

16th January 2016

Hi Shipmates,

Please find below more snippets of information since circular #2016-01 went out on 04th January 2016. 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.

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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*

Thinking about going to see the Northern Lights this Spring?



Hurtigruten VESTERÅLEN in Molde in Norway – photo : Henk de Winde (c)

Ship Photos of the Day – Record-Breaking 18,601 TEU Arrives in UK

January 5, 2016 by [Mike Schuler](#)

One of the world's largest containerships arrived in the UK on New Year's Day carrying a world record load from the Far East.

The UASC-owned MV *Al Muraykh* was loaded with 18,601 TEU (twenty-foot equivalent units) when it called at DP World's London Gateway Terminal on January 1 after [departing from Port Klang, Malaysia](#) about two weeks earlier. The 18,601 TEU sets the record most ever containers loaded onto a ship.

The vessel was due to unload 3,800 containers.

The 400-meter MV *Al Muraykh* was delivered to UASC in August 2015 at Hyundai Samho Heavy Industries as part of a newbuild program comprised of eleven 15,000 TEU vessels and six 18,800 TEU LNG-ready vessels. **Source:- gCaptain**



Drunk captain, first mate and engineer onboard Russian coastal vessel arrested

Three crew onboard Russian coastal vessel **IVAN BOBROV** were arrested by Danish police after testing above the legal alcohol limit on Friday. The vessel was sailing south in Øresund (the Sound) when it deviated off course enough for Denmark's Defence Sea Rescue Service to contract police. When the vessel was contacted by radio, the police suspected the crew were drunk and sent officers to the ship to breath test the crew. Three of the nine crew on board, the ship's captain, first mate and engineer, were arrested for being over the legal limit for seafarers. The ship is now anchored at Elsinore where the three seafarers, who face serious jail time, will undergo further blood tests and a preliminary hearing. **Source : Splash 24/7**

Cyber security guidelines for ships launched yesterday

BIMCO, together with other leading shipping organisations, has launched a set of guidelines to help the global shipping industry prevent major safety, environmental and commercial issues that could result from a cyber incident onboard a ship. The cyber guidelines launched today are a first for the shipping industry, developed by international shipping associations, comprising BIMCO, CLIA, ICS, INTERCARGO and INTERTANKO - and with support from a wide range of stakeholders. The Guidelines on Cyber Security Onboard Ships are free to download from the BIMCO website. Angus Frew, Secretary General of BIMCO, said: "BIMCO has led the way to identify potential cyber vulnerabilities for ships – and their implications – based on the latest expert research. "The aim is to provide the shipping industry with clear and comprehensive information on cyber security risks to ships enabling shipowners to take measures to protect against attacks and to deal with the eventuality of cyber incidents. Cyber threats are changing all the time – and BIMCO and the other industry associations will regularly update the cyber guidelines to ensure shipping companies have the latest information available. Angus Frew added: "The guidelines launched should help companies take a risk-based approach to cyber security that is specific to their business and the ships they operate."

PHOTOS: First Look at New Ulstein X-STERN Hull

https://gcaptain.com/2016/01/06/photos-first-look-at-new-ulstein-x-stern-hull/?utm_source=gCaptain+Newsletter&utm_campaign=95b333d6d6-Mailchimp_RSS_CAMPAIGN&utm_medium=email&utm_term=0_f50174ef03-95b333d6d6-139894965#.Vo5Lissq-ok

16th January 2016

Killer wave 'hit rig worker in cabin' By Steve Marshall

The monster wave that struck a rig working for Statoil off Norway penetrated the walls of an accommodation unit while a worker who was killed was still in his cabin, according to a union. Details of last week's tragic incident involving the semi-submersible **COSL INNOVATOR** are now emerging as both rig owner COSL Drilling Europe and Norway's Petroleum Safety Authority (PSA) launched separate investigations.

The fatality victim has now been identified by his union Industri Energi (IE) as Aker Solutions employee Rune Morten Narvaag, aged 53, from Oslo who worked as the team leader for the company's subsea operations at Aagotnes in western Norway. He had worked for the Norwegian contractor for the past 37 years and is remembered by his colleagues as "an outgoing and jovial person who was often the midpoint of a social gathering", according to a union statement. IE leader Leif Sande said Narvaag, who also acted as a union representative at the company, was "a clever and knowledgeable representative who cared about his colleagues". "We wish to extend our deepest condolences to his family, friends and colleagues at this sorrowful time," he said. The union disclosed the worker had been in his cabin at the time the wave struck the rig after it was moved off a drilling site at Statoil's Troll field during heavy storms in the North Sea. The giant wave "smashed the walls in the accommodation quarters", according to the IE statement. The rig's captain, Henning Bruvik, told Norwegian news channel NRK the wave hit at the mid-point of two decks of the living quarters that spans one side of the rig at a height of about 20 to 25 metres above the water level, breaking through six cabin windows on the lower deck and 11 on the middle deck. Two other workers who are also members of the union were injured in the incident but have now returned home after receiving medical treatment. A number of personnel were evacuated by helicopter from the rig after the incident but 59 workers remained on board the unit that is now docked at Coast Center Base near Bergen after being demobilised from the field. COSL Drilling Europe's managing director Jorgen Arnesen said personnel had been "deeply impacted" by the incident, according to a statement from the Stavanger-based contractor, part of China Oilfield Services Ltd. "The extent of damage to the accommodation module on COSL Innovator is unknown at present, but there does not appear to be any structural damage," the statement read. Arnesen was quoted as saying by news wire NTB the wave was at least 20 metres high, adding: "The facility is built to cope with such weather so we have to ensure it does not happen again." Roy Erling Furre, deputy leader for the Safe union and responsible for health, safety and environment, told local publication Stavanger Aftenbladet: "This should not be able to happen. A 2011-built rig should be dimensioned to tolerate North Sea weather conditions. Learning points from the investigations should be applied to make improvements." COSL is carrying out its investigation in collaboration with client Statoil and Aker Solutions. **Source: upstream**

Two More Bodies Confirmed as Thorco Cloud Crew Members

The two lifeless bodies of the three found by local search and rescue teams near the sunken **THORCO CLOUD** in the Singapore Strait have been confirmed as two of the initially six missing crew members. The six crew members of the Antigua and Barbuda-flagged freighter **THORCO CLOUD** went missing after their ship sank in the Singapore Strait in the evening hours of December 16. "Today we can confirm that the two other ones recovered have likewise been identified as two of the initially six missing crew members. We are deeply saddened and want to express our sincere condolences to the families grieving the immeasurable loss they have suffered and likewise to the families still in a state of uncertainty," Thorco Shipping said in an update. MV **THORCO CLOUD** had 12 crew members on board when it collided with Cayman Islands-registered chemical tanker **STOLT COMMITMENT** and sank, out of which six were rescued. Following the first diving survey, which have resulted in 3D images, **THORCO CLOUD** reportedly has broken into two pieces, divided with 1600 meters. They furthermore show that the wreckage is stable. Only minor oil leakage has been reported and the situation is under control by the local authorities. The investigation and potential salvage discussions are ongoing. **source : MaritimeNews**

Coming clean over the future of cruising BY JOHN HONEYWELL

The cruise industry, often criticised for being environmentally unfriendly, and facing tighter international regulations over fuel emissions, made a surprising contribution to the COP21 climate change conference in Paris. Japanese NGO Peace Boat came up with an innovative concept for a 1,900-passenger ship with 10 retractable sail masts and a hybrid propulsion system that could be adapted to future fuels such as liquefied natural gas (LNG), claiming it would be the flagship for green technology in passenger shipping. If funds can be found, the Ecoship could enter service in 2020 – by which time, Carnival Corporation will have already built cruise ships powered by LNG. Norwegian coastal operator Hurtigruten also told COP21 that it was hoping to develop expedition ships powered by battery technology and algae fuel. It has environmental NGO, with ambitions to provide zero emission cruises.



But are the plans just hot air? One leading UK cruise agent played down the hopes of rapid advances in clean technology. James Cole, managing director of Cruise118.com, welcomes the moves, but fears they may take longer to materialise. “By 2020 there will undoubtedly be more eco technology and focus within cruising, but a fully eco ship is unrealistic,” he said. Cole sees international passengers showing more interest in going green than his UK customers. And is Captain Greybeard showing his cynical side in thinking that for some companies, the use of solar panels and the introduction of developments such as fuel-saving bubble technology are as much about reducing costs as saving the planet?

You can read more articles from Captain Greybeard in the December/January 2016 edition of World of Cruising magazine which is available now. You can subscribe to future editions of the magazine [HERE](#)

Cargo Ship Held in Seattle for Safety Violations

Containership **LOWLANDS KAMSAR** has been detained by U.S. Coast Guard personnel in Seattle, Monday, after a Port State Control exam detected several safety violations.

The **LOWLANDS KAMSAR** a 751-foot, Panamanian-flagged ship will remain in Sector Puget Sound's Captain of the Port zone until the violations are corrected, the Coast Guard said. During the exam Coast Guard Port State Control officers discovered that the automatic fire extinguishing system that protects the vessel's engine room had been disabled by the crew, additionally, the vessel's owner, Misuga S.A., failed to ensure that appropriate corrective action was taken. The crew of the ship was conducting cargo operations in Seattle at the time of the exam. Lt. Kimberly Glore, chief of Port State Control Branch, Sector Puget Sound, said, “We are continuing to monitor the Lowlands Kamsar and are working with the crew and Panamanian representatives to correct these deficiencies.” **Source : marinelink**

Single-fuel -> Dual-fuel -> Triple-fuel

Sandfirden Technics B.V. recently received the Order, to deliver a package. The package consist of two 290kWe multi speed and silent LNG Powered by **Scania Marine gensets**, one 150kWe multi speed MGO Scania Marine genset and the HTP™ electric propulsion drive system, which includes also a lithium battery package. The equipment will be installed in a newly to be delivered split barge, built by **Shipyard Constructions Hoogezand Nieuwbouw B.V.** and for end-user bremenports.



Globally, this is the first LNG fuelled split barge and the intention is, that it contributes also in building an LNG infrastructure in the ports of Bremen. Beside commercial vessels, also LNG fuelled trucks can be fuelled at an also to be build LNG bunkerstation in the Bremer industrial harbour area.

By means of remote monitoring, the gensets will be monitored 24/7, allowing all available notifications to be received also at a Service monitoring shore station. In order to extend the oil interval of the continuous running gas engines, the crankcase has been enlarged to 70 litres.

The lubrication oil only needs to be renewed once every 1,200 operating hours, whereby - sampling - may extend the useful life. The spark plugs also developed by Sandfirden have an operational life time approximately 2,400 hours. The use of LNG enables considerable emission reductions. The emission of nitrogen oxide is reduced by 25 percent, the emission of sulphur dioxide by 100 percent while the emission of carbon dioxide and particulate matter is reduced by 25 percent and 99 percent respectively. Sandfirden Technics has more than 90,000 operating hours of positive experiences with their lean burn Powered by Scania Marine gas engines. The proven designed and silent HTP™ electric drive system, supplied by Torque Marine IPS, helps to reduce the fuel bill of the ship-owner and also helps in a significant reduction of harmful emissions. The gensets feed the low in vibrations running HTP™ electric drive system, in which the required power is matched to the demand. The performances in the series of Permanent Magnet generator / inverter / DC bus / inverter / HTP Permanent Magnet drive motor are softly connected by 100 percent defined power take-off. This also prevents unacceptable loading of the drive motor. It allows to use the electric power as efficiently as possible. Only the energy actually needed by the consumers is used, ensuring that even less energy is consumed and even more underlining the environmentally-friendly nature of this vessel.

