

29th January 2016

Hi Shipmates,

Please find below more snippets of information since circular #2016-02 went out on 16th 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*



Spliethoff's **SAMAAIGRACHT** enroute from Southampton to Baltimore entered the fifth depression at the Atlantic with windspeeds reaching hurricane levels in waves of upto 10 mtr height

Photo : Capt Noel Peters Master **SAMAAIGRACHT** ©

Baltic index slump continues on demand concerns

The Baltic Exchange's main sea freight index, which tracks rates for ships carrying industrial commodities, touched a record low for the ninth straight session Friday, mostly due to vessel oversupply and lack of global demand. The overall index, which gauges the cost of shipping dry bulk cargoes including iron ore, cement, grain, coal and fertiliser, was down 10 points, or 2.61 percent, at 373 points. The index has plunged by over hundred points or about 22 percent this year. On Wednesday, it fell below 400 points for the first time on record. The capesize, panamax and handysize indices also touched record lows on Friday. The dry bulk sector has taken a beating from the slowdown in Chinese business at a time when the sector is struggling with huge overcapacity. The capesize index shed 27 points, or 12 percent, to 198 points on Thursday. Average daily earnings for capesize vessels dropped \$193 to a record low of \$2,748. " (The) fundamental problem is not fleet growth but negative demand growth. Slowing economic growth and significant turmoil in commodity prices is resulting in extremely low chartering activity," said Clarksons Platou analyst Frode Morkedal. Morkedal expects ship scrapping activities to surge and newbuild deliveries to be postponed, resulting lower fleet growth this year. Capesizes typically transport 150,000-tonne cargoes such as iron ore and coal and have been particularly affected by a fall-off in coal and iron ore demand in China. The panamax index dropped 7 points to 381 points Average daily earnings for panamax, which usually carry coal or grain cargoes of about 60,000 to 70,000 tonnes, fell \$54 to \$3,049. **Source: Reuters (Reporting By Nallur Sethuraman in Bengaluru; Editing by Katharine Houeild)**

ABB propulsion for Meyer Werft newbuilds



The latest Azipod XO podded propulsion has recently departed from the ABB factory in Helsinki. The unit is under transfer from ABB's Vuosaari Harbour plant to the dockside for loading, bound for Meyer Werft, Papenburg. It will be installed on one of two newbuildings due delivery from the German yard in 2016. **ABB** is delivering the electrical power plant and propulsion systems for two new cruise ships. The vessels, which are 335-metres in length, will be able to accommodate 3,300 passengers each. The Azipod units take about two months for technicians to assemble at the Vuosaari plant. While the powerful

synchronous motors at the systems core take shape over six months at the ABB Helsinki motors, generators and drives factory. ABB has delivered, or has on order, Azipod propulsion units to about 200 vessels including merchant, offshore and specialised ships **source : The Motorship**

Drillship inbound for new Exxon wells

The **STENA CARRON** drillship is on its way to Guyana where it is expected to drill several wells for US oil company ExxonMobil in the coming weeks. Tracking services showed that the ship, owned by Stena Drilling, a UK company, departed the Canary Islands on Tuesday and is expected to arrive here later this month. According to **information** on the company's website, the **STENA CARRON** is a Harsh Environment dynamically positioned DP Class 3 drillship capable of drilling in water depths up to 10,000 feet. **Source : Stabroek News**

ROTTERDAM COMES TO THE TYNE FOR REPAIRS

A&P Group has welcomed the CITY OF ROTTERDAM, one of the biggest ships to be affected by Storm Desmond, to its Tyneside yard for repair. The 5,000-tonne dwt Ro-Ro Cargo ship collided with another vessel on the Humber Estuary when Storm Desmond hit the north of England earlier this month. A&P Group’s 100 strong Tyneside team will now undertake a 5-week programme of structural steel repairs before the City of Rotterdam returns to service at the end of January. Darren Brown, managing director of A&P Group Tyne said: “It was quite a spectacle



to see the storm damaged ship coming up the Tyne. We made a temporary repair to the damage at Immingham in order for her to be able to sail to the Tyne, now we’ve got a large undertaking as we use our problem solving capability and absolute attention to detail to return the City of Rotterdam back to service as soon as possible. “It’s repairs of this scale and status that see our team of highly experienced Production and Project Teams really come into their own.“ A&P Group operates seven dry docks across three strategic locations in the UK, in addition to a ship repair yard in Australia. All facilities combine a rich heritage of marine engineering skills and experience, providing ship owners and energy companies with all the precision skills needed to complete the most demanding projects. **Source: AP-Group**

IMO ballast water convention will not come into force in 2016 By Marcus Hand from Singapore

After nearly two months of uncertainty it is now clear the IMO’s Ballast Water Management (BWM) Convention will not be coming into force in 2016. The convention requires for ratification by states controlling a combined 35% of the global fleet by tonnage, however, it has now been found that despite Morocco, Indonesia and Ghana ratifying last November the threshold has not been reached. After tonnage figures for Indonesia were verified by IHS Maritime & Trade it was found that the 47 countries that have ratified the convention control 34.56% of the global fleet by tonnage. Had the 35% threshold been reached the convention would have come into force on 24 November 2016, this will now not happen, and it will not come into force until at least 2017. IMO secretary-general Kitack Lim said, “The recent ratifications have brought the BWM Convention so very close to entry into force. While we cannot predict exactly when that will happen, I would urge countries that have not done so to ratify the BWM Convention as soon as possible so that we can establish a certain date for entry into force, and also so that it is widely accepted when it does. “In particular, those countries with large merchant fleets that have not done so, are requested to accelerate their processes to ratify the convention.” The convention will likely be ratified later in the year as the world’s largest flag-state Panama has started the accession process, although this will take several months. Finland had been expected to ratify the convention last November but as yet has not done so. The BWM Convention will come into force one year after it reaches the required level of ratification. **Source : seatrade-maritime.**

Rescuers look for 12 aboard Marine helicopters that collided off Hawaii

Two Marine helicopters collided off the Hawaiian island of Oahu with a total of 12 people on board and a



search was underway, military officials said. Two Marine Corps helicopters carrying six crew members each collided and went down off the Hawaiian island of Oahu while on a night-time training mission, and rescuers searched choppy waters Friday where debris had been sighted, military officials said. There

was no immediate word on the fate of those aboard or what caused the accident.... **Source ; Associated Press**



Fatal fall

The Swedish P&I Club issues Monthly Safety Scenario for January 2016 regarding a fatal fall accident. The Swedish Club publishes on a monthly basis a new “Monthly Safety Scenario” (MSS) to assist owners in their efforts of complying with the maritime regulations.

The Incident

The oil tanker was berthed alongside and discharging cargo. The chief officer was signing off the same day. His replacement had been sailing on the vessel for many years so they did a quick handover. The following morning the cargo operation was completed around noon and the crew started to clean the cargo tanks. The chief officer was in charge of the tank cleaning operation and was giving orders to the 2nd officer in the control room and two ABs who were cleaning the tank on deck. One AB worked in the deck trunk and the other was handling and monitoring the tank cleaning machinery on the tank deck. The chief officer’s responsibility was to ensure that the tank cleaning was carried out safely and that the tanks were cleaned properly. The chief officer visually checked that the tanks were clean. He checked each of the tanks by taking a couple of steps down the tank access ladder and looking down the tank while lighting it up with a flashlight. While doing so, the chief officer did not wear a fall arrest harness. While the ABs and the 2nd officer were busy carrying out their own tasks, none of them noticed whether or not the chief officer measured the levels of oxygen and toxic gases in the tank atmosphere before he started visually checking them. After a while the OOW in the cargo control room wondered where the chief officer was, as he didn’t answer on the radio; so he told one of the ABs to search for him. When he looked down into one of the tanks from the hatch opening he spotted the reflective striping on the chief officer’s boiler suit at the bottom of the tank near the end of the ladder. The master was informed and hurried to the tank and ordered the crew at the scene to fetch a stretcher, oxygen kit, and breathing apparatus. The master put on the breathing apparatus and entered the tank. He found the chief officer severely injured and unconscious. The master fastened a harness onto the chief officer, and the crew on deck hoisted him up. First aid was immediately given, and the 2nd officer contacted the terminal asking them to call the emergency coordination centre. One hour after the chief officer had been evacuated, the master monitored the atmosphere in the tank. The gas monitor went up to its maximum 100pp of hydrogen sulphide content. It is unknown if this made the chief officer unconscious. The ambulance arrived and its crew tried to resuscitate the chief officer. Ten minutes later he was pronounced dead. The chief officer fell from a height of 10 meters and wasn’t wearing a fall arrestor while climbing down the ladder. It might seem unnecessary to connect a fall arrestor every time one steps on a ladder. However, the officer fell from the top of the ladder and died. It is important to know that the following IMO requirements come into force from 1 July 2016 Amendments to SOLAS and the relevant codes concerning mandatory carriage of appropriate atmosphere testing instruments on board ships. Applicable on all new and existing ships.

