can have consequences for the master of the ship. **Facts**

On May 26 2013 the Dutch container vessel **HMS LAURENCE** was beached before demolition near Alang, India. By order of the public prosecutor in Rotterdam, an investigation was initiated concerning the actions of the master in relation to the illegal movement of the vessel from EU waters to Alang. The Dutch public prosecutor noted that because the vessel was being beached with the intention of demolishing it, it could be considered as waste under Dutch national and European law. As such, the owner could be held responsible. Considering that the action was physically performed by the captain, it also had to be assessed whether this met the standards of good seamanship under Article 4(4) and Article 55a of the Dutch Law Concerning Seafarers as it relates to:

1. Article 10.60 of the Dutch Law on Environmental Management;
2. Article 2(35) of the EU Shipment of Waste Regulation (1013/2006);
3. Article 34 of the regulation, which covers the prohibition on exporting waste from the European Union to third countries which are not part of the European Free Trade Association; and
4. Article 36 and Annex V of the regulation, which covers the prohibition on exporting waste from the European Union which is destined for useful application in countries which are not members of the Organisation for Economic Co-operation and Development.

Decision

The Dutch disciplinary committee for the shipping industry found that it had been proven that on May 26 2013 the **HMS LAURENCE** was beached in order to be demolished near Alang after sailing from the European Union under the authority of the master. Proof of this action was based on a YouTube video uploaded by the ship's master which clearly showed that he was acting as the master of the vessel when it was beached. The actions of the master were held to be in violation of Article 55a of the Law Concerning Seafarers, and specifically Article 4(4) in respect of the act or omission of a master on board in breach of the care which he should have observed as a good sailor in relation to the crew, the ship, the cargo, the environment and traffic. In particular, it was held that the master could be held responsible for the fact that he had cooperated in deliberately beaching the vessel in India. Based on European environmental law, it is prohibited to transfer vessels for demolition to India. The disciplinary committee noted that, because the master had not made a statement, it could not know on whose order he had beached the vessel. But the sight of the coastline in the YouTube video made it clear that the master should have understood that it would be left there for demolition. The disciplinary committee found that the defendant was in serious breach of his duties as master of the vessel. At the time of the incident, the consequences of having ships beached for demolition in India were generally known within the shipping industry. These consequences included harrowing working conditions, environmental damage and serious dangers to the health of employees and the local population. The disciplinary committee ruled that the master be suspended for a period of six months. However, the suspension would not be executed unless the disciplinary committee later decided otherwise, based on the fact that the master, before the end of a two-year probationary period, had again acted contrary to the care which he should have observed as a good sailor in relation to the crew, the ship, the cargo, the environment and traffic. **Comment** This is the first decision from the disciplinary committee suspending a master on these grounds. It clearly demonstrates that the beaching for subsequent demolition of ships moved from the European Union to Southeast India places the master of such ships at risk of suspension if the physical breach of national and European law has been performed under the authority of such master. Posting a recording of the beaching of such vessels on YouTube clearly increases the risk of detection and suspension. **Source: AKD**

Oil-spill pilot loses bid to regain mariner's license



The pilot of a container ship that struck the Bay Bridge in 2007 has lost another legal attempt to regain his mariner's license. John Cota of Petaluma served 10 months in federal prison after pleading guilty to water pollution charges stemming from the November 2007 incident in which the container ship, the **COSCO BUSAN**, ran into a bridge tower

during a thick morning fog. The crash spilled 53,000 gallons of oil into the bay, coating beaches from the Marin Headlands to San Mateo County and killing nearly 7,000 birds. The ship's operating company also pleaded guilty to criminal charges and was fined \$10 million. Cota gave up his pilot's license but sued the Coast Guard to regain his mariner's license, which would allow him to sail commercial ships. The Coast Guard refused, saying Cota was unfit for reasons that went beyond the bridge collision. The Coast Guard said medical forms Cota submitted in 2006 and 2007 failed to disclose some of the many prescription drugs he was taking and understated his use of other medications. He also failed to mention that he had grounded another ship in 2006, the Coast Guard said. Cota sued in 2010, arguing that the Coast Guard had failed to give him a chance to explain that he had accidentally omitted some facts from the medical forms, that the 2006 grounding was a minor incident and that he was capable of sailing vessels safely. A federal judge rejected his arguments in 2013. That decision was upheld Thursday by the Ninth U.S. Circuit Court of Appeals in San Francisco. The Coast Guard "provided Cota an opportunity to respond to each of its reasons for denying his application" and acted within its discretion in refusing to reinstate his license, the three-judge panel said in a unanimous decision. **Source: San Francisco Chronicle**

Sea Ghost: New Russian Submarine is Stealthier Than a 'Black Hole'