The HTP™ drive system can operate as a gearless system coupled through a DC bus to random gensets or a battery set. Gearless means that a reduction gearbox is not needed. The rpm controlled electric motor is coupled directly to the propeller shaft, with only a so-called 'flexplate' installed to bridge any angle between the electric motor and the drive shaft. Propeller revolutions as low as 20 rpm is possible and having extreme High Torque. The HTP™ Torque-Motor supplies its full torque already from the first rpm and over the entire speed range. The surplus electric power of the genset is stored in Lithium-Ionen-Batteries. Therefore, when necessary, the stored energy can also be used to feed all electric consumers instantly, such as the electric High Torque propulsion drive motors. In this way the vessel is able to operate environmentally and emission free, also at instant high electric load demands on or shorter distances, e.g. port areas, with the support of 10 battery modules with a total rated power of 102.4 kWh. The complete package will be tested at the modern Sandfirden test facility in den Oever. Persons who are interested to see the package running, are welcome. Sign up by e-mail at Erik de Wit e.dewit@sandfirden.nl and latest sign up date is February 5th 2016. If you would like to receive more information about the products and services we can offer, then please send your e-mail to sales@sandfirden.nl



Zinc Concentrate Kills By Asphyxiation

Two days before arriving in port, the Master received cargo documents from the shipper, which included an 11-page material safety data sheet (MSDS) on zinc concentrate. On receipt of the documents a safety meeting was held with the crew to discuss the cargo risks. During the meeting, particular attention was paid to the use of personal protective equipment (full-vision goggles and respiratory particle filters) to protect against exposure to dust during loading. Although oxidation of the zinc concentrate, and thus its ability to reduce the oxygen content of a confined space, was indicated as a risk on the MSDS documentation, this risk was apparently not discussed during the safety meeting.

Loading commenced on arrival. The dust created during loading covered the ship's deck and also found its way into the accommodation. A number of crew members experienced irritated airways and burning eyes as a result. The loading took less than a day and once completed the accommodation was cleaned of dust and the vessel left port.

Five days into the voyage, the first mate intended to inspect the cargo via the access in the forecabin. As he walked past the paint locker he informed the seaman working there that he was going into the hold; he was carrying a breathing mask and a filter. He descended into the hold via an access door, closing the door behind him. Not long afterwards, the seaman opened the door and asked if everything was OK. The first mate responded in the affirmative so the seaman closed the door and went for coffee. The seaman mentioned this to an officer while on their break and the officer decided to take a look. On opening the access door to the hold, the officer saw that the first mate was unconscious, about three metres from the door.

Suspecting a confined space incident, he rushed to get assistance. Two crew members equipped with breathing apparatus went into the hold while others outside assisted with rope a. With some difficulty they managed to evacuate the first mate, but he could not be resuscitated. It was later established that he had died of asphyxiation. Measurements performed the day after the accident showed that the level of oxygen in the air at the stairwell was 2.6 %.

Lessons learned include:

- Section 3 of the IMSBC Code states that when transporting solid bulk cargoes, crew must always be aware that such cargoes can be susceptible to oxidation.
- Always read and plan for all risks that are highlighted in the MSDS documentation.
- Before entering a confined space, in this case the hold, always ventilate first and then test for hazardous gases and oxygen content. Follow your company's confined space procedure.
- Never enter an enclosed space on your own. At the very least, a supervisor must be present at the entrance to the enclosed space and must be in communication with the individuals who are entering the space. **Source: The Nautical Institute**

World's Tallest Evacuation Chute Approved to 81 Meters – PHOTOS

https://gcaptain.com/2016/01/07/worlds-tallest-evacuation-chute-approved-to-81-meters-photos/?utm_source=gCaptain+Newsletter&utm_medium=email&utm_campaign=baa7aef0aa-Mailchimp_RSS_CAMPAIGN&utm_term=0_f50174ef03-baa7aef0aa-139894965#.Vo_ar8sq-ok

1,000 Cruise Tourists Arrive Kenya To Boost Economy

Kenya Tourism Cabinet Secretary, Najib Balala said that the New Year has started on a high note after he received a luxury cruise ship docked at the Port of Mombasa with more than 1,000 tourists and crew members. Balala who received the Ms **SEVEN SEAS VOYAGER**, a US owned liner registered in Nassau in the Bahamas said that Kenya will participate in the 31st Annual Cruise Shipping Miami Convention slated for March 16- 19 in the US. He said that the Ministry of Tourism and key industry stakeholders will participate in the event to market Mombasa as a cruise port of call in the Eastern rim of the Indian Ocean. Ms **SEVEN SEAS VOYAGER**, a regular at the Port of Mombasa, docked with 1,139 passengers plus crew for a day-long stay. **source : footprint2africa**

MSF Ends Mediterranean Rescues, Appeals to EU

The medical charity Medecins Sans Frontieres (MSF) has ended its sea rescue operation aimed at reducing the number of migrants and asylum seekers killed while trying to cross the Mediterranean from north Africa to Europe, it said on Tuesday. MSF said its three ships had rescued more than 20,000 people in over 120 search and rescue operations during eight months at sea.

The International Organisation for Migration (IOM) has said 3,771 people died in 2015 while trying to reach Europe by sea, making the year the deadliest on record for those seeking sanctuary from conflict and poverty. "Whilst we remain absolutely convinced of the importance of dedicated search and rescue in saving lives, we are doctors and search and rescue shouldn't be our job," Stefano Argenziano, MSF manager of migration operations, said in a statement. "We very much hope that European resources will be sufficient in 2016 and that our boats will not be required." The charity said it would remain on standby to intervene if European Union countries failed to help people trying to reach the continent in the coming months. It also called on EU countries to find safe and legal ways for refugees and migrants to reach Europe so that they did not have to rely on smugglers and rickety boats to make the journey. "What will really end deaths at sea, in the central Mediterranean as well as in the Aegean, is the implementation of policies and practices that provide safe and legal channels to the EU and eliminate the need for people to use smugglers and overcrowded rubber and wooden boats to reach the shores of Europe," said Brice de la Vigne, MSF director of operations. Source : **Reuters /Marinelink**

China lands 1st civilian plane on disputed islands, sparks neighbors' military fears



A test flight by a civilian plane landed on an island in the South China Sea, the Chinese Foreign Ministry said. It's the first time the country has done so in the disputed Spratly Islands. Tensions are now high with neighbouring Vietnam and the Philippines. Foreign Ministry spokeswoman Hua Chunying said at the weekend the test flight of a non-military aircraft was intended to check if the runway meets civilian aviation standards and fell "completely within China's

sovereignty," according to Reuters.

The runway is at the Chinese-administered Fiery Cross Reef, where Beijing has built an artificial island in the middle of the South China Sea. However, Vietnam, Taiwan and the Philippines also lay claim to the area. The runway is 3,000 meters (about 10,000 feet) long and is thought to be capable of serving long-range planes, including transport craft, bombers and fighter jets. "That's the fear, that China will be able take control of the South China Sea and it will affect freedom of navigation and freedom of overflight," the Philippines Foreign Ministry spokesman Charles Jose told reporters on Monday. Both Vietnam and the Philippines have delivered formal diplomatic protests condemning China's actions, Reuters reports. The Spratly Islands (better known as the Spratlys) comprise more than 750 reefs, atolls and islands, and lie at the heart of economically important shipping lanes in the South China Sea. The archipelago also offers rich fishing grounds, along with possible oil and natural gas deposits, which explain the territorial claims by neighbouring countries. The Spratlys lie off the coastlines of Vietnam, the Philippines, Taiwan, Malaysia, Brunei and China, with all claimants having their national names for the islands. China has been building artificial islands on reefs in the Spratlys, while Washington accuses Beijing of using the islands to ensure Chinese control over the area. Western military experts also believe China is nurturing plans to introduce a so-called Air Defense Identification Zone (ADIZ) around the islands, requiring foreign aircraft to request permission to pass through. Chinese officials have repeatedly said the new islands would be mostly for civilian use, such as coast guard operations and fishing research. **Source : Russia Today**

Thames lifeboat sees huge number of New Year's Eve call-outs 'due to drunk people'

A London lifeboat crew says booze is to blame after they were called out to the Thames eight times in just six hours on New Year's Eve – making it one of their busiest nights of 2015. The string of incidents



included a drunken reveller spotted balancing on the embankment wall, bottle of drink in hand, near HQS Wellington just before midnight. Helmsman **Steve King** from the Tower lifeboat crew explained: “The man was at risk of falling and had clearly had a few too many as he started to crawl along the river wall clutching a bottle of brandy. “We stood by as he attempted to stand up and he then plunged off the wall into the crowds of public on the nearby pavement.” The crew also helped a man in his 70s who toppled down the steps of a passenger boat, along with a person who tried to wade into the river from the shoreline.

Other emergencies included a vulnerable woman near Shadwell Basin and a passenger boat which broke down near Blackfriars Bridge. The night did not quieten down until around 4am on New Year's Day and the RNLi said many of the call-outs were due to people drinking too much. Adam Robson, the charity's incident reduction manager, said: “New Year's Eve is traditionally a busy night for us and this year was no different. “We're pleased that thousands of people enjoyed the New Year celebrations safely but there were some who needed our help, most of whom had been drinking.” Slips trips and falls can happen at any time, especially if you've had a drink or two. If you do end up falling into the river Thames, the combination of fast flowing currents and cold water shock pose extreme risk to life. “Add alcohol to this and you have a cocktail for a potentially fatal situation.” **Source : Evening Standard**

World Maritime Day 2016 The World Maritime Day theme for 2016 is "Shipping: indispensable to the world".

The theme was chosen to focus on the critical link between shipping and global society and to raise awareness of the relevance of the role of IMO as the global regulatory body for international shipping. The importance of shipping to support and sustain today's global society gives IMO's work a significance that



reaches far beyond the industry itself. Today, around 90% of world trade is carried by the international shipping industry. Without shipping the import and export of goods on the scale necessary to sustain the modern world would not be possible. Seaborne trade continues to expand, bringing benefits for consumers across the world through competitive freight costs. There are more than 50,000 merchant ships trading internationally, transporting every kind of cargo. The world fleet is registered in over 150 nations and manned by more than a million seafarers of virtually every nationality. Over the past 50 years and more, IMO has developed and adopted a comprehensive framework of global regulations covering maritime safety, environmental protection, legal matters and other areas. Under this regulatory framework, shipping has become progressively safer, more efficient and more environment-friendly.

World Maritime Day celebrations World Maritime Day will be celebrated at IMO Headquarters on 29 September 2016, but other events and activities focusing on the theme will be held throughout the year.

Parallel Event 2016 The World Maritime Day Parallel Event will be held in Turkey in November 2016.