Preventive measures

- Have procedures for when and how to check tanks and when opening the hatches is allowed.
- Have procedures for what Personal Protective Equipment (PPE) is to be used and ensure gas concentration is measured.
- Ensure all the crew understand the importance of using the correct PPE, and especially the harness and fall absorber, when entering a tank or cargo hold.
- It is good idea if all the crew working with the cargo operation have a personal gas detector **Source: The Swedish P&I Club**

Greece Asks COSCO to Improve Bid for Piraeus Port January 18, 2016 by [Reuters](#)

Angeliki Koutantou ATHENS, Jan 18 (Reuters) – Greece will evaluate on Wednesday an improved bid that China’s Cosco is due to submit for a majority stake in Piraeus Port, a senior official at the privatisation agency (HRADF) said on Monday. Cosco was the sole bidder for a 67 percent stake Piraeus Port Authority (OLP).....gCaptain

Vroon takes delivery of VOS Primrose

Vroon has taken delivery of **VOS PRIMROSE**. Following delivery to Vroon during a ceremony held on Monday 4 January 2016 at **Fujian Southeast Shipyard**, the vessel left the Shipyard on her way to Hong



Kong. **VOS PRIMROSE** is a KCM-80m platform-supply vessel (PSV) and the third in a series of eight sister vessels ordered by Vroon Offshore Services. All vessels have an SPS code and are equipped with full (under-deck) supply capabilities, that include stainless-steel tanks for the carriage of methanol. They provide accommodation and work space for a total complement of 52 persons (comprising client staff and up to 14 crew members). The unique vessel concept

provides a free deck space of 720 m² and is based on a design by Khiam Chuan Marine (KCM). In close cooperation, KCM, Vroon's Newbuilding Engineering Department, the world-renowned yacht designer KER Yacht Design & Engineering and Force Technology in Copenhagen worked together to fully optimise the design in order to ensure favourable motion and sea-keeping ability and efficient fuel consumption (both in DP mode and during transit). **VOS PRIMROSE** will be managed by **Vroon Offshore Services Singapore**.

Kleven Verft Launches Diamond Sampling and Exploration Vessel, SS Nujoma

https://gcaptain.com/2016/01/18/kleven-verft-launches-diamond-sampling-and-exploration-vessels-ss-nujoma/?utm_source=gCaptain+Newsletter&utm_medium=email&utm_campaign=5a83a110e6-Mailchimp_RSS_CAMPAIGN&utm_term=0_f50174ef03-5a83a110e6-139894965#.Vp4Ib8sq-ok

Ukrainian seafarer stabbed to death by fellow crewmember

A Ukrainian seafarer has died onboard the small Turkish boxship **MANI**, having been stabbed by a fellow crewmember of Azerbaijani origin. The incident happened off the Russian port of Kavkaz on the afternoon of January 10. An investigation is underway. Local media report the 20-year-old Ukrainian was stabbed in the neck and took some hours before dying. The Panamanian-registered ship belongs to Istanbul-headquartered Midway Shipping. Incidents of crew rage are commonplace, albeit often not reported. Last year, Splash had stories of seafarers killing other crewmembers on four separate occasions.

Source : Splash 24/7

VIDEO: Baltic Ace Wreck Cut Up and Removed from North Sea

On December 5, 2012, the car carrier *Baltic Ace* sank in the North Sea with more than 1,400 cars on board after a [colliding with a containership](#) near the entrance of the main shipping channel leading to port of Rotterdam, claiming the lives of 11 crew members.

The ship came to rest at a depth of just 35 meters, posing a threat both to the environment and navigation in one of the world's busiest shipping lanes.

For the salvage, the Dutch Government hired maritime services provider Royal Boskalis Westminster and its partner Mammoet Salvage, who were given the deadline of December 31, 2015 for the complete removal of the wreck and all cars.

https://gcaptain.com/2016/01/20/video-baltic-ace-wreck-cut-up-and-removed-off-rotterdam/?utm_source=gCaptain+Newsletter&utm_medium=email&utm_campaign=173f4a9f65-Mailchimp_RSS_CAMPAIGN&utm_term=0_f50174ef03-173f4a9f65-139894965#.VqCgHMsq-ok

Bibby Marine Orders Purpose-Built Wind Farm Service Vessel

January 18, 2016 by [Mike Schuler](#)

Bibby Marine Services has placed an order for a purpose-built walk-to-work vessel to serve exclusively in the offshore wind market in the North Sea.



Bibby Marine Service's Bibby WaveMaster 1. Image credit: Damen

The order was placed at Dutch shipbuilder Damen Shipyards for construction at Damen Shipyards Galati in Romania. The new ship will be known as the *Bibby WaveMaster 1*, a Service Operations Vessel (SOV) measuring 90-meters in length with walk to work access and 60 accommodation berths – including 45 turbine maintenance personnel and 15 crew members. It is the first operations and maintenance vessel purpose-built for the transfer and accommodation of offshore wind project personnel in the North Sea.

“The aim is to enable offshore wind operators to work more efficiently, more safely and in maximum comfort, for periods of up to 30 days at a time,” said Stephen Blaikie, Chief Executive Officer at Bibby Marine Services.

“The vessel is built on a stable DP-2 (Dynamic Positioning) platform so it offers very high operability. It will provide safe offshore transfers for personnel by way of a motion compensated access system (Walk to Work). Equipment will be securely transferred by way of the heave compensated offshore-rated knuckle boom crane. With technicians on standby in the field 24/7, wind farm operators can act immediately to rectify expensive outages, even in the toughest of weather conditions,” Blaikie added. For the design of the *Bibby WaveMaster 1*, Bibby Marine and Damen started from a blank slate as opposed to evolving an existing design. The result is a vessel completely suited for the unique tasks specific to the offshore wind market.

For example, the hull, at 90 meters, is longer than that of a conventional platform supply vessel and the bow section that is lowered by 1.5 meters. Damen explains that this creates a V-shape that reduces slamming and improved use of the bow thrusters.

The aft of the ship has also been adapted for stern-to-waves operation, a common maneuver when servicing offshore wind turbines.

“The most pronounced features that have been included are the strong V-shape in the frames in the aft ship to reduce the slamming occurrence and loads and the concentration of volume in the mid-ship region to achieve a slender aft ship,” Damen said in a press release. “Both features should make stern to weather operations more comfortable than on a common PSV design.”

The design includes a diesel-electric main propulsion system, powering twin azimuth thrusters. Also, a symmetrical wind profile and use of a four split main switchboard requires less installed power than a conventional PSV, according to Damen.

Along with safety and efficiency features, crew comfort is also paramount in the *Bibby WaveMaster 1*.

“The Comfort Class 2 standard accommodation comprises 60 individual ensuite berths, all of which are equipped with TV and Wi-Fi, and are complemented by class-leading leisure facilities,” Bibby says. Bibby explains that for additional comfort, the accommodation has been placed midships, reducing vertical acceleration by as much as 15%.

“As well as offering a high standard of living, the vessel hull form has been designed with comfort in mind, ensuring exceptional seakeeping abilities, and minimizing motion sickness to ensure technicians are fit for work,” said Bibby.

Launch of the *Bibby WaveMaster 1* is expected in mid-2017.

Asbestos lung cancer is "key liability risk"

The role of asbestos in causing lung cancer is a crucial question in future development of long-tail liability claims, according to new research from the International Underwriting Association (IUA), a founding member of Maritime London.

Asbestos was widely used in ship construction until banned for most applications on vessels in 2002 by an amendment to the International Convention on Safety at Sea (SOLAS Chapter II-1). It was also an important cargo for many years.

Now growing legal focus on asbestos risk has prompted the publication of a report by the association’s Liability Underwriters’ Group: ‘Asbestos Diseases and Insurance – an underwriters guide to recent legal developments’.

It states that insurers currently receive far fewer claims for asbestos lung cancer than mesothelioma, partly as a result of uncertainty over causation. But this issue is likely to be addressed soon in the Court of Appeal. Meanwhile, the body of law relating to mesothelioma continues to grow.

Chris Jones, the IUA’s director of market services, said: “There have been a number of landmark legal cases in recent years affecting asbestos risk. As a result, IUA members have been keen to revisit this area of law and insurance practice.

“Our new guide is designed to provide an overview of current legislative and common law positions relating to asbestos diseases, particularly mesothelioma. It also discusses future developments relating to asbestos lung cancer which could have significant implications for both primary liability and insurance cover.”

Source:- London Matters



In Punta Arenas (Chile) the KANG SHENG KOU loaded the ill-fated LE BOREAL Photo: DUTCH OFFSHORE CONTRACTORS (c)

The ship is believed to be headed to a Fincantieri shipyard in Italy for repairs. Source:- gCaptain

On November 18, 2015 *Le Boreal* suffered a major engine room fire which caused the loss of all power and left her drifting. The captain ordered the ship, with 347 passengers and crew, to be abandoned early in the morning. A distress call was issued just after 2 a.m. while it was near [Cape Dolphin](#), the northerly point of [East Falkland](#), [Falkland Islands](#). The news agency reported that 90 of the ship's 347 passengers and crew were air-lifted to safety from life rafts. The sister ship [L'Austral](#) responded to the distress call and took on some passengers.

Source:- Wikipedia

Sailors' Society Woolly Hat Week to aid seafarers, the 'heroes of the sea'

Maritime charity supporters encouraged to be a #HatHero in support of seafarers in need

Sailors' Society is encouraging supporters to be a #HatHero this Woolly Hat Week to raise awareness of the challenges seafarers face daily and to help seafarers in need. Sponsored by Lloyd's Register, this Woolly Hat Week will be held 14-21 February. You can lend your support by wearing a woolly hat to work, donating to Sailors' Society and tweeting a selfie to #HatHero @SailorsSociety. "Seafarers can be away from home for up to a year at a time braving freezing temperatures and dangerous seas to deliver 90 per cent of our goods. So, in our eyes, seafarers are real heroes. By joining in Woolly Hat Week, you can be a hat hero and show your support for seafarers around the world," said Claire Heath, Sailors' Society corporate and trust manager.