The stealth capabilities of Russia's new **LADA-CLASS** diesel-electric submarines far exceed those of their predecessors, Admiraty Shipyard's CEO Alexander Buzakov told the Russian press. According to Buzakov, the new vessels are even stealthier than Russian Kilo-class submarines, thought to be one of the quietest diesel-electric submarine classes in the world and dubbed "black holes" for their ability to "disappear" from sonars. The new submarines are able to maintain such a low profile thanks to a clever implementation of a next-generation anti-reflective acoustic coating and a new improved hydro-acoustic system, Buzakov said. He also added that during the new submarines' construction and design process, the development team managed to gather a lot of valuable data which, among other things, allowed them to significantly improve the Kilo-class submarines as well. The **LADA-CLASS** submarines are designed to defend coastlines against ships and other submarines, gather intelligence, provide surveillance and reconnaissance missions, and act as a mother ship for special forces. With its new air-independent propulsion plant, a Lada submarine can remain submerged for as many as 25 days. With its vast array of weapon systems, the Lada is also world's first non-nuclear submarine to be equipped with specialized launchers for cruise missiles. **Source : sputniknews**

Goodbye 771 Naval Air Squadron – UK search & rescue helicopter service goes private

After more than 40 years providing search and rescue (SAR) services across the UK, on 1st January 2016 771 Naval Air Squadron handed on responsibility to private contractor. Until now the MoD and the Maritime and Coastguard Agency (MCA) have operated a 24-hour military and civil helicopter SAR service for the UK using around 40 RN and RAF Sea King Mk5s. Avoiding the inconvenient up-front cost of more than 20 new aircraft, the Labour government



made the decision to use private finance to replace military SAR. The £1.6 Billion, 10-year contract was eventually awarded by the coalition government to American-owned Bristow Helicopters who are now responsible for coverage of 11,000 km of coastline, and 3.6 million square km of ocean. The Royal Navy and RAF had an incredible track record of air/sea rescues. Culdrose-based helicopters alone typically flew around 400 operational sorties, rescuing more than 300 people in an average year. Sorties range from saving sailors from sinking vessels in severe storms through to airlifting stranded animals off cliffs. Thousands of sailors, fishermen, yachtsmen, swimmers, divers, climbers, walkers, holiday makers and many others owe their lives to this service. The astonishing history of UK military helicopter rescue is too long to detail here, but the aircrew have received numerous bravery awards for their work on an almost yearly basis. Bristow has a good track record already, working with the Maritime & Coast Guard Agency for some time. With many ex-military pilots employed, and excellent new aircraft there is little doubt that the Helicopter Search and Rescue service will continue to be good. In the longer-term it remains to be seen how the need for Bristow to remain profitable will impact the quality of the service and whether they can match the record of RN and RAF.



The RN Sea Kings were still in operation right up until the last day of 2015 and were still capable in the role. Unfortunately these fine aircraft could not keep going indefinitely. The maintenance time and cost required to keep elderly Sea Kings airborne is considerable and 22 new helicopters will supposedly have the same availability as 40 old ones. Bristow will operate 2 types of helicopter, providing services based at airfields across the UK. 11 Sikorsky S-92s will be based in at Stornaway, Sumburgh, Newquay, Caernarfon and Humberside airports. 11 smaller Agusta Westland AW189 helicopters will operate from Lee on Solent, Prestwick, St Athan, Inverness and Lydd airports. Bristow has invested considerably in the project, not just in aircraft but building 7 completely new facilities at 7 out of the 10 sites it will fly from. The S-92 helicopter meets stringent safety standards and the US Federal Aviation Authority describes it as the “safest helicopter in the world”. It is faster than the Sea King at 145 knots and has a roomy, more comfortable cabin able to carry up to 21 people. It has a smaller radius of action but as their bases will be more dispersed, they should be able to provide similar coverage. The smaller AW189 can also make 145 knots, with a range of 200nm and capacity for 16 people. Although civilian-operated SAR provision is common around the world, the UK had built up a great reserve of expertise and skill amongst its military and many consider the privatisation wasteful and unwise. The ideal solution would have been the continuation of military SAR and the replacement of Sea Kings with Merlin helicopters, common to the existing RN inventory but slightly modified for the role. The end of 771 Naval Air Squadron means the RN losing some very experienced aircrew. Some will retire, others will join the Merlin squadrons at Culdrose, instructing a new generation of RN pilots. 50 RAF and 15 RN aircrew have already transferred direct to Bristow in a “managed transition” agreed with the MoD. The valuable operational experience gained by complex and frequent rescue sorties is irreplaceable. Training exercises and simulators have great value but cannot always match the real thing. Of course the UK will continue to retain some military SAR expertise and all helicopter crews will still be taught the basics during initial training. The welcome

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sight of the distinctive red and grey Sea Kings with “Royal Navy” emblazoned on the side also served as a useful reminder to the public of the naval service. As the RAF is well aware, aircraft that can be seen all over the UK act as flying adverts, keeping them in the public mind. With the cessation of RN SAR, this promotional benefit for the navy that is otherwise largely invisible to much of the nation, has been lost.