16th January 2016

Judge tosses out \$21.5M verdict in Holland America cruise-injury case**A judge in Seattle has thrown out a \$21.5 million jury verdict awarded to an Illinois man who claimed he was injured during an around-the-world cruise in 2011. By GENE JOHNSON**

A federal judge Tuesday in Seattle threw out a \$21.5 million jury verdict awarded to an Illinois man who claimed he was injured during an around-the-world cruise in 2011, after the man's former assistant came forward to say he had intentionally deleted emails that could have hurt his case. U.S. District Judge Barbara Rothstein ordered a new trial, saying she found the assistant's testimony at a hearing last month credible — and that newly uncovered emails expose “grave inconsistencies” with James R. Hausman's story. Hausman, of Springfield, Ill., sued Seattle-based Holland America Line in 2013. He said he had dizziness and seizures after an automatic sliding-glass door improperly closed and struck his head as the vessel approached Honolulu. After a two-week trial in October, a Seattle jury awarded him \$21.5 million. But soon afterward, Hausman's former personal assistant, Amy Mizeur, came forward to say she had watched him spend several days deleting emails that he should have turned over to Holland America lawyers before the trial. He also failed to disclose the existence of one of his email accounts, she said. Mizeur worked for Hausman at The Gold Center, a precious-metals dealer in Springfield. The allegations prompted Rothstein to hold a hearing last month. She found Mizeur credible; her former boss not. “As a witness, he came across evasive and untrustworthy,” the judge wrote. “He appeared to weigh each answer, not for its truthfulness, but to assess whether it would damage his case. Mr. Hausman also seemed to capitalize on his alleged brain injury when it was convenient for him. He was confused or claimed memory loss when confronted with a question or exhibit that appeared to undermine his claims, yet was animated and full of information when his testimony supported his case.” Further, Rothstein noted, some of the emails Mizeur was able to recover — even after Hausman told her to delete them — “cast doubt on his veracity.” For example, he testified he avoids using ladders since his injury because he is afraid of falling. But in one of the deleted emails, he wrote to Mizeur to say he was sore after spending most of the day on a 10-foot ladder chopping ice that had built up on his front porch. Nor did the judge believe Hausman's claims that he did not delete the emails to frustrate Holland America's defense, but simply as part of his routine practice of clearing out his inbox. The actions were deliberate and “substantially interfered with defendants' ability to fully and fairly prepare for and proceed to trial,” Rothstein said. Hausman portrayed Mizeur during the hearing as a disgruntled former employee who had been fired for forging a check. But the judge accepted Mizeur's explanation for why she signed his name to the check — that he had given her permission to do so. Hausman also said Mizeur had tried to extort him. She testified she was simply shocked about having been accused of forgery and fired when she sent him a message suggesting she would ruin his life if he didn't pay her off. One of Hausman's attorneys, Richard Friedman, called the decision “frustrating and disappointing” but said it cannot be appealed. “I've done a lot of retrials in my time, and often the verdict the second time around is bigger than the first,” he said. He added that Rothstein's ruling “doesn't address Holland America's conduct that caused the injuries in the first place or the extent of his injuries.” The company's lawyers did not immediately return an email seeking comment Tuesday. **Source : seattletimes**

Video: Moran Tug Saves Pinned Tugboat from Getting Sucked Under Bridge

https://gcaptain.com/2016/01/08/moran-tug-saves-pinned-tugboat-from-getting-sucked-bellow-bridge-video/?utm_source=gCaptain+Newsletter&utm_medium=email&utm_campaign=68cffb270c-Mailchimp_RSS_CAMPAIGN&utm_term=0_f50174ef03-68cffb270c-139894965#.VpI-x8sq-ok

Nigeria arrested 1,610 pirates in 2015

Nigerian military officials arrested 1,610 pirates, militants and criminals in the Niger Delta region in 2015. Maritime security company, Protection Vessels International in an interview with World Maritime News, cited Operation Pulo Shield officials. The arrested people were suspected of piracy, illegal bunkering and kidnapping in the region. **Source : punchng**

SAIL 1st Quarter 2016 Advice Update

ADVICE AREA	SUBJECT	WHAT'S HAPPENING
Benefits	Tax Credits	The House of Lords voted against the Tax Credits cuts for those on low income planned for April 2016, and the government confirmed its policy change in the autumn statement.
Benefits	Universal Credit (UC)	The roll-out of UC continues to be dogged by delays. Latest figures show less than 150,000 on the benefit. A further roll-out in April should take this number to over 500,000. The latest forecast is for UC to be completed with 6 million claimants by 2021. That's 4 years after the original deadline.
Benefits	Disability Living Allowance (DLA)	Former seafarers with long term or indefinite DLA awards continue to be contacted and asked to apply for Personal Independence Payment (PIP). Failing to apply for PIP will result in benefit money being stopped. Call us for advice.
Debt	Consumer credit growth	Consumer borrowing on credit cards, loans and overdrafts is growing at its fastest rate for almost 10 years. Several debt charities said they expect an increase in debt problems as a result. SAIL has a Specialist Quality Mark for debt advice.
Legal	New law on Domestic Abuse	A new law on Domestic Abuse will allow charges to be brought where there is evidence of repeated controlling behaviour, even if it stops short of physical violence. Punishment of up to 5 years in prison is possible.
Consumer	Compensation for train delays	Cash compensation is available for trains delayed by over 30 minutes (most new operators) or over 1 hour (other operators). Less than a third of eligible passengers claim the money. The consumer group Which? filed a complaint saying it was too difficult for passengers to claim the money they were owed.
Pensions	The new State Retirement Pension (SRP)	The SRP will change from April 2016, with a full pension entitlement based on 35 years of National Insurance contributions. Men born before 6 th April 1951 and women born before 6 th April 1953 have the option of paying a lump sum to increase their SRP. We can give you advice on your options.

08457 413 318
www.sailine.org.uk





The following M-Notices are now available electronically on MCA website:

MGN 538 (M) Pleasure Vessels - Guidance and Applicable UK Regulations To download the PDF please click:- <https://www.gov.uk/government/publications/mgn-538-m-pleasure-vessels-guidance-and-applicable-uk-regulations>

MGN 539 (M) Carriage of the code of safe working practices for merchant seafarers
To download the PDF please click:-
<https://www.gov.uk/government/publications/mgn-539-m-carriage-of-the-code-of-safe-working-practices-for-merchant-seafarers>

MGN 540 (M+F): Life-Saving Appliances - Lifeboats and Rescue Boats - Fitting of 'Fall Preventer Devices' to Reduce the Danger of Accidental Hook Release
To download the PDF please click:-
<https://www.gov.uk/government/publications/mgn-540-mf-fitting-of-fall-preventer-devices-to-reduce-the-danger-of-accidental-hook-release>

MGN 541 (M+F) Evaluation and replacement of lifeboat release and retrieval systems
To download the PDF please click:-
<https://www.gov.uk/government/collections/marine-guidance-notices-mgns>

MGN 542 (M) The Hovercraft Code
To download the PDF please click:-
<https://www.gov.uk/government/collections/marine-guidance-notices-mgns>

MIN 512 (M+F) Code of Safe Working Practices for Merchant Seafarers: New Edition
To download the PDF please click:-
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MIN 513 (M) Maritime Labour Convention 2006: Food and Catering
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MIN 516 (M) Amendment to the International Maritime Solid Bulk Cargoes Code
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Seafarer killed as containership hit by bad weather off France A Russian seafarer died after falling overboard a 2,741 teu containership in strong winds. The 2007-built **Cape Mayor** was sailing around 74km north of the island of Ouessant, France in the English channel around 5:30pm when the incident occurred. The seafarer fell into the sea during high winds, while another crew member was also injured. Authorities were alerted, and a helicopter and rescue craft were sent to the scene. The seafarer who fell overboard was found around 8:25pm but was pronounced dead an hour later. The injured seafarer was evacuated by helicopter to Brest. **CAPE MAYOR** (formerly **CSAV Tubul**) is owned by Schoeller Holdings and managed by Columbia Shipmanagement. **Source: Splash 24/7**

Oceanwide Expeditions announces two new voyages to Antarctica

Following successful exploration runs in 2013 and 2015 **Oceanwide Expeditions** has announced two



new expeditions to the Ross Sea in Antarctica for 2017. The Dutch polar cruise company will be sending the ice-strengthened vessel **ORTELIUS** to the region. The 116-passenger ship will sail on a 32-day voyage from Ushuaia, South America, to the Antarctic Peninsula, crossing the Polar Circle, sailing in the Bellingshausen sea and the Ross Sea. The voyage continues to the uninhabited Campbell Island and ends in Bluff, New Zealand. The second cruise is based on an identical itinerary in reverse order. British Polar explorer Sir James Clark Ross first discovered the Ross Sea region in 1841.

60 years later the race to the South Pole began and today many of the relics – such as the huts of Robert Falcon Scott and Ernest Shackleton – still exist, preserved by the cold, ready to be visited by modern-day explorers. Very few expeditions have ever ventured this far south to the Ross Sea. The Ross Sea region presents a challenge, partly due to the enormous distances and partly as the Ross Ice Shelf prevents a full seasonal operation. **Oceanwide Expeditions** will attempt to land passengers in rarely visited areas such as the volcanic Peter I Island, the huts of the Shackleton and Scott on Ross Island, McMurdo Station, the Dry Valleys, and Campbell Island, home to the Southern Royal Albatrosses.

Spectacular Ross Sea! – https://www.youtube.com/watch?v=NG0C9T_Qb3I

also

<https://www.youtube.com/watch?v=PqAqwxn7hTM>

The voyages will visit one of the last wildernesses on earth, hardly touched nor visited by humans. Passengers will experience the largest ice-formations in Antarctica and will encounter a diversity of life despite the region's harsh conditions. Wildlife spotting opportunities should be abundant as the Ross Sea is home to minke whales, orca's, weddell and crabeater seals, adelic and emperor penguins, petrels and skuas. **Oceanwide Expeditions** CEO **Michel van Gessel** said: "With the advantages of the **ORTELIUS** in combination with the use of helicopters, our travellers are having some great opportunities exploring Antarctica's most fascinating sites." Departures are scheduled for 13 January and 15 February 2017 and prices start from €19,950 (approximately £14,650) per person on a cruise-only basis. **Source:** **worldofcruising**

The H175 arrives in Aberdeen: NHV announces the entry into service of two H175s at their UK Aberdeen base for oil and gas operations

One year has passed since NHV received its first H175. Since then, the rapidly growing international helicopter operator has taken delivery of a total of six H175s and will receive another four in 2016. Within the year that the NHV



H175 fleet has been in service, it has racked up more than 1,850 flight hours, 1,174 flights, and has transported an impressive 16,600 passengers. NHV marked the end of the year by taking delivery of two new H175s as well as announcing that two H175s would reinforce its Aberdeen Fleet. The super medium helicopters have since started operations in one of the most strategic oil & gas helicopter hubs in the world. The H175 is the latest medium-sized rotorcraft to join the Airbus Helicopters family. In compliance with the most rigorous regulatory requirements, the H175 boasts increased flight safety, greater passenger comfort, more versatility, simplified maintenance and competitive operating costs. With a 90% availability rate, the H175 is proving its service in action. **Source :** **airbushelicopters Global**