Every year, Sailors' Society gives out thousands of woolly hats knitted by volunteers to visiting seafarers. Claire continued, "As well as keeping their heads warm at sea, the gift of a hat means a great deal to someone away from their loved ones for months on end. We're hoping that Woolly Hat Week will inspire people to have fun, as well as spread the word and involvement in our cause." Woolly Hat Week sponsors Lloyd's Register will be holding their own collection and urges other shipping companies to do the same. Nick Brown, Lloyd's Register's Marine Chief Operating Officer (COO), who is running the 2016 London Marathon in support of Sailors' Society, said, "We're delighted to be sponsoring Woolly Hat Week, particularly for a cause so close to our hearts. Lloyd's Register staff are holding their own Woolly Hat day collection and hope others in the industry will join in the fun and do the same. It's a simple way to make a big difference to seafarers in need." For more information, to donate, or for hints and tips to make your Woolly Hat Week go without a hitch, visit www.sailors-society.org/hat-hero. You can also donate by texting HATS16 £3 to 70070.

Gulf War Memorial

The unveiling of a Gulf War Memorial will take place at 1050 on Sunday 28th February at the National Arboretum.

The organisation requested as many Standards, particularly National Standards to attend. I was specifically requested to request that a Red Ensign Standard be present. If any of our Standards can attend would they please contact Chris Smith (chris.smith@tabulanova.co.uk)

Mull medical evacuation is Oban lifeboat's first call of 2016 by David Kerr

A medical evacuation from Mull has become **Oban** lifeboat's first call-out of 2016. The volunteer crew of the lifeboat **Mora Edith MacDonald** was called to take a patient from Craignure to the mainland just after 7.40pm on Tuesday. The crew left Oban with two paramedics onboard before transferring the patient and a relative safely to the lifeboat. The lifeboat made good speed on the return journey, arriving back in Oban at 9pm. The patient was transferred to a waiting ambulance and the lifeboat was returned to the station and refuelled by 9.20pm. **source: pressandjournal**

Message from Tony Wong, Singapore branch Secretary:

"If any MNA member happens to visit Singapore on the Wednesday we have our monthly gathering, you are most welcome to join us for some drinks."

Singapore

Meeting Date: 3rd or 4th Wednesday of each month (except December)

Time: 19.30 hrs

Place: Mr Punch Public House (next to the Raffles Hotel), 26 Seah Street, Singapore 188382 (Tel: 6339 6266)

Contact: Steven Hirst, Tony Wong

Telephone: 0065 9825 7716, 0065 9750 5782

Marine Salvage Legend Rich Habib Killed in Snowboarding Accident

January 19, 2016 by [gCaptain](#)

A marine salvage legend well known for his role in raising the Costa Concordia has passed away



Captain Rich Habib in front of the Costa Concordia in Italy. Photo: Crowley



Titan Salvage was part of the consortium that removed the Costa Concordia, considered the largest maritime salvage in history. REUTERS/Tony Gentile

following a freak snowboarding accident in Utah. gCaptain has learned that former Salvage Master and managing director of TITAN Salvage, Captain Richard Habib, was killed January 10th on an inbounds ski slope at Park City Mountain Resort in Park City, Utah. According to Summit County Sherriff’s Office, Rich, 60, had been snowboarding and was found unconscious by ski patrol at about 3:45 p.m. Habib was taken down the mountain for a helicopter medevac to a Salt Lake City hospital, but he was pronounced dead a short time later. Rich re-joined the TITAN Salvage, part of Crowley Maritime Corporation, as managing director in 2011 and served in that capacity until 2014 when the decision was made to merge TITAN and Svitzer Salvage into a new company called Ardent.

During his tenure, he was an integral leader in many marine salvage and wreck removal efforts, Crowley tells gCaptain. He was perhaps best known for his role in the effort to raise and refloat the Costa Concordia in Italy, the largest marine salvage job in history, where Habib worked alongside Senior Salvage Master Nick Sloane. In 2006, Rich was credited with saving the *Cougar Ace*, a car carrier that lost stability and was in danger of running aground in the Aleutian Islands. Rich and his effort to save the ship were later chronicled by Wired Magazine in the feature story [High Tech Cowboys of the Deep Seas: The Race to Save the Cougar Ace](#).

began his career in the U.S. Coast Guard after graduating from the Coast Guard Academy in He went on to serve in various posts including commanding officer of a patrol and rescue station. At one point he was exchanged to the U.S. Navy, where he served aboard a frigate. After leaving the Coast in 1984, he worked in the oil field aboard boats and later specialized in the international heavy lift trade aboard Dock Express and Van Ommeren vessels where he sailed as master was a project manager.

Rich first joined TITAN Salvage in 2001, beginning as a jack-up barge superintendent and becoming a salvage master and director of salvage. He left TITAN in 2008 to join another salvage company before returning to TITAN in 2011.

Among Rich’s survivors are his wife Lindsay Malen, former director of business development for TITAN and the Marine Response Alliance, and their newborn baby girl Isabella.



Capt. Rich Habib with Senior Salvage Master Nick Sloane, right, following the successful parbuckling of the Costa Concordia in Sept. 2013. Photo credit: Giglio News

Rich
1977.
boat
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Guard
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Possible closure for families of missing yachtsmen

A Brazilian Navy ship - **AMAZONAS** - took photos of a capsized hull spotted off the coast of PE. This has led SAMSA to believe it could be the missing catamaran. It's been almost a year, but the families of missing catamaran crew – Reg Robertson, Anthony Murray and Jaryd Payne – were contacted with



hopeful information. The trio set sail from Cape Town harbour on 14 December 2014 to deliver a Leopard 44 catamaran in Phuket, Thailand and their expected date of arrival was 2 February, but family members grew concerned when the boat had still not arrived 10 days after its expected date of arrival. There had been

reports of sightings on numerous occasions last year; however, bad weather in the region of those sightings made it hard for a merchant ship to re-locate the hull and it had to return to its course.

According to Storme Robertson, Reg's daughter – who posted a status on the Searching for Anthony, Reg and Jaryd Facebook page – she received a message late on Monday, 18 January that the South African Maritime Safety Authority (SAMSA) was believed to have sighted the boat off the coast of Port Elizabeth.

She wrote: "We urgently need all the help we can get to definitely identify the hull number and find any possible answers with a dive crew or something." Diane Coetze also posted on the same Facebook page and wrote: "As many of you probably know, yesterday – 18 January, 2016 – was a year since the last contact with the catamaran that Anthony, Reg and Jaryd were delivering to Thailand. On this day of emotion, anguish and heartache, our attorneys received and passed onto us the incredible news that an overturned hull had been sighted 113 nautical miles off Cape Recife near Port Elizabeth. Although SAMSA cannot confirm it is our hull, they have also informed us that they will not be deploying any recovery resources. "Photographs sent by the ship that sighted it led us to believe that it is Moorings A5130. We have since learnt that the sighting was in fact made by the Brazilian Navy ship, **AMAZONAS** (to whom we are very grateful) early in the day on 14 January and reported to the SA Navy. This means that a drift pattern urgently needs to be done for the current location of the hull as every hour and day that passes increases the area of search. The hull is now within range of an air search as well as a sea search. "We desperately want whatever answers the hull might provide and are urgently appealing for any and all resources and help to reach it. Please pass this information on to anyone you believe can assist us. We remain deeply grateful for your help over the past year and going forward," wrote Coetze. The family has urged those willing to assist in the search to please contact them via the Facebook page or their GoFundMe campaign, which they launched in June last year. The campaign was to raise the funds needed to get to the overturned hull which was previously sighted. To make donations, please visit the page of the GoFundMe campaign: <http://www.gofundme.com/t2md9s>.

MARITIME CRIME FIGURES FOR 2015

Looking to gain a greater understanding of maritime crime in 2015 to help inform your maritime crime strategy for the year ahead? Download our free report on maritime crime in 2015.

Providing commentary on maritime piracy and crime around the world, the conflicts in Yemen and Libya, and the migrant crisis in the Mediterranean; the report outlines the diverse and complex threats that shipping companies and mariners face. This latest in-depth report from **Dryad Maritime** gives an overview of 2015 maritime crime incidents in Dryad's main reporting areas of; the Indian Ocean, Gulf of Guinea, Southeast Asia and the Mediterranean. It offers Dryad's detailed analysis of these events, highlights key trends and describes what these could mean for ship owners and managers operating in these areas. Whether IUU fishing could spark a possible resurgence of Somali piracy, the high number of maritime crime incidents in Southeast Asia, and the impact the civil war in Yemen is having on commercial shipping in the Mediterranean, are just some of the topics covered in the report, which has been created to enhance maritime domain awareness by providing readers with a greater understanding of the current state of maritime crime around the world. <http://www.dryadmaritime.com/maritime-crime-figures-for-2015/>



29th January 2016

“All Aboard The Skylark”

I received the following from Terry Hall (Derbyshire Deeps).

CONA MEETING 21 JANUARY 2015

I have a flyer outlining a cruise that is to take place in September 2017 issued on 21 January 2015 but unfortunately missed the February DD. Remember you may qualify as a CONA Member not just through SA but many other organisations including Ton Class, WRNS, RNA and/or many other Assns and groups. Reading the details I think it is concentrating on it being a good deal and will be a Ex RN gathering (in the main). SODS and Tot time are planned. If not fully Ex RN subscribed then it will be thrown open to all and sundry. It is CONA and RNA supported through the CONA Holiday Service. (Thanks to Charlie Ton Class for letting me know)

All Aboard 2017 Irish Mini Reunion Cruise

Friday 29/9/17 to Monday 2 October 2017 ELWE

Full Board from £199 per person

Your CONA Holiday Service has put together this special ‘Reunion Cruise’ offer onboard the ever popular Marco Polo, exclusively for veterans and serving members of the Royal and Merchant Navy. The ports of call include a full day in the vibrant city of Dublin where the warmth of the Irish Welcome is equally matched by the endless list of places to see and things to do. There is also a stop in the harbour town of Cobh, the final departure port for the ill-fated Titanic and gateway to America for thousands of Irish emigrants. From Cobh you will also have the optional chance to visit Ireland’s 2nd City, Cork; if you should wish!