Source: save the Royal navy

Crewing on a cruise ship: hard work, pleasant surroundings by Tim Kern

Being on a crew on a huge modern cruise ship isn't a "Love Boat" experience.

Being on a crew on a huge modern cruise ship isn't a “Love Boat” experience. Modern ships are much nicer than the one we saw on television nearly 40 years ago, but the work is hard, handling everything with a smile and efficiency, all day, every day.

Clearly in command of the position, Pierre Camillieri, from Malta, ran the “passenger side” of 2015's flagship, Carnival Breeze, coordinating 1411 employees of 61 nationalities and nine religions, with all that entails. “I think we [Carnival Cruise Lines] should run the United Nations,” he said. “Living and working on-board is not easy.” Neither is recruiting and retaining crews that are together, thousands of miles from home, 24/7, for months at a time, who work closely together to give the 3000+ customers (none of whom has any previous or future relationship with them) a great time. (By the end of our interview, I wanted him in charge of the UN. Or the world.)

Employees are tested for English mastery – a common language is essential, and nearly all passengers on Breeze routes speak English. 98% of the passengers were from North America; in the summer, it drops to 92%. On our own cruise, in mid-January and with school in session, the ship is quiet. Only 59 passengers were 12 years old or younger (and three of them were in our party). Shipboard work is demanding, and crew earn two months' shore leave after six months aboard (for officers, it's two after four). “After a long time on ship, we want them to have time to relax and have nothing to do with the job,” Camillieri said. Carnival flies them home and back, anywhere in the world. Their most-common activity at home is building or adding to a house. “They can schedule their vacations,” he says, “within some guidelines; and we have some exceptions, too, for finishing a house or a college degree...”

“We give our crew members the chance to make their dreams come true,” says Camillieri. “We have 15 ports in eight countries. They get lots of exposure, not just to the ports of call, but on vacations — many spend their time in the US or Australia. And they see a variety of passengers, as well.”

Crew members are officially scheduled to work 7-10 hours a day, but every crewman I interviewed, in many different areas of the ship, rarely worked fewer than 10; often 12 hours or more. The offsets include five meals a day (plus a tea and a buffet); couples can work on the same ship, and may get one of a limited number of couples' cabins. Crew are bunked two to a room, by sex, nationality, and department; roommate requests are honoured.

It's not surprising that the average age of Camillieri's crew is 25 (officers average 36), with members ranging from 19 to 65; the oldest are in the engine room, where years of experience are worth big bucks, as the V-6 diesels must run day and night, flawlessly.

The ship has a Crew Activity Committee; the crews plan the meals within wide guidelines (and one of the hot tips is to find out which nationality predominates on a given ship, and make sure you order that nationality's specialty at dinner time!).

Though the pay is terrible by U.S. standards (and American workers don't adjust well to the pace), it's good on a worldwide basis; openings are readily filled, with preference to those with on-board references. And tips – “merit pay” – can exceed salaries. A Balinese, on his first tour with Carnival, answered my question about the apparent segregation of American workers. “Americans work in other parts of the ship, because of the way they are paid. They are paid differently. They get overtime. We all have ten-hour shifts, but if an American works overtime, he gets paid overtime. Not the rest of us. We work overtime all the time, and don't ever get paid overtime. That's why you never see Americans on [food service] jobs. Indonesians, Indians, South Americans, Philipinos, eastern Europeans, other Europeans sometimes; Russians – but Americans are always in the other jobs.”

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We talked with many crew members, and heard first-hand how much they loved the work. And how hard it is. A 31-year-old man makes \$47 base a month; he lives on tips. “I signed up for 10 hours a day, but it’s always more. If I were still on Bali, I would be working in a hotel or food service.” Without tourism, “There is nothing to do for a job” there. “I like working here. It’s good money. I would like to go to school, but I am home only two months at a time, so I cannot take a course. I could take courses on line, but on the ship there is no time.”

The “no time” mantra was repeated among nearly all the crew I interviewed. My dinner waiter told me about a typical day at sea: he finished serving about 11p.m., and then had his own dinner. In his bunk at 1a.m., and up at 6. I saw him at breakfast about 7:30. After breakfast, he grabbed another two hours of sleep; then lunch; then another nap. “I don’t mind; it’s plenty of sleep. But it took a while to get into the routine. And when we are ashore, or especially when the ship is in port, everything is different.”