Pirates scaring away ‘yachties’ By Susan Mohammed

THE Yacht Services Association of Trinidad and Tobago (YSATT) says the yachting industry in T&T is in jeopardy. This is after pirates attacked two vessels in one week. Risa Hall, president of YSATT, said in a statement on Monday that these attacks could severely affect the yachting industry, which provides foreign exchange and jobs. On December 20 and 27, yachts were attacked in separate incidents, but in similar locations off Trinidad’s north coast. Both incidents occurred in the area of the Hibiscus platform, which is located about 25 miles north of the First Boca, where armed Spanish-speaking men boarded the boats and stole equipment and valuables, then left in the direction of Venezuela, said YSATT. In the first incident, a crew and passengers on board a yacht sailing from Trinidad to Grenada were robbed of thousands of dollars’ worth in equipment. No one on board was harmed. In the second incident, a man and his two sons sailing to Grenada were robbed of US\$4,000, a computer, cellphones and other personal items by six pirates, aged between 20 to 30 years old. The father was also threatened by the pirates, saying they would kill him if he called for help. “The word from yachtsmen is that they will not be coming to Trinidad in light of the serious danger when sailing from Grenada, the usual departure point to Trinidad. Meetings have been held with the Coast Guard who have been asked to increase their patrols to the area near the platform,” said Hall. The YSATT president said stakeholders are requesting that the Government of Trinidad and Tobago call their Venezuelan counterparts to account and demand the assurances that the government of Venezuela will do everything in its power to eradicate piracy. **Source : trinidadexpress**

Gravesend lifeboat crews called to help man who died on cargo ship



Gravesend lifeboat crews were called in an attempt to save an unconscious man - who later died aboard a cargo ship in Essex. The **RNLI lifeboat** launched about 10.30am January 5 after London Coastguard received a report that a Russian crewman was unconscious and had stopped breathing aboard the **MSC SARISKA**. Volunteer **Tony Jenkins** from Gravesend RNLI said: "When we arrived on the scene we saw the man had collapsed on the deck at the back of the ship and his colleagues were already carrying out chest

compressions on him. We then attached a defibrillator to the casualty." Crews from the ship and the lifeboat administered CPR for around 40 minutes. Once the container ship had docked, the East of England Ambulance service including its HART (Hazardous Area Response Team), offered further assistance. Care was then handed over to the ambulance crews and they spent another 30 minutes trying to save the man’s life. Sadly, he could not be saved. **Source: newshopper**

Transporter Bridge rammed by cargo ship Evert Prahm in Rendsburg, Germany

On Jan 8, 2016, at 7 a.m. LT the 1598-gt general cargo ship **EVERT PRAHM** was in collision with the transporter bridge in Rendsburg which was heavily damaged.

Two people, among them the ferry master, were slightly injured. The captain was brought ashore by the canal ferry Memel which was called from the ferry pt. Audorf, leaving only the ferry Stolpmünde in traffic over the canal there. The Memel also transported the firefighters and rescue personnel to the crash site. The ship traffic on the Kiel Canal was stopped for the time being. The **EVERT PRAHM** was coming from Liepaja and transited the Kiel Canal westbound. The cause of the collision was unclear. However, the ferry had repeatedly encountered technical problems with the 12 steel cables in recent days. At least one was torn in the collision. After the accident, the railway traffic on the bridge was stopped, and many commuters were stuck in the trains to and from Rendsburg. It is the only railway crossing over the canal between Kiel-Levensau and Grünental in Hanerau-Hademarschen. **Source: m.kn-online.de**

<https://www.youtube.com/watch?v=k7ZwdTIQSNA>

<https://www.youtube.com/watch?v=QDoP1ejAyg8>

Seafarer Dies On Board, Sick Crew Told to Pay

The International Transport Workers' Federation has formally called for a coronial inquest into the death of a 26-year-old Filipino seafarer on board a Panamanian registered coal carrier. Christian Borbon died on 19 December 2015 on board the Japanese owned, Panamanian registered **BEAUFIKS** while on route from China to Gladstone to load Australian coal. The seafarer was diagnosed with tonsillitis in China but died a number of days after leaving Shanghai on December 13, 2015, says ITF national co-ordinator Dean Summers.

"Nine of the surviving crew complained of similar symptoms, but we are told they would **need to pay \$500 each** to see a doctor in the first port of Gladstone," Summers said. "These seafarers are paid so little they do not have \$500 to pay for a medical out of their own money which by law must be provided free by the shipping company." The ship has now sailed from Gladstone and is alongside in Mackay where the ITF has forced the issue, and seafarers are receiving medical advice. The ITF inspection had also identified that there was an issue with the ship's supply of drinking water after the on board water maker broke. The company, **Nissen Kaiun**, has now fixed the water maker. The body of the young Filipino seafarer has been taken to Rockhampton for an autopsy. Under direction from the ship's master, the crew had cleaned him, changed his clothes and wrapped his body in plastic and masking tape.

More Deaths

Australia is currently undertaking a coronial inquest into the three fatalities that occurred on board the **SAGE SAGITARIUS** or "Death Ship", between August and October 2012. "As the body count increases from flag of convenience shipping, our federal government continues to dismantle the Australian industry, replacing it with this de-registered, disgraceful form of shipping," said Summers.

Alcoa Dispute A dispute is currently raging over a temporary license the Australian federal government granted to Alcoa allowing it to use foreign-flagged vessels. "Companies like Alcoa are now replacing safe, secure, environmentally responsible domestic shipping with the cheapest, nastiest flag of convenience on offer," says Summers. "Since that license was granted, the senate voted to retain the current coastal shipping laws, and the government should act in line with the intent of that legislation by cancelling Alcoa's temporary license." **Source : MAREX**

Scarborough RNLI called out to assist a container ship By: David Barry

A fire in the engine room of a container ship, on rough seas 11 miles offshore, was a tough call for Scarborough RNLI Tuesday 5 January. The



Scarborough RNLI Tuesday 5 January. The **ARNARFELL**, sailing from Iceland to Immingham, called the coastguard when its main generator caught fire, about 11 miles north-east of Scarborough. The charity's all-weather lifeboat (ALB) had already been at sea on exercise for an hour and had to return to base for a fresh crew before setting off at about 6.30pm. The ALB took about an hour to plough through big waves en route to the **ARNARFELL**, in frequent rain which created poor visibility. The lifeboat stood by for an hour and a half while the Arnarfell's fire crew fought the blaze, in case the crew needed

evacuating. Fortunately, they didn't. At 9.13pm, A **ARNARFELL**'s status was recorded on the Marinetransit website as 'restricted manoeuvrability' as it continued its journey south. The **ARNARFELL**, registered in the Faeroe Islands, was built in 2005. It weighs 8,830 tons unladen and is 137m long and 27m wide. It left Vestmannaeyjar on the south coast of Iceland at 11.52am. The lifeboat returned to the harbour at about 10pm. Lifeboat coxswain Tom Clark's crew were Dave Horsley, Wave Crooks, Lee Marton, Dave Jackson and Heath Samples. The deputy launching authority was Steve Jones. **source: RNLI**

Luxury yachts gutted by fire at Mediterranean resort in Turkey By John Stansfield

In the early Monday morning (Jan 4) at 2 a.m. local time a fire in the Mediterranean resort town of



Marmaris gutted the **Barbie** and **The One**.

The fire broke out on "The One" before spreading to Barbie and took firefighters four hours to extinguish. As they battled the flames, firefighters also had to pump water off the stricken superyachts to prevent them from sinking. Other yachts moored at the marine

left the harbour to escape the fire. The two multimillion-pound superyachts have been gutted to charred wrecks. The cause remained under investigation. The vessels appeared to be a write-off, as the combination of smoke, heat and water damage meant that little would be left of the interior, engines and equipment. The historic 239-ft megayacht **The One** is designed by the legendary Jon Bannenberg. Dimitri Semenikhin, founder of Yacht Harbour, said **The One** was one of the first large yachts when it

was built by Lurssen in 1973 and has had a massive influence on today's megayachts. With its historical value, he said, the vessel could have had a value of €25million (£18million) to €30million (£22million) before the fire, depending on the state of the interior and machinery. Benjamin Maltby, from MatrixLloyd, a leading authority on



superyacht purchases, said the value of **The One** may be double that, at closer to £40million. He said: 'The One is harder to put a pre-fire value on as she is older, but was conceived by the late Jon Bannenberg, who arguably remains the greatest ever superyacht designer. 'The buyer wouldn't have had much change from £40million. She may well be worth rebuilding, but the cost would be not far off her pre-fire value.'

Barbie, built in 2006 by Al Jadaf and designed by Romeo Design, is styled after the traditional superyacht of today. It was owned by Turkish businessman and former Galatasaray football club president Unal Aysal. Based on similar yachts currently on the market, it would today have a value of €15million (£11million) to €20million (£14.6million), Semenikhin said. Maltby put Barbie's value even higher, at £20million to £25million. Insurance underwriters will appoint a surveyor and loss adjuster immediately, but they will also be examining the policy fine print. **Source: dailymail.co.uk / vesselfinder**

U.S. navy ship rescues Montreal sailor in Bahamas — and films it, too

Things were not looking good for Éric Valois when an oceanographic survey ship responded to his distress call on Christmas Eve. His boat was about to sink. The hull had a hole in it thanks to the messy moment his mast broke and came crashing down. He had no engine power. He had been radioing for help for five days. He was exhausted. When the ship came along and readied itself for a rescue, it was a big moment for the crew of the ship, too. They're oceanographers, not Coast Guard sailors. It's not every day they pick up a sailor in distress. And, so, someone on board the ship did what anyone does when a drama is suddenly unfolding in front of you: She picked up a cell phone and started recording. The rescue ended up taking three hours of delicate manoeuvres. The video, posted by the CBC on Youtube, shows just how tricky it is to do anything in high, rolling seas. What can you say when you see a man trying to crawl across a yacht that's rolling all over the place in big, chaotic waves? "Ooh ... ooh ... whoa ... whoa whoa ..." Just ask the person doing the filming. **CLICK HERE TO VIEW THE MOVIE** or go to <https://www.youtube.com/watch?v=Qp0VE4AmL1c> Valois's boat sank right after the rescue, the CBC reported. He's back safely in town. The boat? Not so much. It was a total loss. Here's what the rescue ship, the **USNS PATHFINDER** looks like in daylight. **Source: montrealgazette**

**Industry pays tribute to Alert!**

Just over 12 years ago The Nautical Institute launched its international human element bulletin, Alert! The first issue came out in October 2003, as seafarers were getting to grips with new technology and automation. It was becoming clear that more attention needed to be paid to human-centred design and human factors engineering as well as seafarer training. Since 2003, there has been a transformation in the industry's understanding of the human element in ship design, construction, management and operation. Alert! has played its part in that sea change. Former Lloyd's Register (LR) CEO Richard Sadler noted, "Every article in every issue over the years has dealt with the fundamentals of the human factor and increased the awareness of every reader. I am sure we could find evidence that this publication has directly or indirectly saved lives and accidents." Alert! has won numerous industry plaudits, including the Seatrade Award in 2004, the RINA Ship Safety Award 2005 and the 2012 Lloyd's List Global Award for training. Thanks to Lloyd's Register Foundation sponsorship, some 2.5 million paper copies have been distributed worldwide. Publication of issue 40 marks a significant milestone, because it is the final Alert! Bulletin. This special edition includes articles from some of the key professionals who have influenced the project in one way or another. The centre spread summarises the many human element issues that need to be considered in the design and operation of a ship. Like the previous 39 issues, number 40 has been edited by Commodore David Squire CBE FNI FCMI who is a leading human element adviser to The Nautical Institute. This is not the end of the Alert! Project, but rather the end of the beginning, for this huge body of knowledge is available as an online resource. A legacy of 350 articles, 21 instructional videos and 250 papers and presentations can all be accessed at <http://www.he-alert.org/>. Further articles will be added to the website in the coming months and years. Alert! project patron Julian Parker OBE FNI emphasised: "The leadership challenge now is to embed this rich human element resource more deeply into our industry's culture." Paying tribute to the bulletin's role in contributing to a safe, secure, efficient and environmentally friendly shipping industry, Efthimios Mitropoulos KCMG, IMO Secretary-General Emeritus, said: "Alert! has rendered valuable services to shipping." **Source: The Nautical Institute**

Man crushed to death at a dock near Bristol

A crewman has been crushed to death between two tug boats while working at a port near Bristol. The unnamed worker was mooring the boats alongside each other when he became caught between them. Colleagues tried to revive him but he was declared dead at the scene at the Royal Portbury Dock. He worked for **Svitzer**, part of global shipping giant Maersk. His death is being probed by the Marine Accident Investigation Branch.