Marco Polo The 22,080 tonne Marco Polo with her handsome traditional profile, beautiful teak decks and distinctive dark blue hull and deep draft is a fully stabilised and air conditioned classic ocean liner.

Cruise Itinerary 2017

Fri 29 Sept Depart Liverpool 19:00hrs
Sat 30 Sept Arrive Dublin 08:00hrs Depart 19:00hrs
Sun 01 OctSept Arrive Cobh 08:00hrs Depart 14:00hrs
Mon 02 Oct Arrive Bristol 06:30hrs Disembark fm 07:00hrs
Mon 02 Oct Coach Transfer from Bristol to Liverpool

The Reunion Cruise sails from Liverpool to Bristol and all prices include Free return coach travel back to Liverpool on 2 Oct. Alternatively you can start with **Free** coach transport from Bristol to Liverpool in 29 Sept. Port Parking is available in Liverpool and Bristol at a cost of £33 per vehicle for the duration of the cruise. Pre and post cruise overnight hotel accommodation in Bristol or Liverpool and transfers by coach from selected locations will be available subject to demands. Details on Request. Full details of both the onboard and ashore programmes will be provided in due course. You can be assured that a number of exciting events are already being planned with a naval theme in mind to ensure this is a ‘Reunion Cruise’ to be remembered.

For Booking Forms Please Contact:

☎ Cona Holiday Services on 0844 264 2122

✉ conatravelservices@justforgroups.co.uk

📄 The CONA Holiday Service, c/o Just For Groups,
The Old Bakery, Queens Road, Norwich, NR1 3PL



29th January 2016

Derbyshire Deeps

The Latest (February) Issue of Derbyshire Deeps is now on our Web Page and this issue can be opened on the Direct Link below or via our main web page below.

http://www.godfreydykes.info/196_DD_FEB_2016.pdf

Prior Notice of Disruption Unfortunately the time has come to de-commission my Vista desktop computer, which though it works fine, is reliable and has given me sterling Service it is deemed by the almighty Microsoft no longer worthy of keeping safe and up to date. However, in computer years it would like me be eligible for a Old Age Pension and is comparable with my slowing up too!

I am dreading Windows 10, and more than that; I am dreading upgrading from Microsoft Office 2003 to the latest version of MS Office, especially Word and Excel which I know and understand so well. Bring back Lotus 1-2-3 is what I say!!

The Bottom Line is I am unsure how the next month will go computer wise; so March Newsletter & Derbyshire Submariner communications by email may be either none existent, or undertaken from Kingsway Hospital Derby (equivalent to RNH Netley) or by long hand and photocopied like days of yore and posted snail mail; or seek a relief Editor for Derbyshire Deeps!!

Terry Hall

Terry Hall, Hon Secretary/Treasurer, Derbyshire Submariners

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

Web Page shows current and last 12 Months Derbyshire Deeps Newsletters

M.S. Saga Ruby

Dear Malcolm,

I have tried repeatedly to find out the final fate of this vessel after it was decommissioned from the Saga fleet in January 2014.

As you probably know this was the last cruise ship to be launched from a British shipyard - Swan Hunter Shipbuilders Ltd, Newcastle -upon -Tyne in 1973.

Efforts were made by British interests to preserve her as part of our national maritime history. Sadly it came to no avail and I believe it was bought by the Chinese.

I would be most grateful if anyone in our membership has any information relating to this fine example of British ship building at its best and it's final resting place.

Sincerely yours,

Dennis K. Pollard (MNA Member No. 2553) dkp@denkman41.plus.com

P.S.

Please pass on my thanks to Iain Forsythe for the photo of 'Atreus' in the current edition of 'Pulse' - I was 4th. Eng. on her in 1956 and it brought back many happy memories of the experience - albeit for one voyage on Blue Funnels' Far East service, My next posting was 'Calchas' and what a difference, nay, 'shock' that was !

Panama Canal Expansion Progress Update - January 2016

The largest infrastructure project since the waterway's original construction, the **Panama Canal Expansion Program** will create a new lane of traffic along the Canal through the construction of a new set of locks, increasing the waterway's capacity. The new locks will have three chambers, water-saving basins, lateral filling and emptying system & rolling gates.

To see the movie... go to

<https://www.youtube.com/watch?feature=youtu.be&v=G1zKAbOa48U&app=desktop>

Hi Malcolm,

Possibly of interest for your readers?

<http://www.dailymail.co.uk/news/article-3396897/Luxury-yacht-built-Winston-Churchill-goes-sale-France-1-5million.html>

and for any member who is interested in researching vessels in Lloyd's Register of Yachts 1939, I have a copy.

Includes many of the Dunkirk 'Little Ships'

This is the entry for AMAZONE - I guess the 'Owner' was a nominee for security purposes, but open to suggestions,

AMA		LLOYD'S REGISTER OF YACHTS, 1939.												
1 Nombres Officiels Signaux.	2 Nom du Yacht. Materiaux de Construction.	3 Gréement. Voilier	4 TON- NAGE. Jauge, Net et Brut. Jauge de la Famille.	5 DIMENSIONS.			6 CONSTRUCTION.		8 Machines et Chaudières. Renseignements et Constructeurs.	9 Propriétaires.	10 Port d'attache.	11 Classification, 12		
				T.M. Lar- geur. O.A.	Lar- geur. Hau- teur. W.L.	Croix. Lian- teur. d'eau. Voilure.	Constructeurs. Date.	Lieu. Date.				Port de Visite. Si non coté L.R. Registre ou coté.	Clas- sification Spéciale. Date de la dernière visite. Lettre d'armement.	
227	Amaryllys <i>(ex Conquest, ex Amaryllys)</i>	Wood <i>Ratsey, 37</i>	Aux Ywl 37	53.9 63.0	13.0 6.1	9.45 10.2	A. Payne & Sons	Southampton 1882	Paraffin Motor 6Cy. 4 1/4" - 5" <i>Glentfer, 36</i>	The Admiralty alt. from Cut.	Dartmouth			
228	Amaryllys II	Wood <i>Pet. Mot.</i>	Aux Ywl 34	36.7 41.8	8.9 5.9	— 5.6	W.F. Baynes Skibsværft	Flensborg 1912	Petrol Motor 4Cy. 100mm. - 110mm. <i>Ford</i>	Eigil Hede Nielsen	Horsens			
229	Amasis <i>(ex Capt. Harm)</i>	Wood <i>Pet. Mot.</i>	Aux Keh <i>Goven, 35</i>	25.61 31.87	49.6 57.0	12.6 6.3	7.8 7.25	I. Schlichtung	Germany 1922	Petrol Motor 4Cy. 3" - 4 1/2" <i>Bergius, Gls. 31</i>	Col. G. de C. Glover, D.S.O., M.C.	London		
230	Amasis II	Steel <i>Pet. Mot.</i>	Sc Lch 2	2.43 2.57	26.5 26.5	5.3 —	8.9 1.5	T. Taylor & Sons, Ltd.	Staines 1927	Petrol Motor 4Cy. 2 1/2" - 4" <i>Universal</i>	P. J. S. Sims	London		
231	Amazon <i>(ex Armoricain, ex Amazon)</i>	Wood <i>Ratsey</i>	Sc Sch 92	24.29 53.9	91.2 —	15.1 7.0	9.1 7.5	T. Chamberlayne <i>Dixon Kemp</i>	Southampton 1885	Oil Engine	Randle F. W. Holme alt. from Steam, 38	London		
232	Amazon <i>(ex Nitokris)</i>	Wood <i>Pet. Mot.</i>	Sc Sch 13	7.37 12.32	39.6 40.0	9.0 5.8	4.9 3.5	A. Smith <i>A. Mylne</i>	Tighna- braich 1910	Paraffin Motor 4Cy. 5 1/4" - 6" <i>Gardner, Patricraft</i>	Arthur Lowcock	Greenock		
233	Amazone <i>(ex Light)</i>	Steel <i>Oil Eng.</i>	Twn Sc Sch	141.44 222.71	117.79 127.58	21.1 6.8	9.2 9.25	J.I. Thornycroft & Co. Ltd. <i>BK&J Builders</i>	Southampton 1936	2 Oil Engines 4S.C.S.A. each 8Cy. 8 1/4" - 13" 117NHP <i>Masch. Augsburg-Nürnberg</i>	Commandant L. Hemeleers-Shenley <i>DTa10 4tDT8'14t</i>	Antwerp	Sou LA&CP A.S. Son. 6,38 88,36	† 100A1 6.38 *LMC8,36 *LMC(M)2,39
234	Amazone	Wood <i>Cutter</i>	Cutter <i>Ratsey, 22</i>	— 31.3	— 25.3	7.0 —	— —	A. Costaguta & Co. <i>A. Costaguta</i>	Voltri 1908 Built to Int. Rating Class 8 metres	Ernest M. Israel	Alexandria		
235	Amber <i>(ex Cythia)</i>	Wood <i>Pet. Mot.</i>	Sc 11	5.92 11.50	33.0 33.0	9.1 6.1	3.1 2.8	H.C. Banham <i>H.C. Banham</i>	Cambridge 1928	Petrol Motor 4Cy. 3 1/8" - 4 1/4" <i>Brooke, Lowestoft</i>	R. C. Pierce	King's Lynn		
236	Amberwave	Wood <i>Pet. Mot.</i>	Sc 11	7.76 10.30	33.0 33.0	9.0 6.0	4.1 2.75	Husk & Son <i>Builders</i>	Wivenhoe 1928	Petrol Motor 6Cy. 3 1/4" - 4" <i>Gray, 38</i>	E. S. Harding	West Mersea		
237	Ambition	Wood <i>Bm Cut</i>	Bm Cut <i>Freitag, 37</i>	— 7	33.8 40.8	7.25 5.0	4.0 —	Anker & Jensen A/S <i>J. Anker</i>	Asker 1918	Danish Admiralty	Copenhagen		
238	Ambler <i>(ex Cythia)</i>	Steel <i>Oil Eng.</i>	Twn Sc 261	177 130.0	120.9 130.0	22.9 6.5	11.5 —	Tebo Yacht Basin Co. <i>Cox & Stevens</i>	Brooklyn, N.Y. 1922	2 Oil Engines 4S.C. each 6Cy. 11" - 14" <i>Winton Engine Co.</i>	C. H. Sheppard	Toronto		
239	Ambro	Wood <i>Pet. Mot.</i>	Twn Sc 8	— 32.8	7.9 4.3	3.3 1.6	3.3 —	Cantieri Baglietto S.A. <i>V. V. Baglietto</i>	Varazze 1933	2 Petrol Motors <i>Ford-Scripps</i>	Cantieri Baglietto S.A.	Savona		
240	Ambro II	Wood <i>Pet. Mot.</i>	Twn Sc 13	— 36.1	9.4 5.7	4.1 3.3	4.1 —	Cantieri Baglietto S.A. <i>V. V. Baglietto</i>	Varazze 1934	2 Petrol Motors each 12Cy. 4 1/4" - 5 1/4" <i>Scripps</i>	Alfredo Colongo	Savona		