Camillieri confirmed that, and added that returning workers “take about ten days to get back into the shipboard routine.”

Crew cabins are three by four meters, for 2 people, with a private bath— the same size as many passenger cabins; there is one desk/table. Wi-fi is available to crew at cost. “Nothing is free except our food and our room. A uniform is \$200-300, depending on which one.” They buy their own uniforms, which always appeared spotless.

The hardest part of the food-service job, we were told by management and staff alike, was lifting, balancing, and carrying the maximum-allowed 12 plates. “We train them on the lift,” he said. “We need our crew! “Rocque”, or “Rocky,” from Bombay (he didn’t call it “Mumbai”) has been a Carnival bartender for 29 years. “I like people,” he says. “And I meet the most interesting people, from all over the world. After this much time on ships, I am completely used to the schedule. It is hard, for new people [employees] sometimes, but not for me.” Another crewman said, “If a worker wants to go ashore on his own free time, it comes from allotted sleep time. Really, all other hours are for work – officially or unofficially, it’s all the same: you’re sleeping or you’re working. Contracts are for 10 hours/day; you work much more.” Crew are rarely off-station. There is clinic and doctor on board, but, “If you’re sick, you go to the ship’s medic who says you’re OK and sends you back to work. But! It was apparent to me that the longer they work for Carnival or in the industry, the happier they are with their jobs. Regardless, everyone— everyone, old and new, even those quoted above – puts on a happy and helpful face. A young Indonesian crewman said he has worked for Carnival for five years; he was two months into this tour. “If I were back on Java, I would work in a hotel and make \$200-300 a month; I would have to buy my own food. Here, the money is good. I have a family, and I see my children and my wife for two months, after six months.” His advice? “**To make your job easier, just enjoy what you do.**” A final advantage came through when I met a 27-year-old Ukrainian with a university degree in tourism and hotel management who joined Carnival three years earlier, planning on investing in an apartment back home. But “the Russian situation is too unsteady.” Her boyfriend, also on the crew, agreed: “Putin used to be like a mentor, but now we do not trust him. I do not know what happened to him.” The ship is a place of routine and refuge in an uncertain international sea. And, yes, though some complained (and only when asked), I encountered none without a smile, or who wanted to be working for someone else, backhome. **Source :**
Communities Digital News

First Photos and Video of El Faro Wreckage Released by NTSB

https://gcaptain.com/2016/01/03/ntsb-releases-el-faro-wreckage-photos-and-video/?utm_source=gCaptain+Newsletter&utm_medium=email&utm_campaign=f94dbaa47a-Mailchimp_RSS_CAMPAIGN&utm_term=0_f50174ef03-f94dbaa47a-139894965#.VopRFcsq-ok

Dolphin Show

This is amazing...you have not seen a dolphin show like this one! (about 4 ½ minutes)

<https://www.youtube-nocookie.com/embed/pRFq7K4vCSk?rel=0>

Oldie from the Shoebox



The Shell-Mex & BP coastal tanker "**GRANGEMOUTH**"; she is seen slowly approaching Grangemouth Lock inbound She was launched from Hall Russell; Co Ltd on 25/4/1968 Yrd No 938, and completed 2/7/1968, originally powered by a 12 cyl Polar V type oil engine manufactured by Nydqvist & Holm Ab, Trollhattan, geared to a controllable pitch propeller. 1,250bhp. 1975, transferred to BP Oil Ltd, 1975 renamed, "**BP WARRIOR**", 1987 re-engine by Wear Dockyard, Sunderland, with 8cyl Alpha engine manufactured by M.A.N - B & W of 1,468bhp, 1989, now in the ownership of BP Oil UK, Ltd, 1997 renamed "**BORDER WARRIOR** " [BP Amoco Shipping as managers] as such she arrived at Santander 23/8/2004 for demolition... **photos/text Iain Forsyth (c)**

How "Rover" got to Mars

<https://www.youtube.com/embed/XRCIzZHpfY?rel=0>

Murphy says to Paddy, "What ya talkin into an envelope for?"

"I'm sending a voicemail."

Paddy says, "Mick, I'm thinking of buying a Labrador.

"Blow that, "says Mick, "have you seen how many of their owners go blind?"

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Views from the top of Table Mountain.



Note the “Polo Mint” below...it’s the Football Stadium, built for the 2010 World Cup



That’s all for now folks.

*Wishing everyone a Happy and Healthy 2016...and beyond
Good Health, Fair Winds and Calm Seas. Take Care and “Keep your Finger on the Pulse”.*

*Yours Aye,
Malcolm Mathison
Merchant Navy Association
email: R546060@aol.com*

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