COMPANY STATEMENT

"We regret to report that one of our valued tug crew members was involved in an accident in the Royal Portbury Dock, Bristol Port, UK, during a manoeuvre on 29 December 2015, involving two Svitzer tugs – The **MOIRA** and **ELLERBY**. No other vessels were involved." "On 29 December 2015, one of our tugs (**MOIRA**) was scheduled to do a towing operation. Before the operation started the Port Authorities asked Svitzer to vacate the berth unmanned tug (Ellerby) was on, and to move it to a different berth. The crew joined the Moira, started up the tug and moved to sit beside the **ELLERBY**." "Whilst mooring the **MOIRA** alongside the **ELLERBY**, a crew member was caught between the hulls of the two tugs. The Emergency Services were called immediately. Despite their efforts the crew member could not be revived and unfortunately was pronounced dead on site. We are currently awaiting the completion of the official investigation in order to understand the circumstances on how the crew member got caught in this position. "We offers our sincerest condolences and sympathy to the family and friends of the crew member who so tragically lost his life. A local crisis management team has been established and family and affected crew have been offered support and counselling." – SVITZER UK **source: ITV**

EC approves merger of Nordic Tankers and Borealis Maritime

Carriage Of Olivine Sand And Potential Cargo Liquefaction

Olivine sand is not listed in the IMSBC Code and there is no Bulk Cargo Shipping Name (BCSN) for this product. In accordance with section 1.3 of the IMSBC Code, it can therefore only be carried if a special certificate from the competent authority in the country of loading is provided. For hazardous cargoes (Group A or Group B), the authorities of the flag state and the country of unloading will also have to be consulted. It has recently come to the Association's attention that olivine sand cargoes shipped out of certain Norwegian ports do not comply with the standards required by the IMSBC Code. Fine grade olivine sand (0-3 mm grain size) has been shipped as a Group C cargo, even though laboratory testing clearly shows that this is a Group A cargo liable to liquefy and/or form a wet base. The IMSBC Code Appendix 3 indicates that any fine-grained, damp granular bulk cargo should be tested for flow characteristics, prior to loading. All members and charterers considering the carriage of olivine sand are advised to make sure that shippers provide a valid TML and moisture certificate before loading and that the testing laboratory and shippers' procedure for controlling moisture content are certified by the competent authority of the country of loading. Furthermore, the cargo should be trimmed so as to meet the standards required for trimming of mineral concentrates, i.e. that the difference in height between the peaks and troughs in each hold does not exceed 5% of the breadth of the vessel. Due to the cargo's propensity to form a wet base, the advice to trim the cargo applies even if the moisture content is below the TML. Due to the wet base nature of this product, the removal of any water accumulation in the bilges is advised, and this may require more frequent pumping than other Group A cargoes. **Source: Skuld**

Crewmembers of NCL Cruise Ship Arrested for Smuggling

Five men including three crewmembers of the NCL cruise ship NORWEGIAN DAWN have been arrested by U.S. Department of Homeland Security agents in New Orleans on felony charges of cocaine smuggling. According to a federal court filing, at 0930 hours January 3, Homeland Security agents spotted two crewmembers removing shoes and clothing in a public restroom near the docks and detained them. The agents allegedly found them in possession of six packages of cocaine in a shoulder bag. Authorities separately tailed and detained a third crewmember, Esias Felicien, and a fourth man Esias had met nearby. Agents said that one of the detainees, Asbert Lowmans, agreed to cooperate. Lowmans helped the authorities to conduct a sting operation to arrest the alleged buyer of the drugs, identified as Jamaican national Alfred Dennison, in which Lowmans carried a dummy bag appearing to be the cocaine to Mr. Dennison's hotel. Mr. Dennison was found to be in possession of \$19,000 in cash. In the filing, the agents said that they had confiscated a total of 4.75 kilograms of cocaine in the bust. The nationalities of the three crewmembers were not released. The NORWEGIAN DAWN had recently arrived from Honduras at the time of the arrests. Norwegian Cruise Lines has not made a public statement regarding the incident as of January 8. Norwegian crewmembers were arrested in several additional incidents in 2015. Five crewmembers of the NORWEGIAN SUN, Jason Carmichael, Teffan Delice, Johnson Cherubin, Alfred Ince, and Arkine John, were arrested in Marc on charges of smuggling 7.5 kilograms of cocaine from Honduras to Tampa Florida. They were found in possession of \$50,000 in cash and pleaded guilty to the charges. A sixth employee, Desrick Gordon, was convicted of involvement in December. A month later, a galley employee on the NORWEGIAN DAWN was arrested on cocaine smuggling charges in Roatan. Cruise ship specialist maritime attorneys Walker & O'Niell have reported news of additional arrests. The Norwegian Dawn made news in May with a grounding on a reef near the Bahamas. Divers inspected her hull, and on finding no critical damage, she was refloated at high tide on the evening of the incident. Passengers on board captured the event with multiple photos posted to social media. **Source: MAREX**

Freighter OLGA M collided with bridge in Halkida, Greece

<https://www.youtube.com/watch?v=vLHhs15OURM>

SOLAS Convention Container Weight Verification Requirements Arrive Sooner Than You Think



Beginning July 1, 2016, the SOLAS Convention will require the shipper of a packed export container to verify the container’s weight before it is loaded aboard a

ship. In November 2014, the International Maritime Organization (IMO) adopted amendments to the Safety of Life at Sea (SOLAS) Convention. The amendments, which enter into force on July 1, 2016, will require a shipper of a packed container to verify the container’s gross weight and provide the verified weight to the ocean carrier and port terminal representative before it is loaded onto a ship. Parties in the container supply chain should implement the necessary process and documentation changes now to ensure that they are in compliance with the new requirement when it becomes effective.

THE SOLAS CONVENTION

The SOLAS Convention is an international treaty with 162 Contracting States (including the United States) that was created with the goal of ensuring the safety of merchant ships. The Convention seeks to specify minimum standards for the construction, equipment, and operation of ships to maximize their safety. Each Contracting State must ensure that ships sailing under its flag comply with the requirements of the Convention.

THE SOLAS AMENDMENTS

The World Shipping Council has been advocating for these changes for years. Misdeclared cargo weights have caused such problems as collapsed container stacks, stability and stress to ships, and personal injury to shoreside workers. The purpose of the new amendments to the SOLAS Convention is to obtain the accurate gross weight of packed containers that are moved through a supply chain prior to loading them onto a ship, so that vessel operators can make correct and safe vessel stowage decisions. The shipper named on the ocean carrier’s bill of lading is the party responsible for obtaining and documenting the verified gross weight of a packed container. The shipper must provide the verified weight to the carrier and terminal operator in a timely fashion, who then must use the verified container weight in ship stowage planning. The SOLAS amendments provide two methods for the shipper to obtain the verified gross weight of a packed container. Either method described below is acceptable: After packing and sealing the container, the shipper weighs the packed container using calibrated and certified equipment. The shipper weighs all packages and cargo items, including the mass of pallets, dunnage, and other packing and securing material to be packed in the container, and adds the tare mass of the container to the sum of the individual masses of the container’s contents. The SOLAS amendments require a shipper to verify the gross weight of the packed container using one of the above-described methods and to communicate the verified gross weight in writing—either as part of the shipping instructions to the shipping company or via a separate communication. The document declaring the verified gross weight of the packed container must be signed by a person duly authorized by the shipper. The shipper’s container weight verification must then be made available to the terminal operator, the ship’s master, and appropriate government officials upon request.

CONCLUSION

The amendments will take effect in less than six months. Parties in the container supply chain should implement the necessary processes now to ensure for the timely transmission and exchange of verified container weight information. **Source: Morgan Lewis & Bockius LLP**

Hoard of relics salvaged from ancient Chinese ship

More than 14,000 relics have been retrieved from an ancient cargo ship after it was salvaged from a depth of 30 meters below the surface of the South China Sea in late 2007, Chinese archaeologists said Saturday. Most of the relics are porcelain products, such as pots, bottles, bowls and plates produced by then famous kilns in places now known as Jiangxi, Fujian and Zhejiang, said Liu Chengji, deputy head of the Guangdong Provincial Institute of Cultural Relics and Archaeology. As of Jan. 5, archaeologists have also excavated hundreds of gold, silver and copper relics and about 17,000 copper coins." The cargo composition of the vessel is clearer and the diversity is rich," said Liu at the Marine Silk Road Museum specially built to preserve the vessel, in Hailing Island of Yangjiang City, Guangdong. The well-preserved ship dates back to the early Southern Song Dynasty (1127-1279). The remains were about 22 meters long and nine meters wide. It was named "Nanhai No. 1" meaning "South China Sea No. 1". According to Liu, some relics had the names of shops and places, which he believed reflected the developed commercial economy during the dynasty." Some personal belongings, such as bracelets, finger rings and necklaces, were also discovered. These items showed the vessel had a certain number of merchants and passengers aboard," said Sun Jian, technical director of the Underwater Cultural Heritage Protection Center of the State Administration of Cultural Heritage. According to Sun, the ship was a short and fat model that was widely used in ancient times, designed with high safety standards, a good ability to resist waves and a big freight load. The excavation inside the vessel will be completed in 2016.**source: xinhuanet**

Russian general cargo ship City evacuated after grounding off Japan by: Svilen Petrov