All the best,

Chris

Oceans Wrath...4 Minute Video ...Don't watch if you suffer from Sea Sickness

<http://gcaptain.com/2015/05/06/oceans-wrath-summed-up-in-four-epic-minutes-video/#.Vp4Dlcsq-ol>

Colombians Smuggled Drugs Into U.S. Aboard Spanish Navy Training Ship

January 22, 2016 by [Reuters](#) By Joseph Ax



The Royal Spanish Navy training ship Juan Sebastián de Elcano in the Atlantic Ocean, May 4, 2015.
Photo: U.S. Navy

NEW YORK, Jan 22 (Reuters) – Two Colombians ran a major heroin and cocaine smuggling operation to New York aboard the Royal Spanish Navy’s official training ship, paying thousands of dollars in bribes to midshipmen on the vessel, prosecutors said on Friday.

The two men were arrested late on Thursday in Colombia, said the office of New York’s special narcotics prosecutor, Bridget Brennan. They were charged with drug trafficking out of Cartagena in Colombia to supply New York City-based dealers.

In 2014, the two men paid \$32,000 in bribes to Spanish midshipmen serving on the ship Juan Sebastian Elcano, authorities said. The four-masted vessel is the third largest tall ship in the world at 113 metres (371 feet).

The sailors picked up drugs in Cartagena during a six-month international voyage and delivered them to New York traffickers in April 2014, when the Juan Sebastian de Elcano was docked on Manhattan’s West Side, near the U.S.S. Intrepid aircraft carrier and museum.

The Juan Sebastian de Elcano frequently travels around the world. Authorities in Spain recovered nearly 280 pounds (127 kg) of cocaine from the ship after it returned from its trip to New York.

“A tourist attraction wherever it anchors, the ship served as the perfect cover for traffickers as it hopped across the Atlantic Ocean and back carrying its illicit cargo,” Brennan said in a statement.

The charges against the two men center on a single shipment of approximately 17 pounds (8 kg) of heroin and cocaine. Authorities in New York expect the men, identified as Jorge Luis Hoayek and Jorge Alberto Siado-Alvarez, to be extradited to the United States.

In 2014, seven other people were charged in the same smuggling ring, prosecutors said. (Reporting by Joseph Ax; editing by Grant McCool)

Doctors of the World Offer Charity Medical Aid to Refugees on Hellen

International medical charity Doctors of the World (DOTW) and Greek coastal ferry operator Hellenic Seaways have joined forces to meet the health needs of refugees travelling on ferries from the Greek islands to Athens. Considering that refugees spend approximately 10 hours on the ferries that transport them between the islands and the mainland in Greece, DOTW negotiated with Hellenic Seaways to provide medical services on these ferries as they make the crossing. Since January 15, a DOTW medical team consisting of a doctor, nurse, psychologist, social workers and interpreters are available in a special clinic space on the ferries of **NISSOS MYKONOS** and **NISSOS RODOS**. According to DOTW, on average there are between 1,200 and 1,400 refugees on each ferry, which travel daily from Lesvos to the Athens port of Piraeus via the islands of Chios, Samos, and Ikaria. “We have been told that they have, on average, 4 emergencies as they cross each time”, a DOTW announcement said. The DOTW medical teams will be available on the ferries for three months initially. “The cooperation between Hellenic Seaways and Doctors of the World aim for all fellow human beings to travel safely under the best conditions”, Hellenic Seaways said in an announcement. Doctors of the World is part of the global Médecins du Monde network, which delivers over 300 projects in more than 70 countries through 3,000 volunteers. **Source : Ferries of Southern Europe group**

DP World to invest \$2bn in Russian ports Dubai-based port group **DP World** has launched a joint venture with the **Russian Direct Investment Fund (RDIF)** dubbed **DP World Russia**, to invest a total of \$2bn in upgrading the country’s ports. DP World chairman Sultan Ahmed Bin Sulayem and, RDIF ceo Kirill Dmitriev signed an agreement covering the jv, in which DP World will own 80% and RDIF 20%, in the sidelines of this week’s World Economic Forum in Davos. **Source: source: Seatrade-maritime**

Pirates Chase Car Carrier Off Nigeria; First Reported Attack of 2016 in West Africa January 22, 2016 by [Mike Schuler](#)

A gang of pirates chased and fired at a car carrier off the coast of Nigeria this week in what is believed to be the first pirate attack in the region in 2016. The International Maritime Bureau’s Piracy Reporting Center confirmed the attack, reporting that on Tuesday, Jan. 19th pirates in two speed boats chased and fired upon the vehicle carrier while underway around 37 nautical miles southwest of Bayelsa, Nigeria, located just to the west of Nigeria’s largest oil hub Port Harcourt.

“Master raised the alarm and SSAS, mustered all crew and activated the water hoses. After three hours the pirates abandon the chase. One crew member reported minor injury. Remaining crew safe,” the report stated.

The incident is the first recorded act of piracy in the new year in the Gulf of Guinea/West Africa region, according to IMB data.

The report did not provide any information concerning the identity of the vehicle carrier involved in Tuesday’s incident.

A total of 49 piracy incidents were reported in the Gulf of Guinea region in 2015, a 29% decrease compared to a year earlier, according to annual report just released by UK-based maritime intelligence firm Dryad Maritime. The drop in reported incidents in West Africa also saw an unprecedented 5 month break from any acts of piracy, but that streak ended in October when four crew members were kidnapped from a cargo ship off the Niger Delta, Dryad said.

Despite the falling number of overall incidents, the risk of kidnapping continues to be a concern with the number of crew kidnapped from vessels in 2015 actually surpassing 2014’s records, Dryad warns. In total, 2015 saw at least 37 crew kidnapped for ransom in 9 separate incidents off the Niger Delta, according to Dryad.



Fall overboard Selandia Swan results in crew fatality

The **Danish Maritime Accident Investigation Board** has issued an accident report onboard **SELANDIA SWAN** accident on July 23rd, 2015. The findings from the investigation have indicated that, on that date, the 3rd officer was inspecting the lifebuoys mounted on the bridge wings while he was alone on watch on the bridge. During the inspection of the starboard lifebuoy, he accidentally lost his footing and fell overboard. Within 15 minutes the crewmembers realized that the 3rd officer was missing and they immediately responded as if he had fallen overboard and initiated the man overboard procedures. Several ships participated in the search, but were unsuccessful in locating the 3rd officer. He was located and recovered by a rescue helicopter deployed from the Danish JRCC. Resuscitation was commenced immediately after he was recovered from the sea, but was not successful. He was pronounced dead at Aalborg University Hospital at 1619 local time. The accident was a result of an absence of clear instructions on how to go about inspecting the lifebuoy. In the absence of instruction or guidance, he made a detailed inspection of the only item he could – namely the light. Neither the workplace nor the lifebuoy was designed for maintenance work. In order to carry out that inspection he had to climb the guard rail, thereby exposing himself to the risk of falling overboard. Presumably, he did not don a harness and fall arrester, because the risk of falling was not apparent to the 3rd officer as he was still behind the guard rail. After the accident, the operator has implemented several preventive measures: • The work descriptions in the maintenance systems will be revised so they are more specific in describing the work tasks during monthly and weekly inspections on components that require visible inspection. • Two railing extensions have been mounted on the bridge wings thereby making the railing higher. • The company has decided to limit the number of different types of lifebuoys.

http://www.safety4sea.com/wp-content/uploads/2016/01/DMAIB-SELANDIA-SWAN-Fall-overboard-2016_01.pdf

Tug braves swells to help stricken ‘Spirit’ By: Simon Jones

A tugboat crew braved six-foot swells and 40-knot gusts to secure tow lines to the stricken **SPIRIT OF BERMUDA** and bring her safely back to shore. **Faithful** rushed to the aid of the sloop, which was taking a group of schoolchildren to St George, after she lost power off Murray’s Anchorage on Tuesday afternoon. Captain Melvin Martin carefully manoeuvred the tug within range of the sloop in rolling seas so this crew could toss tow lines on to the **Spirit**.