The Russian general cargo ship **CITY** grounded on breakwater at approach of Sakata port in Japan. The vessel was proceeding to the port, when the strong currents and winds adrifted her to the breakwater,



which caused hard grounding into the rocks. The ship suffered sufficient damages of the hull, which is breached below the water line. The general cargo ship City started getting water ingress and got large list to starboard with danger of sinking. The crew requested evacuation from the local authorities and a helicopter was dispatched to take all 18 seamen. There were no injured people during the accident and no water pollution, but local authorities started investigation for the root cause of the accident. All the 14 Russians and 4 Bangladeshi seamen were evacuated successfully to the

shore without injuries, but following investigation will show if their actions were accurate to prevent grounding. The bad weather and storm in vicinity also played an important role in the grounding. During the accident, the general cargo ship **CITY** was en route from Akita to Sakata port in Japan. The local authorities will consider salvage operation after weather improves. The Russian general cargo ship **CITY** (IMO: 9281140) has overall length of 107.00 m, moulded beam of 17.00 m and maximum draft of 3.90 m. The deadweight of the vessel is 7,001 DWT and the gross tonnage is 4,359 GRT. The general cargo ship City was built in 2004 by Xinhe Shipbuilding Heavy Industry at their shipyard in Tianjin, China. The vessel is operating under the flag of Panama and managed by Russian company Jessy Shipping. Source: **Maritime News**

See Also

https://gcaptain.com/2016/01/11/video-18-rescued-from-russian-cargo-ashore-ship-in-japan/?utm_source=gCaptain+Newsletter&utm_medium=email&utm_campaign=138c099ef2-Mailchimp_RSS_CAMPAIGN&utm_term=0_f50174ef03-138c099ef2-139894965#.VpTir8sq-ok

Lost 19th Century Whaling Fleet Found Off Alaska's Arctic Coast – NOAA

January 12, 2016 by [gCaptain](#)



An anchor and other objects observed during the Lost Whaling Fleet expedition. Photo credit: NOAA
Archaeologists have discovered the battered hulls of two 1800s whaling ships nearly 144 years after their sinking off the Arctic coast of Alaska along with a fleet 31 others, the National Oceanic and Atmospheric Administration has announced.

The shipwrecks and parts of other ships that were located are most likely the remains of 33 ships that became trapped by pack ice close to Alaska's shores in September 1871, NOAA says. The ships were destroyed by the ice in a matter of weeks, leaving the more than 1,200 whalers stranded until they were eventually rescued by other whaling ships in the area. No one died in the incident, but it is cited as one of the major causes of the demise of commercial whaling in the United States, according to NOAA.

NOAA says the shipwrecks were first discovered back in September when a team of archaeologists from the Maritime Heritage Program in NOAA's Office of National Marine Sanctuaries searched a 30-mile stretch of coastline nearshore in the Chukchi Sea, near Wainwright, Alaska.

Previous searches for the ships had already found traces of gear salvaged from the wrecks by the locals, as well as scattered timbers stranded high on the isolated beaches stretching from Wainwright to Point Franklin.

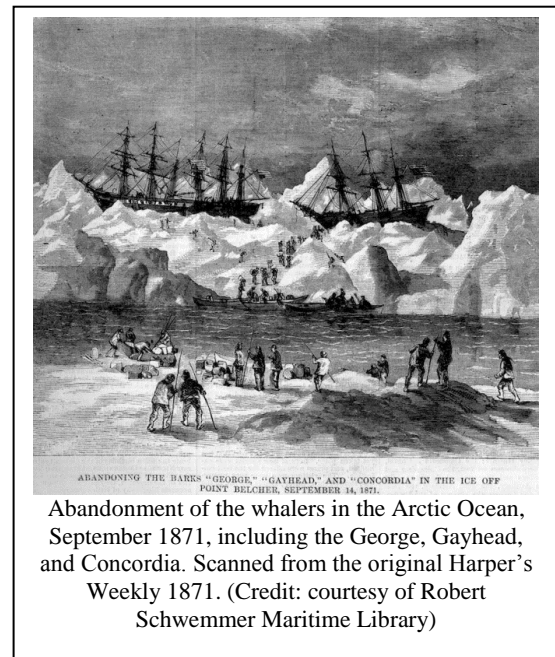
Using sonar and sensing technology, NOAA says its team was able to plot the "magnetic signature" of the two wrecks, including the outline of their flattened hulls. The site also revealed anchors, fasteners, ballast and brick-lined pots used to render whale blubber into oil.

"Earlier research by a number of scholars suggested that some of the ships that were crushed and sunk might still be on the seabed," said Brad Barr, NOAA archaeologist and project co-director.

"But until now, no one had found definitive proof of any of the lost fleet beneath the water. This exploration provides an opportunity to write the last chapter of this important story of American maritime heritage and also bear witness to some of the impacts of a warming climate on the region's environmental and cultural landscape, including diminishing sea ice and melting permafrost." James Delgado, maritime heritage director for NOAA's Office of National Marine Sanctuaries, said he believes the wrecks were pressed against a submerged sand bar that rests about 100 yards from shore. Working from first-hand accounts of the loss of the fleet, he said the ice opened the hulls to the sea and tore away the upper portions of the ships, scattering their timbers on the beach, while the lower hulls, weighted down with ballast, and in some cases still anchored, stayed in place against the sand bar, according to NOAA. "Usually, the Arctic does not destroy ships if there is a natural obstacle like a sand bar, large rocks or a sheltered cove to partially divert the force of tons of ice," Delgado said.

More from [NOAA](#):

On Sept. 12, 1871, the captains of the 33 whaling ships caught in the ice convened aboard the *Champion* to consider their options for saving the 1,219 officers, crew, and in some cases, families, from



their fate. Although, their situation was dire, there was some small glimmer of hope for rescue by seven nearby ships.

However, to save such a large party, the rescuing whale ships had to jettison their precious cargoes of whale oil, bone and their expensive whaling gear to make room for the survivors. The rescue ships were able to sail safely out of the Arctic and back to Honolulu, where hundreds of native Hawaiian whalers aboard the stranded vessels lived, while others sailed on to San Francisco, New Bedford and other cities.

SPOTD – New York Welcomes World’s Largest CONRO

gCaptain - January 11, 2016 by [Will Van Dorp](#)



By Will Van Dorp – On January 9, 2015, two Atlantic Container Lines (ACL) RORO/ Containerships (CONRO) entered New York harbor, one within 30 minutes of the other. The first, Atlantic Concert, has done so several hundred times since entering service in the mid-1980s. Following Atlantic Concert into port was [Atlantic Star](#), the first of ACL’s “generation4” or G4 CONRO vessels. A total of five G4 ships will be delivered by the Chinese Hudong-Zhonghua Shipbuilding (HZS), unlike all previous ACL vessels which were built in Europe. HZS worked with naval architect Knud E. Hansen to create a completely new

external design featuring a knife-edge bow, bridge and accommodations amidships, and portside mounted stack. But the differences in appearance and a slight increase in dimensions are only the start. Atlantic Star’s cargo capacity is listed as 764 trailers, 1,307 cars, and 3,800 containers, an increase that contributes to a 50% fuel consumption reduction per TEU. RORO capacity is one-third greater than in the G3s. Propulsion is provided by a single screw fixed pitch



propeller directly driven by a slow speed Wärtsilä 8RTflex68D, and maneuvered by a single high efficiency rudder, two bow thrusters, and a stern thruster.

Atlantic Star began her maiden voyage in Hamburg on December 9 and, as of this writing, is now in Norfolk. More photos of these vessels can be found [at tugster: a waterblog](#).

Stranded Livestock Carrier MV Ocean Outback Departs Western Australia After Animal Deaths

https://gCaptain.com/2016/01/11/stranded-livestock-carrier-mv-ocean-outback-leaves-western-australia/?utm_source=gCaptain+Newsletter&utm_medium=email&utm_campaign=138c099ef2-Mailchimp_RSS_CAMPAIGN&utm_term=0_f50174ef03-138c099ef2-139894965#.VpTIRMsq-ok

India Sentences ‘Seaman Guard Ohio’ Crew to Five Years in Prison in Arms

Case January 11, 2016 by [Reuters](#) By Sandhya Ravishankar 

CHENNAI, India, Jan 11 (Reuters) – An Indian court on Monday sentenced crew members of a private American ship, including 25 foreigners, to five years in prison for illegal possession of arms in Indian waters in a verdict that could spark diplomatic tension.



AdvanFort's Seaman Guard Ohio. Image: AdvanFort

The crew, which included foreign nationals from Ukraine, Estonia and six British former soldiers, was arrested from the ‘[Seaman Guard Ohio](#)’ in 2013 after they failed to produce papers authorising them to carry weapons in India’s territorial waters. Ten Indians were also arrested.

The court in India’s southern city of Tuticorin, in Tamil Nadu state, found the crew guilty of violating Indian laws by possessing prohibited arms. It also fined each crew member 3,000 rupees (\$45).

“This judgment is totally unfair and a great injustice to the accused,” Arumugaram Ravipandian, a lawyer

representing all 35 crew members, told Reuters.

Ravipandian said his clients would seek bail and challenge the verdict in a higher court.

The crew, that spent nine months in prison after the incident, has been out on bail but not allowed to leave India since 2013.

Paul Towers, a former British soldier among those convicted, said the weapons on board their ship were properly registered.

“We are speaking to our consulate ... this is not justice,” said Towers.

The British High Commission in New Delhi said it was providing consular assistance but could not interfere in another country’s judicial process.

“Our staff in India and the UK have been in close contact with all six men since their arrest to provide support to them and their families, including attending court,” it said in a statement.

“Ministers have also raised this case at the highest levels, pressing for delays to be resolved.”

No comment was immediately available from the Ukrainian and Estonian embassies.

The southern tip of India is close to major trade routes and cargo ships often travel with armed guards to deter pirates.

The ship was operated by a U.S. maritime security firm and the incident highlighted the loosely regulated practice of placing guards on ships for protection against pirate attacks.

Action by the Indian authorities has led to diplomatic rows in similar cases. Relations between India and Italy soured after a 2012 incident in which two Italian marines allegedly killed two Indian fishermen mistakenly believed to be pirates. (Writing by Aditya Kalra; Editing by Douglas Busvine, Robert Birsell)

Battle of Jutland Descendants - application reminder

Any descendants of anyone who participated in the Battle of Jutland may apply to participate in the planned commemorative events.

Please do not delay if you wish to apply.

Here is the link for the application: <https://www.gov.uk/government/news/descendants-invited-to-jutland-centenary-commemorations>

Inmarsat Achieves Global Coverage with New High Speed Wireless Network

January 11, 2016 by [gCaptain](#)

Inmarsat plc has confirmed that its Global Xpress constellation achieved global commercial service introduction in December last year.

Global Xpress is a worldwide high-speed wireless network that delivers broadband connectivity on land, at sea, and in the air. The Global Xpress constellation is formed of three Ka-band, high-speed mobile broadband communications satellites. Each I-5 satellite is expected to have a commercial life of 15 years. Together, the three satellites provide the coverage required to deliver global GX services.

In 2010, Inmarsat awarded a contract to Boeing to build a constellation of three Inmarsat-5 satellites as part of Global Xpress. Inmarsat 5-F1, the first satellite launched in December 2013, entered commercial service in July 2014. The second satellite was launched in February 2015, followed by the third in August 2015.

As part of Inmarsat's \$1.6 billion program, a fourth Global Xpress satellite (I-5 F4) is currently completing construction and testing by Boeing in California. The satellite is expected to be launched in the second half of 2016 in order to provide additional Global Xpress capacity.

Inmarsat's I-5 satellites operate with a combination of fixed narrow spot beams that enable Inmarsat to deliver higher speeds through more compact terminals, plus steerable beams so additional capacity can be directed in real-time to where it's needed, according to the company.

Inmarsat plans to introduce a series of market-specific, high-speed connectivity services powered by Global Xpress during the course of 2016.



Carnival Paradise Rescues 8 Stranded Cubans

The **CARNIVAL PARADISE**, home-ported in **Tampa**, rescued eight Cuban nationals who had become stranded on a raft adrift in the water between Florida and the **Cayman Islands**. Carnival Cruise Line officials confirm that the ship encountered the group of seven males and one female just before 4 p.m. on Sunday, Jan. 10. The group was stuck in the water asking for help. The individuals were brought aboard **CARNIVAL PARADISE** and given medical evaluations, food and water. The group is now in the custody of Cayman authorities, CCL officials say. **CARNIVAL PARADISE** was on a five-day Caribbean cruise that departed on Saturday. The ship is now in **Grand Cayman** where the eight Cubans disembarked. **Source: nbciami**

Fishermen rescued in the Timor Sea

Four Indonesian fishermen were recovered from a makeshift life raft, after eight days adrift in remote waters of the **Timor Sea**. The rescue of the fishermen was coordinated by the **Australian Maritime Safety Authority (AMSA)**, with support from the **Australian Border Force (ABF)**, the **Australian Defence Force** and an Australian fishing vessel. All survivors have been medically assessed and are in good health. The fishermen will be repatriated to their home port of Kupang, Indonesia. The raft was initially sighted by an ABF Dash 8 aircraft on the evening of Tuesday 12 January. Subsequently AMSA arranged for sequential ABF aircraft to provide "top cover", remaining overhead while a request for assistance was made to a nearby Australian fishing vessel, **AFV Exodus**, to respond and reach the scene. Exodus recovered the four Indonesian fishermen in the early hours of this morning. Further support was then provided with the arrival of a Royal Australian Navy vessel, **HMAS MAITLAND**. AMSA Search and Rescue General Manager John Young expressed special thanks to the master and crew of **AFV Exodus**. "The **AFV Exodus** crew ceased normal fishing operations immediately to provide support. The contributions of seafarers to search and rescue efforts like this one are in the best maritime tradition and vital in assisting AMSA to save lives at sea," Mr Young said. **Source: portnews**

Jaques Cousteau's Calypso Looks Set to Sail Again

The **Cousteau Society**, custodian of oceanographer Jacques Cousteau's legacy and the owner of the **CALYPSO**, his famous research vessel, have announced that they have secured the means to restore her and take her back out to sea. The wooden-hulled, 300 grt **CALYPSO** started life as a minesweeper. Her keel was laid in Seattle, Washington at the start of World War II, and she was provided to the British Royal Navy for operations in the Mediterranean. She was decommissioned at the end of the war and served briefly as a mail boat before purchase and transfer to Cousteau. Cousteau refitted the boat for oceanographic research and brought marine science to popular awareness with his long-running television series *The Undersea World of Jaques Cousteau* and the award-winning films *The Silent World* and *World Without Sun*. But in 1996 – as Cousteau was looking to replace her with a new, modern and efficient Calypso II – the Calypso was rammed by a barge at harbor in Singapore and sank. She was raised a week later, patched and transported to La Rochelle, France, where she remained in the custody of the city's maritime museum for years. Museum director Patrick Schnepf told the Guardian in 2003 that the Calypso was in poor condition, and that following years of a complex custody battle between her owners and Cousteau's family he would like to see her scuttled. "Everything that's not broken is rotten, and everything that's not rotten is broken," he said. She was transferred to the Concarneau shipyard in Brittany in 2007 for renovation into a stationary floating museum. But further disagreement with her owners on the scope of her refurbishment led to a work stoppage in 2009, and in 2014 the yard's owners sought a court order for her removal, plus payment of 300,000 euros for storage fees and work completed. The disagreement now appears to be resolved. Cousteau Society says that it has "[gathered] a group of generous and highly motivated international sponsors, whose objectives are compatible with those of the Cousteau Society. At the end of the first trimester of 2016 Calypso will be able to leave the Concarneau's shipyard, to begin its new life . . . Restored, she will sail again as an Ambassador for the Seas and Oceans, as Captain Cousteau wished." Captain Patrice Quesnel, the master of the Society's expedition vessel *Alcyone* and the designated manager for the Calypso's release, has recently been holding conversations with vendors and authorities in Brittany. He suggests that Volvo will be providing her new engines and the Guip shipyard in Brest is in talks related to her refurbishment. "I am . . . certain that the enthusiasm sparked by the fantastic news of the ship's rebirth will help him to find all the necessary support from those he will be working with," said Society president Francine Cousteau. **Source: MAREX**

US Navy to name ship after hero from Iwo Jima

The last living Medal of Honor recipient from the Battle of **Iwo Jima** is set to receive a special honor Thursday, when the U.S. Navy names a ship after the veteran. **Hershel "Woody" Williams** was honored for clearing concrete pillboxes with a flame thrower while under heavy fire during the World War II battle in Japan. Bullets bounced off the equipment strapped to his back, he told Stars and Stripes. Despite suffering shrapnel wounds, he refused to evacuate. More than 6,800 U.S. service members died in the battle in 1945, and some 19,000 others were wounded. The photo of a flag-raising at Iwo Jima has become a lasting icon of the war. "When that flag when up . . . we got a new spirit. We are going to win this thing," Williams told Stars and Stripes. He returned to the area last year, as survivors marked 70 years since the bloody battle. Williams is now 91, and lives in West Virginia's Cabell County. The Navy ceremony is scheduled for Thursday afternoon in Charleston. **Source: foxnews**

U.S. Navy's New Fast Transport Ships Can't Stand Buffeting From High Seas

The U.S. Navy is spending millions of dollars to repair new high-speed transport ships built by Austal Ltd. because their weak bows can't stand buffeting from high seas, according to the Pentagon's chief weapons tester.

https://gcaptain.com/2016/01/14/u-s-navys-new-fast-transport-ships-cant-stand-buffeting-from-high-seas/?utm_source=gCaptain+Newsletter&utm_medium=email&utm_campaign=e1ba9fbfd2-Mailchimp_RSS_CAMPAIGN&utm_term=0_f50174ef03-e1ba9fbfd2-139894965#.Vpi_m8sq-ok

Multiple Crews Battling Cargo Ship Blaze Off England

January 13, 2016 by [Mike Schuler](#)



The UK Coastguard is coordinating the incident involving a cargo ship off Cromer, England. Photo: UK Coastguard
The UK Coastguard and several other crews were battling a fire Wednesday aboard a cargo ship in the North Sea off England.

The Coastguard says it received a mayday call at about 5:20 a.m. Wednesday stating that the ship, carrying a cargo of wheat to Rotterdam, had a fire in its accommodation while off Cromer, England.

The Coastguard says it immediately broadcast a mayday relay message to other vessels in the area.

Two Coastguard helicopters, a lifeboat and two other vessels were sent to assist the crew of the ship, who remained onboard to fight the fire.

One Coastguard helicopter was taking six fire and rescue crew and their equipment out to the vessel, the Coastguard said in its latest update on the incident. An additional Coastguard rescue helicopter from Humberside were also on scene along with the Cromer RNLi Lifeboat and two other vessels, the update said.

The UK Coastguard also scrambled the Coastguard rescue helicopter and requested the launch of an RNLi lifeboat, both arriving on scene. An additional Coastguard helicopter was transporting the fire and rescue crew.

“The crew are still on board the vessel and keeping the fire under control,” said Ian Guy, for the UK Coastguard. “However, we have a rescue helicopter hovering above as well as a lifeboat on scene so that, should the need arise, they can evacuate the ship. The Humberside Fire and Rescue firefighting crew will be on scene soon and will assess the fire at that point.”

Liquefaction of nickel ore cargo – Innovative salvage solution and quick decision making avoids serious casualty

Date: 14/01/2016 Author: Philip Clacy

The case reported below is one of many involving the expertise and experience of members of the SCD team. It highlights the importance of considering innovative solutions and the exercise of prompt and decisive action in reaching the best possible outcome. It also demonstrates the effectiveness of combining the Club expertise, in both the Hong Kong and London offices with that of the appointed consultants and surveyors.



Over a number of years the Club has issued a number of circulars and loss prevention bulletins focussing on the well-known dangers arising from the carriage of nickel ore cargoes. Due to a continuing series of casualties involving ships carrying such cargoes, all the Clubs in the IG issued a circular in similar terms in June 2012. For the first time this circular made the mandatory notification of nickel ore loadings from Indonesia and the Philippines a requirement of the Club with failure to notify potentially prejudicing Club cover.

There has been a great deal of detailed advice provided by the Club in relation to the precautions

that should be taken to minimise the risk when carrying nickel ore cargoes. However, in simple terms it is the moisture content of the cargo that is the key determinant of whether or not a cargo is likely to liquefy.

The type of mining (whether open cast or not), local weather conditions and the method of storage are therefore all factors to consider before loading.

The rainy season in the Philippines started on 23rd June this year and by early July there were two ships experiencing difficulties having loaded nickel ore cargoes at Surigao, Philippines. One of those ships was entered in the UK Club.

Between 1st and 12th July, a cargo of about 54,000 mt of nickel ore was loaded for carriage to China.

The cargo was presented for loading in barges, and prior to allowing any cargo on board, the crew carried out can, drop and grab tests on samples drawn from each of the barges, all of which indicated that the cargo was suitable for loading. In addition, the master was presented with certificates produced by the shipper, which recorded that the moisture content of the cargo, whilst high, was below the transportable moisture limit of 33%.

Three days after departure from Surigao the ship developed a 13 degree list to starboard. Upon opening the hatch covers, it was seen that the cargo in three of the holds had liquefied and over the following day the list became more severe, reaching up to 22 degrees. Fearing imminent capsizing the crew abandoned ship and were picked up by the tug which by that time had reached the ship. Regrettably during the evacuation the chief officer suffered a heart attack and died.

By this time the Member had advised their Club servicing office in Hong Kong of the matter and, in conjunction with individuals based in the London office consideration was being given to how best to deal with the salvage of the ship and the cargo. The owners agreed an LOF contract and SCOPIC was immediately invoked by the salvors. The ship continued to drift, until she grounded by the stern off the north eastern coast of the Philippines, some 150 miles north of Manila. Fortunately the seabed consisted of sand, and the weather conditions remained benign after the grounding.

As an initial precaution the Managers and the Member resolved to remove the bunkers from the ship at the earliest opportunity, which operation was performed under the salvage contract. Initially, the salvors indicated that the cargo would have to be fully discharged from the ship before refloating could be attempted. This 'traditional' solution anticipated a drawn out operation presenting significant logistical challenges and carried huge risks were the weather conditions to deteriorate. To minimise such risks we immediately appreciated the importance of completing the salvage operation as soon as possible, investigating possible alternative solutions relating to the possibility of drying or stabilising the cargo. Following full consideration of the possible methods of making the cargo safe and of the risks, specifically in relation to the continuing monsoon season, the salvors developed an innovative refloating plan which involved the redistribution of the cargo from hold nos. 2 and 4 into hold nos. 1, 3 and 5 using the ship's own cranes. This was anticipated to reduce the free surface effect of the liquefied cargo, providing sufficient stability to allow the ship to be refloated in relatively short order and towed to a port of refuge. Aided by relatively benign weather conditions the operation to redistribute the cargo went well, and 3 weeks later the ship was refloated and towed into a port some 60 miles south of the grounding location. Here she was redelivered to the Member by the salvors.