Despite one line snapping during the rescue operation, Captain Martin and his seven-strong team were able to bring the sloop into Dockyard, to the relief of all parties. “You have to be on your p’s and q’s in that kind of situation,” Captain Martin said. “Maintaining your position in seas like that is not an easy task. “It was one heck of a swell for the sloop to deal with, although it was manageable for us, and keeping in a straight line as we towed her in was challenging.” “At one moment, the sloop came towards us on a wave and must have been within 15 feet, which is pretty close. A collision out at sea could have caused significant damage to her. “I was obviously concerned about the situation, but we always had a plan. The crew did a very professional job. We knew there were schoolchildren on board, lives are lives, and we had no hesitation to be out there.” **FAITHFUL** had just helped **HMS MERSEY** come alongside in Hamilton when she was called to the aid of the Spirit. After attaching tow lines to the sloop at just before 5pm it took nearly three hours to bring her around to Grassy Bay under the watchful eye of the pilot boat St George and her crew. As she entered Dockyard, the tender Dragon took over and brought the **SPIRIT OF BERMUDA** alongside. “We were relieved and happy to bring her back in safely,” Captain Martin said. “It was not easy out there, although I have done worse jobs out on the ocean before. “Fortunately, the sloop retained its steerage capability, which obviously helped as we came along the North Shore, but you always have in the back of your mind a rope wrapping around the prop and have to be fully focused.” “The original plan had been to attach two lines to the front of the Spirit to form a bridle, however one snapped and we had to bring her in on one line. “But that worked out OK and she came in nicely behind us.” **Source: royalgazette**

Kleven Verft Launches Diamond Sampling and Exploration Vessel - SS Nujoma By John Stansfield,



Kleven Verft has celebrated the launch of a first-of-its-kind diamond sampling and exploration vessel at its shipyard in **Ulsteinvik, Norway**. The \$139 million MV **SS NUJOMA** is being built for **Debmarmarine Namibia**, a 50/50 joint venture involved in marine diamond prospecting and mining. The 113 meter-long diesel-electric powered MV **SS NUJOMA** will have a displacement of 12,000 tonnes and will accommodate a crew of 80. The ship is touted as the most advanced marine diamond

sampling and exploration vessel in the world, equipped with a subsea sampling system and treatment plant developed in parallel by **De Beers Marine South Africa**. Following final outfitting and sea trials, the ship will head to the Port of Cape Town for the installation of the sampling system in the second half of 2016. Commissioning is scheduled in the first half of 2017. **Debmarmarine Namibia** was established in January 2002 and mines in the offshore mining license area off the southern coast of **Namibia** at water depths up to 140 meters. MV **SS NUJOMA** will be the sixth vessel in the **Debmarmarine Namibia** fleet. Its other vessels are **Debmar Atlantic, Debmar Pacific, Gariep, Grand Banks and Mafuta**. **Debmarmarine Namibia** Chief Executive Otto Shikongo said: “It was a pleasure to witness the successful launch of the mv **SS NUJOMA**. **Debmarmarine Namibia** with **De Beers Marine South Africa, Kleven Shipbuilding Group and Marinteknikk Naval Architects** have demonstrated world class capability in producing this unique, highly innovative, mineral exploration vessel. “This adventure is still in the making as much work still needs to be done prior to the vessel’s maiden voyage to Africa. The loyalty, dedication and commitment of the project team thus far are commendable.” **Source: gcaptain.com / vesselfinder**

Man overboard fatality from Hyundai Dangjin

ATSB has issued Transport Safety Report regarding crew fatality onboard **HYUNDAI DANGJIN** on July 10, 2015. According to the report, in the early hours of the accident, the vessel was in the final stages of loading its cargo of iron ore at Port Walcott, Western Australia. The ship was starboard side alongside the wharf and the chief mate and draught surveyor were on the wharf to check the ship's draught. They could see the forward and aft draught marks but not the midships marks.



At 0450, the chief mate asked the second mate, via UHF radio, to read the midships draught on the ship's port (outboard) side. The ship's crew had already rigged a rope ladder adjacent to the draught marks there.

In preparation to climb down the rope ladder, the second mate donned a life vest (non-inflatable flotation aid). The able seaman (AB) on duty offered to go down the ladder instead of the second mate, who was a large and heavy man. The second mate declined the AB's offer (mates are trained to read draught marks) Just after 0455, the chief mate and draught surveyor returned from the wharf to the ship's office. The chief mate then called the second mate and asked for the midships draught. The second mate did not reply. At that time, the second mate was near the bottom of the ladder, about 7 m below the ship's deck. He called out to the AB for help and said he was having difficulty. When the AB checked, he saw the second mate struggling to hold on to the ladder. As the AB looked around for a rope to throw down, the second mate fell into the water. The AB threw a nearby lifebuoy to the second mate and it landed a few metres away. The second mate tried to swim to the lifebuoy, but was not able to reach it. The sea was rough (1.4 m sea on a 0.4 m swell) and the water temperature was about 22 °C

Rescue attempts

At about 0458, the AB called the third mate on the radio and told him that the second mate had fallen into the water. The AB then climbed down the ladder and entered the water. At this time, the second mate was about 4 m from the ladder and drifting further away. The AB had difficulty breathing and swimming in the rough, cold seawater. He was unable to reach the second mate and returned to the ladder. The third mate reported the man overboard to the chief mate, before hurrying to the rope ladder. When he arrived there, he saw the second mate about 20 m from the ladder. His arms were moving slowly and he was not getting any closer to the lifebuoy about 3 m away. The third mate then went aft to get a lifebuoy with a lifeline attached

ATSB comment



The rope ladder had been rigged upside down. With their wrong side up, the ladder steps (folded aluminium) did not provide a flat surface to stand on comfortably. Further, the steps were not good handholds. The sole precaution taken by the second mate while reading the draught marks was his life vest. No fall prevention measures were put in place or used. The life vest's specifications

could not be determined but similar types provide around 7 to 10 kg of buoyancy. While the AB was standing by on deck, man overboard response measures (such as a lifebuoy with light and line near the ladder) were not in place. Fortunately, his well-intentioned but impulsive descent of the ladder in an attempt to rescue the second mate did not result in another casualty. The second mate's initial post mortem examination report stated the cause of death as 'undetermined (pending further investigation)'. However, the report noted that some findings of the examination 'could be seen with drowning'. The report stated that the body was of a man of large build and included his height and weight. This is consistent with the attending police officer's report, which noted that the second mate 'was a man of large overweight build'. **Source: safety4sea**

Pirates attack American tourists on yacht

MIDDLE LONG CAYE, Belize District, A group of American tourists, according to a report made to police, were in a yacht, Yachtman's Dream, anchored in the sea near Middle Long Caye on the night of Wednesday, January 13, when four armed pirates boarded their yacht and robbed them. The pirates, after harassing and terrorizing the tourists, stole electronic items and an outboard motor, as well as other personal items belonging to the tourists, after which they escaped in the boat they came in. Police and the Coast Guard, along with the Port authorities, were notified and they went to the area, but the robbers had already escaped. The police and Coast Guard are searching for the gunmen Police say, however, that their investigation led to a man in Belize City, who was found with some of the items stolen from the boat. Bradwick Lino, 22, was arrested and charged with handling stolen goods and taken to court yesterday, where he pleaded guilty and was given a 3-month sentence. He was also to face an additional charge for aggravated burglary. It had also been alleged that a female tourist on the boat had been sexually assaulted, but in response to questions from a local reporter about the allegation, ACP Dezerie Phillips, Regional Commander of the police's Eastern Division North, said that there was no evidence that any such assault took place. Police continue their investigation into the jacking at sea. **Source : amandala**

Captain of Sunken Prestige Oil Tanker Sentenced to Prison Over 2002 Wreck

January 26, 2016 by [Reuters](#)



The sinking of the Greek tanker released an estimated 63,000 tones of foul-smelling black fuel along the Galicia coast and forced the closure of the country's richest fishing grounds.



MADRID, Jan

26 (Reuters) – Spain's Supreme Court sentenced the captain of the Prestige oil tanker, which sank off Spain's north-western coast in 2002, covering thousands of kilometres of coastline in fuel oil, to two years in prison on Tuesday.

The captain, Apostolos Mangouras, was convicted of recklessness resulting in

catastrophic environmental damage, according to a statement by the court, overturning a previous sentence which cleared him of criminal responsibility.

The sinking of the Greek tanker, which was sailing to Gibraltar, released an estimated 63,000 tones of foul-smelling black fuel along the Galicia coast and forced the closure of the country's richest fishing grounds.

The new ruling opens the door to damage claims against the captain and the insurer, The London Steamship Owners Mutual Insurance Association, with one prosecutor calling for more than 4 billion euros.

The Galician regional court had previously concluded it was impossible to establish criminal responsibility and that the disaster was partly due to the 26-year-old tanker's poor state of repair.

After a storm damaged one of its fuel tanks, the ship had spent days drifting at sea having been refused permission to dock by Spanish, Portuguese and French authorities. It eventually split into two and sank about 250 miles off the coast, spurting oil into the water from the sea bed.

In Tuesday's ruling, Mangouras was accused of guiding the tanker in treacherous conditions with full knowledge of its weakened structure while the ship was overloaded by at least 2,000 tonnes of fuel oil. (Reporting by Paul Day, Editing by Julien Toyer and Angus MacSwan)



New Guidance Tackles Shipboard Bullying January 26, 2016 by [gCaptain](#)

The International Chamber of Shipping (ICS) and the International Transport Workers' Federation (ITF) have teamed up and developed new guidance to prevent bullying and harassment on-board ships. The *Guidance on Eliminating Shipboard Harassment and Bullying* provides advice to shipping companies, seafarers and seafarers' organizations on policies, complaints and grievance procedures to combat bullying and harassment.

These guidelines have been launched prior to International Labor Organization (ILO) Special Tripartite Committee on the Maritime Labour Convention (MLC) to be held in February in Geneva.

The new rules address the responsibilities of seafarers and their employers to use these procedures appropriately and for being aware of any harassment or bullying that might occur within the maritime workplace. This includes any instances of cyber-bullying.

"Ship-owners fully accept the need to develop policies and plans to eliminate any harassment and bullying as a matter of good employment practice. Bullying has serious consequences for the physical and emotional health of seafarers and can also compromise teamwork with negative consequences for the safety of the ship and its crew. The fact that ICS and ITF have collaborated to produce this new Guidance is therefore a very positive development," ICS Secretary General, Peter Hinchliffe stated.

Listing Car Carrier 'Modern Express' Abandoned in Bay of Biscay – PHOTOS and VIDEO

https://gcaptain.com/2016/01/26/listing-car-carrier-modern-express-abandoned-in-bay-of-biscay/?utm_source=gCaptain+Newsletter&utm_medium=email&utm_campaign=84a62ab20a-Mailchimp_RSS_CAMPAIGN&utm_term=0_f50174ef03-84a62ab20a-139894965#.VqieQ8sq-ok

Seven Royal Caribbean passengers arrested after 24 pounds of cocaine worth \$300,000 is found on cruise ship in Puerto Rico

Seven cruise ship passengers have been arrested after 24 pounds of cocaine was found on board a Royal Caribbean liner just before it was to set off on a cruise from Puerto Rico. U.S. Customs and Border Protection said Monday that a dog doing cabin inspections aboard the MS **JEWEL OF THE SEAS** found the drugs worth around \$300,000 on Sunday. Royal Caribbean spokeswoman Cynthia Martinez says six of the arrested were U.S. male passengers. The identity of the seventh was not immediately clear. She says the company is cooperating with authorities. The ship departed San Juan on Sunday for an eight-day trip. While performing cabin inspections, the CBP canine alerted to a piece of luggage in one of the cabins. When they opened the suitcase, 10 packages were found that subsequently tested positive to the properties of cocaine. CBP notified U.S. Immigration and Customs Enforcement's (ICE) Homeland Security Investigations (HSI) special agents, who assumed custody of the seized contraband and of the cabin's occupant for further investigation. A total of seven individuals were detained in relation to this incident and Assistant United States Attorney Dina Avila-Jimenez has accepted prosecution of all individuals. 'San Juan Office of Field Operations has a responsibility to ensure that criminal organizations do not use lawful travel as a means to conceal and move narcotics,' said Keith McFarquhar, Acting Area Port Director for Puerto Rico. 'Our officers remain vigilant to detect and prevent any attempts to circumvent the security measures that are in place.' **Source: Associated Press / Daily Mail**

ITF: Spain 'Deflects Blame' with Decision to Sentence Prestige Tanker Captain

https://gcaptain.com/itf-spain-deflects-blame-with-decision-to-sentence-prestige-tanker-captain/?utm_source=gCaptain+Newsletter&utm_campaign=7f1ab957ad-Mailchimp_RSS_CAMPAIGN&utm_medium=email&utm_term=0_f50174ef03-7f1ab957ad-139894965#.Vqs4J8sq-ok

Flags States: Who's Flying High?

Flag states play a key role in the introduction of new regulation within the shipping industry and their influence is largely determined by the size of their fleets. The top ten flagged fleets account for 74% of the world fleet in terms of GT, a sufficient volume of tonnage to ratify most IMO conventions. This month, we take a closer look at the size of the top ten flag states and the growth trends over the last decade. The world fleet totalled 1.2bn GT at the start of 2016, almost double its size at the start of 2005. Where this tonnage is flagged is important on several levels. The choice of flag is central to the legislation by which a vessel must adhere; from tax and employment obligations to environmental standards. Further, flag states are key to developing and ratifying new legislation and the importance of their fleet size is illustrated by the fact that just one more flag state signature to the Ballast Water Convention, which is around 1% short of the 35% of global GT required, could secure its entry into force.

Slower Growth At The Top

The combined fleet of the top ten flag states has grown 132% since the start of 2005 when they accounted for 61% of global GT to 897m GT at the start of 2016 (74% of the global fleet). Panama flag is by far the largest globally totalling 220m GT at the start of January. This is equivalent to 18% of the world fleet and 74% of this tonnage is Asia/Pacific owned. However, within the top ten flag states, Panama has seen relatively slower growth, achieving a CAGR of 5% between the start of 2005 and 2016. This has resulted in a decline in Panama's share of the global fleet, down from 21% at the start of 2005. The Liberian flagged fleet is the second largest globally at 132m GT. Over half, 72%, of this tonnage is European owned and while the fleet is 40% smaller than that flagged by Panama it still accounts for 11% of the global fleet. Further, the Liberian flagged fleet grew at a faster pace than the Panama flag between 2005 and 2016 (9% CAGR) which has helped it maintain a 11% share of global tonnage.

Expansion In The Ranks

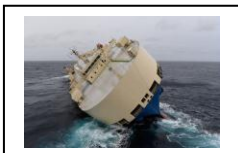
Within the top ten flag states, the fastest growth has been across the third to fifth largest flagged fleets: the Marshall Islands, Hong Kong and Singapore. Annual fleet growth has averaged 16%, 14% and 12% for each flag respectively between 2005 and 2016, though only the Marshall Islands maintained double digit fleet growth last year. Combined, the market share of these flags rose from 12% to 25% over this period. While the Marshall Island fleet largely consists of European owned tonnage (58%), Asian owned tonnage accounts for 73% and 67% of the Hong Kong and Singapore flagged fleets.

Flying The Home Flag

The remaining five flag state fleets are all around 20% of the size of the Panama flag in terms of GT and their fleet share has remained steady at around 19% over the last 11 years. For national flags China, Greece and Japan, domestic fleets account for the majority of tonnage. So, Panama remains the largest global flag state. However, faster fleet growth in the competing flag states has increased their market share while the smaller flags have seen steady growth. With the lion's share of the global fleet, major flags remain at the heart of the shipping industry. **Source: Clarksons**

Two vessels blown away by storm in Zhoushan

Two vessels docked at two separate shipyards in Zhoushan were blown away by a storm. **Chen Yang 10**, which was under repair at Sinopacific Shipbuilding and **Chang Ming Yang**, under repair at Daishan Haizhou Shipyard, drifted away from the yards after the storm broke their anchor ropes. Zhoushan Maritime Safety Administration sent three tugboats for rescue operations and managed to stabilize the two vessels. There were 26 crew onboard **Chang Ming Yang**, all of them evacuated from the ship safely. **Source : Splash 24/7**



Weather Prevents Salvors from Boarding Listing Car

Carrier The Panamanian-flagged car carrier *Modern Express* continues to drift eastward in the Bay of Biscay as salvors assess options for saving the stricken ship..... January 28, 2016

Bodies, survivors of Nicaragua ship accident flown out

Foreign tourists who survived when their ship capsized off an idyllic Caribbean island were flown to mainland Nicaragua on Sunday (Jan 24) with the bodies of fellow passengers killed in the accident. Thirteen people drowned when the small tourist ship capsized off the coast of Little Corn Island Saturday with 32 passengers on board, including Americans, Britons and Latin Americans. All 13 killed were from Costa Rica, which declared a day of national mourning for Monday. Nine bodies were flown to the Nicaraguan capital Managua from Big Corn Island, where the survivors and cadavers were taken after a frantic rescue operation by the Nicaraguan navy. The Corn Islands, which sit about 70 kilometres off the Nicaraguan coast, are remote outposts known for white-sand beaches and crystalline waters. Some survivors of the accident broke down in tears on arrival at the Managua airport. The bodies were loaded into ambulances and taken for autopsy. Officials have not said whether the bodies of the other four victims have been recovered. One survivor, a Costa Rican man, disputed the Nicaraguan authorities' claim that the ship's captain defied a storm alert. "There have been false reports that the weather was bad," he said, declining to give his name. The airlifted survivors comprised 13 Costa Ricans, two Americans, two Britons and a Brazilian woman. Three Nicaraguans were also aboard the ship - a passenger, the captain and his crewmate. Media reports said the captain, who was also owner of the vessel, was arrested after being rescued, as authorities began an investigation. The Nicaraguan government said President Daniel Ortega had ordered expedited autopsies so that the bodies could be repatriated on Sunday to Costa Rica, whose relations with neighboring Nicaragua have been strained in recent months. **Source : channelnewsasia**

Search for missing Malaysia jet hits another snag with sonar detector lost Australian authorities searching for a missing Malaysia Airlines passenger jet said on Monday they had lost a deep-water sonar detector being used to scour a patch of the ocean floor where the plane is believed to have gone down almost two years ago.