At that stage, negotiations took place with the shipper who agreed to accept redelivery of the cargo from the owner. Discharge was completed on 14th September, and the ship sailed on the following day for dry docking in China.

The second bulk carrier, which loaded cargo from the same port and was entered with another International Group Club, encountered similar difficulties and was forced to seek shelter at a port of refuge. According to the local Club correspondents, the cargo loaded on both ships was of a particularly high clay content, which made the usual can tests less effective in detecting a high moisture content.

This is a case where a pragmatic approach from the salvor together with swift decision making avoided what could very easily have developed into a major casualty. However such cases are best avoided and the requirement to notify the Club Managers whenever Members intend to load nickel ore cargoes is a continuing one. It should be the expectation on each occasion that an independent surveyor will be retained to assess the condition of the cargo, and that the Club will meet the costs of this surveyor as a loss prevention exercise, with the costs placed against the Member's loss record. **Source:- UK P&I Club**

Aussie Crew ‘Forcibly Removed’ from MV Portland in Early Morning Raid

January 14, 2016 by [Mike Schuler](#)

Five remaining crew members have been removed from the Australian bulk carrier MV Portland in south-eastern Australia in what maritime unions are describing as a ‘forcible raid’. The removal of the crew marks an abrupt end to a [two-month standoff](#) over the replacement of the ship and firing of its 40 Australian crew.



Photo: Maritime Union of Australia

Up to 30 security guards boarded the ship at 1 a.m.

Wednesday morning and ‘forcibly removed’ the five remaining crew members from the vessel to usher in a foreign crew tasked with sailing the ship to Singapore, the Maritime Union of Australia (MUA) reported.

The removal of the Australian crew members follows a 60-day dispute with New York-based mining group Alcoa, who is planning to sell the aluminum carrier and replace it with a foreign-flagged ship and foreign crew.

The MV Portland had been used by Alcoa for 27 years on the domestic Western Australia-to-Portland route, but the company plans to replace the bulk carrier with a ship sailing under a flag of convenience (FOC) and operated by cheap foreign labor, an action that many argue circumvents Australia’s cabotage laws.

Wednesday’s removal of the crew members was strongly condemned by the International Transport Workers’ Federation (ITF), who says the dawn raid came despite widespread opposition in Australia, as well as from seafarers and trade unions around the world.

ITF general secretary Steve Cotton said: “They came for the Portland like thieves in the night. This raid and the flight of this respected vessel – with its 27 year history of serving Australian industry – raises grave questions, not just about the future of Australia as a maritime nation but also about the fitness of the crew who have been parachuted in to take this vessel away. The ITF will be investigating these matters fully, including the role of the Australian Maritime Safety Authority in this affair.”

In a strongly worded statement following the raid, the MUA national secretary and ITF president Paddy Crumlin questioned Alcoa’s ‘heavy-handed approach’ to the removal of the crew, as well as the license allowing Alcoa to use foreign ships on a domestic route.

“Questions need to be asked about the role of Alcoa and the Australian Government in this,” Mr. Crumlin said.

“How did the foreign crew gain permission to enter and then sail the vessel? Where are the crew from? What security checks do they have? What visa are they on?”

“Has Australia learnt nothing since the infamous waterfront dispute in 1998? When did it suddenly become ok to again send in security guards in the dead of night to forcibly remove a workforce? This sort of thing shouldn’t happen to anyone in their workplace.”

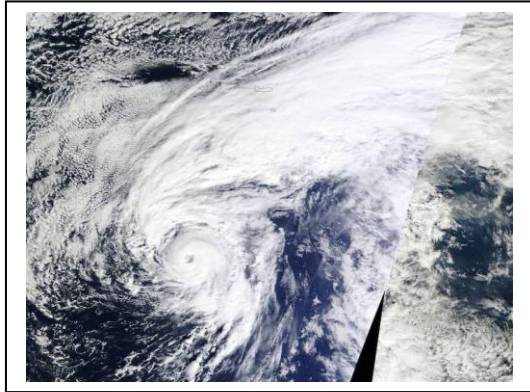
Alcoa was granted temporary license by the Australian government to replace the vessel with a foreign ship, but later the Australian Senate denied making changes to the country’s laws and open routes to foreign ships.

Athens Stock Exchange suspends trade in Piraeus Port shares

THE Athens stock exchange suspended trading in shares of **Piraeus Port Authority** before the privatisation agency unseals bids by investors for a majority stake in the country’s biggest port later in the day. Greece, which is selling a 51 per cent stake in Piraeus Port, expects that China’s **Cosco Group** will be the sole bidder, according to Greek officials close to the procedure, reports Reuters. Following a request by the securities regulator, a temporary trading suspension on shares of Piraeus Port Authority is in place until the company informs the investment public on the board meeting of (privatisation agency) HDRAF regarding the opening of financial offers," the Athens bourse said. **Source: Schednet**

Alex Becomes First January Hurricane Since 1938 January 14, 2016 by [gCaptain](#)

Hurricane Alex on Jan. 14 at 15:30 UTC (10:30 a.m. EST) in the central Atlantic Ocean. The image



revealed an eye and showed bands of thunderstorms spiraling into the low level center of circulation. Credit: NASA Goddard MODIS Rapid Response

Subtropical storm Alex has strengthened into a hurricane, becoming the first January hurricane to form in the Atlantic since 1938, the U.S. National Hurricane Center has said.

The NHC says Alex is located about 490 miles (790 kilometers) of Faial Island in the Central Azores, moving north-northeast at 20 mph.

NHC says Alex is packing maximum sustained winds of 85 mph (140 km/hour).

A Hurricane Warning has been issued for the islands of Faial, Pico, Sao Jorge, Graciosa, and Terceira in the central Azores. Little change in strength is forecast through Friday, the NHC said.

P&O Ferries Announces Closure of its Larne-Troon Service

After a comprehensive review of its options, P&O Ferries has decided to close its loss-making Larne-Troon route with immediate effect, but the company has also confirmed it will continue to operate its full Larne-Cairnryan route services throughout 2016 and into the future... IN a statement, the company said: "P&O Ferries has proudly operated this additional seasonal route since 2003, but the stark reality is that the company is continuing to make significant losses, and sadly the income from ticket sales is not sufficient to cover the annual vessel and port operating costs. "In a final attempt to make the route economic the company reduced the service in the off-peak months last year, whilst maintaining the full service in the peak months of July and August. Whilst this measure did significantly reduce the operating costs, the route remained loss-making. "Since the last sailing at the end of September, P&O Ferries has continued to negotiate with a number of suppliers and other organisations, including the search for a lower cost chartered fast-craft to be able to continue, but we have been unable to develop a solution for the company. "There will be no redundancies, with all permanent staff being found alternative roles within the company." For customers, the company has confirmed that in 2016 the P&O Larne-Cairnryan service will continue to operate up to seven sailings each way every day of the year, maintaining its reliable service for freight, tourist and domestic customers. The purpose-built European Highlander and European Causeway vessels will also be undergoing £500,000 of on-board improvements over the next 18 months, and before Easter this year will be adding over 50 seats to each ship, as well as upgrading or updating a number of the passenger areas and facilities, including the provision of 'Free Wi-Fi that Works', and using more locally sourced produce and recipes for the Food Courts. The company said it believes that this decision will enable a "more secure future for its employees and for its customers on the northern corridor". **Source: [thetravelnewsblog](#).**

Cruise ship theft gets couple kicked off By Brooke Hobson

A Brazilian couple has been kicked off the CELEBRITY SOLSTICE cruise ship after the woman allegedly stole a handbag from the vessel's store worth hundreds of dollars. The incident happened when the ship was in the Fiordland region and security staff reported the incident once docked in Port Chalmers, Dunedin. A branded handbag was taken from one of the onboard shops and late found in the couple's cabin. The sequence of events was backed up by security footage, Senior Constable Steve Tvrdeic says. He says the ship's security didn't wish to pursue prosecutions but the couple had been told to disembark. "They showed a lot of remorse; as you can appreciate it has ruined their holiday. "The shipping company will assist in organising flights back to Brazil where the couple are from. "It's not something they would be very proud of I'd say," Snr Const Source: 3news.

Harland & Wolff set for £5m refit on Stena Line ferries By John Mulgrew

Stena Line is spending almost £5m refitting its **Irish Sea ferries** at Harland & Wolff, it can be revealed. Over the next two months, seven Stena Line vessels will visit the shipyard on a carefully sequenced timetable to facilitate a range of specialist works. These include annual inspections, passenger facility upgrade work as well as ongoing technical enhancements. And the work will be carried out by Harland & Wolff. Paul Grant, Stena route manager, said the "refits are very important to ensure the smooth and safe running of our expanding fleet of ships". "The decision to place the majority of our refit contract work with Harland & Wolff allows us to play our part in helping to support local business." Furthermore, the good working relationship with Stena Line has helped introduce the shipyard to other companies within the **Stena Group** and we were delighted to see our sister company Stena Bulk bring the 117,000 tonne ice class Aframax tanker **STENA ARCTICA** to Belfast for the first time in a £1m specialist inspection survey and upgrade programme in November 2015," he added. And Stuart Wilson, Harland & Wolff's general manager in charge of ship repair said: "We are delighted that our relationship with Stena continues to go from strength to strength". Stena Line has supported the ship refit and repair industry in Northern Ireland with contracts worth £13m over the last five years. That includes range of refit, upgrade and maintenance projects here. Stena Line currently services a range of routes from Belfast across the Irish Sea. Those routes include Belfast to Liverpool, along with the link from Belfast to Cairnryan in Scotland. **Source: belfasttelegraph**

MARITIME ARTIST CORNER



Above seen the latest work of maritime artist **Ronald van Rikxoort**, the tug **TEXELBANK** assisting Seatrade's **EMERALD** in the port of Rotterdam www.artabc.nl

OLDIE – FROM THE SHOEBOX



"**ATREUS**" A blue Funnel A3 class, built by Vickers Armstrong Ltd Newcastle, Yrd No 125 for China Mutual Steam Navigation Co Ltd. Launched 5th April 1951, 7,800grt. Powered by a 7cyl Diesel of 7,600bhp by J.G. Kincaid & Co Ltd Greenock. 1973 placed under Blue Funnel Line Ltd management. 1977, 4 August transferred to Elder Dempster Lines Ltd, October that year sold to Sherwood Shipping Co Ltd Hong Kong, renamed "**UNITED VALIANT**" registered Singapore. 1979 Sold to Tung Ho Steel Enterprise Corp Taiwan, 23rd February arrived Kaohsiung for demolition, work commenced 13th March. She is seen outbound from Grangemouth, no date as the image was lifted from a print I took many years ago, she was a regular in Grangemouth as were many of her sisters. **Photo: Iain Forsyth (c)**

***Have you paid your subs for 2016?
And add a donation if you wish.***

That's all for now folks.

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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