Australian authorities searching for a missing Malaysia Airlines passenger jet said on Monday they had lost a deep-water sonar detector being used to scour a patch of the ocean floor where the plane is believed to have gone down almost two years ago. Malaysia Airlines Flight MH370 disappeared with 239 people on board during a flight from Kuala Lumpur to Beijing in March 2014, sparking one of the greatest mysteries in aviation history. On Saturday, a piece of suspected plane wreckage was found off the east coast of southern Thailand but aviation experts and Thai officials said it was unlikely to belong to MH370. A piece of the plane washed up on the French island of Reunion in the Indian Ocean in July 2015 but no further trace has been found. The search, using a sonar detector known as a towfish, is focused on a 120,000-sq-km (46,330-sq-mile) band of sea floor in the remote southern Indian Ocean. "The towfish collided with a mud volcano which rises 2,200 metres from the seafloor resulting in the vehicle's tow cable breaking," the Joint Agency Coordination Centre (JACC), the agency overseeing the search efforts, said in a statement. The incident occurred on Sunday, it said. "The towfish and 4,500 metres of cable became separated from the vessel and are now resting on the sea floor," it said. The towfish coasts around 100 metres (330 feet) above the sea floor, sending out sound waves diagonally across a broad strip of terrain to produce a flattened image of the seabed. Earlier this month, JACC reiterated it would complete scouring the seafloor by the end of June, ruling out a further expansion without new confirmation on the aircraft's location. On Monday, it did not say whether the lost towfish would delay that timeframe. A spare towfish on board search vessel the Fugro Discovery was being prepared, JACC said. It was thought it would be possible to recover the lost towfish later. The Australian-led underwater search is one of the most expensive ever conducted. **Source: Reuters (Reporting by Swati Pandey)**

Workers evacuated from Pemex offshore oil platform Zaap-E after fire

All the 97 workers were evacuated from Pemex offshore oil platform **Zaap-E** after fire in the machine room,

29th January 2016

Rescue operation of 17 refugees by CSM Singapore managed vessel “FSL TOKYO”

Seventeen refugees have been rescued by the “FSL Tokyo” on 15th January 2016. Whilst the vessel was on route to Kingston, Jamaica, “FSL TOKYO” responded to an alert from M/V **FAST TITAN** requesting assistance with the rescue of seventeen persons from a raft. Technical Superintendent Mr. Nizamul Islam was immediately notified who then remained in close contact with the Maritime and Port Authority of Singapore and vessel’s owner. At 10:58 a radio call was received on VHF 16 from M/V **FAST TITAN**. At 11:00 all crew were mustered, psn 21 00’5 N; 084 17’9 W. The rescue mission was completed at 12:25, with all 17 persons: 5 female, 12 male, brought onboard in good health. The refugees were given food and clothing, after being at sea for 15 days on their raft. All refugees were disembarked in Kingston, Jamaica by the local authorities on January 16th and were taken to a Red Cross institution until further repatriation to Cuba. Mr. Tan Suan Jow, Director of Marine Maritime and Port Authority of Singapore expressed his thanks to Columbia Shipmanagement Singapore, “Please accept our commendations and appreciation to the crew of “FSL TOKYO” for their gallant deeds. ”We would like to express our appreciation to Captain Robert Stanescu and his crew for their professionalism and good seamanship. **Source : jeaniusconsulting**

AMP Slams Erroneous Report Against ‘Outdated’ Jones Act

https://gcaptain.com/amp-slams-erroneous-report-against-outdated-jones-act/?utm_source=gCaptain+Newsletter&utm_medium=email&utm_campaign=7f1ab957ad-Mailchimp_RSS_CAMPAIGN&utm_term=0_f50174ef03-7f1ab957ad-139894965#.Vqs6pMsq-ok

A Dunkirk Little Ship was destroyed in the Cowes fire By Matthew McKew

ONE of the Dunkirk Little Ships was the victim of the devastating fire that ripped through Medina Village, Cowes, on the Isle of Wight — just yards from where it is believed she was built. The Vere, which once made the dangerous crossing between Ramsgate and Dunkirk to rescue hundreds of British soldiers during the Second World War, met its end at one of the storage buildings used by David Heritage Racing Yachts. It was one of 32 boats destroyed, having been put in storage for the winter to protect her. **THE VERE** was built in 1905 as an admiral’s steam barge and later sold into private ownership. She was requisitioned by the Admiralty in August 1939 for work that possibly included mine-hunting in the Thames Estuary. In May 1940 **VERE** joined the huge fleet used for a daring mission to save soldiers stranded at Dunkirk. She was credited with rescuing 346 British and allied troops. The Association of Dunkirk Little Ships believes the boat was built at J. Samuel White’s, based where the Medina Village industrial park now stands. David Heritage said: "My workshop is fine and the power is back on. There are plenty of businesses that have lost more than I have. But, I’ve got to be positive. "Obviously I am absolutely gutted, especially for those who whose boats were in there." Stored there were historic X-One-Designs and more modern racing yachts. The site has been closed today by the owners — the Harrison Trust — over safety fears. A statement said: "Thankfully there were no injuries and the owners have been working with Isle of Wight Councillor Lora Peacey-Wilcox to minimise disruption to the tenants affected." The fire, which started in a car repair workshop was brought under control by the exemplary efforts of the emergency services. Whilst there has been a lot of valuable property lost, the trust hopes to see businesses back on site as early as next week but, they have a substantial clean up operation on their hands. "Meetings with Building Control and Fire Safety officers have taken place and local firms have already been employed to carry out health and safety assessments and to investigate the structural integrity of remaining buildings." There are serious concerns over loose panelling and damaged structures, which have necessitated the temporary closure of Medina Village. "Electrical and gas engineers have also been on site today to get supplies back on for those tenants that have been able to remain on site." It is hoped that Medina Village will reopen on Monday next week." **Source : Island of Wight Country Press**



Dramatic Rescue: 13 Rescued from Luxury Yacht Moments Before Sinking [VIDEO]

https://gcaptain.com/dramatic-rescue-caught-on-tape-13-rescued-from-luxury-yacht-moments-before-sinking/?utm_source=gCaptain+Newsletter&utm_medium=email&utm_campaign=7f1ab957ad-Mailchimp_RSS_CAMPAIGN&utm_term=0_f50174ef03-7f1ab957ad-139894965#.Vqs7U8sq-ok

ITF comment on latest Prestige ruling

Responding to the Spanish Supreme Court's decision to sentence Captain Mangouras to two years imprisonment over the 2002 Prestige oil spill, ITF seafarers' section chair Dave Heindel said: "This decision represents the dying gasps of a 14 year old attempt to deflect blame onto the shoulders of an octogenarian man, who has been cleared in the court of world opinion and by his peer "Thankfully it is likely to be as unenforceable as it is illogical. This innocent man cannot again be made to sit needlessly in jail." He concluded: "The Mangouras case was one of the worse examples of the kneejerk criminalisation of seafarers. The ITF, like many other organisations and individuals, was able to support him during that ordeal. This latest piece of victimisation reminds us that we must all remain vigilant to protect seafarers from these injustices.

China could demand sanctions against EU after winning WTO appeal

CHINA has won an appeal in a dispute at the World Trade Organisation over tariffs imposed by the European Union on Chinese imports of screws, nuts and bolts made of iron or steel, paving the way for Beijing to demand trade sanctions against the EU. "The measures have negative effect on exports from China around US\$1 billion and more than 100,000 jobs from thousands of fastener producers in China," China's Ministry of Commerce said in a statement, reported Reuters. "It has resulted in huge economic losses to the Chinese industry, which has expressed strong dissatisfaction and firm opposition to the measures." The EU must now comply with the ruling and remove its illegal tariffs or China would take "further steps," the statement said. The value of China's exports of the products to the EU peaked at \$1 billion in 2008, but averaged \$200 million after the EU imposed punitive tariffs on the Chinese exports in 2009, according to a Reuters analysis of data from the International Trade Centre, a United Nations-WTO joint venture. China says that it will have the right to "market economy status" from December 2016, 15 years after it joined the WTO, which will force the EU to take Chinese export prices at face value, or risk more WTO disputes from China. While Beijing says the designation should be automatic, a debate is brewing in the EU over whether to grant it. **Source : Schednet**

Fifth Edition of the ICS Bridge Procedures Guide

The new Fifth Edition of the ICS Bridge Procedures Guide will be published in February 2016.

Widely acknowledged as the principal industry guidance on safe bridge procedures, the Bridge Procedures Guide is used by Masters, watchkeeping officers, companies and training institutions worldwide.

The new Edition addresses the 2010 amendments to the STCW Convention introducing enhanced Bridge Resource Management training for all officers in charge of the navigational watch.

The full list price will be UK £135 per copy, although payment will not be taken until the Guide is published.

For further information and an order form go to:

<http://www.ics-shipping.org/docs/default-source/publications-for-homepage/ics-bridge-procedures-guide-order-form-2015.pdf?sfvrsn=6>



29th January 2016

The UK Merchant Navy's highest honour was presented last month to 19 of the industry's finest...

The winners of the 2015 Merchant Navy Medal included a wide range of serving and retired seafarers, maritime welfare workers and the first soldier to receive the award.

Lt Col Edmund Brookes, former deputy director-general of the Chamber of Shipping, served for more than 30 years in the Territorial Army in parallel with an engineering career that included time as head of technical services for ACTS in Southampton, responsible for the worldwide engineering of the container fleets of the five group members.

He was presented with the MNM for services to the UK Chamber of Shipping and to the MN Ratings' Pension Fund, from which he retired as chairman in September 2015.

Former engineer officer **Neil Atkinson**, now principal surveyor with the Maritime & Coastguard Agency, received the award for his work in helping to develop and implement the international Maritime Labour Convention and his support for seafarer welfare, including the Southern Port Welfare Committee and the International Seafarers Welfare and Assistance Network.

Captain Trevor Bailey, currently serving as master of the cruise vessel Hebridean Princess, which he describes as 'the best job in the world', received the award for services to safety on high-speed catamaran ferries and to the Nautical Institute.

Capt Bailey, who began his seafaring career as a cadet with BP Tankers in 1971, was one of the first masters of high-speed catamarans in the UK, and was also training master when Stena Line's HSS 1500 was introduced.

Former Shell Tankers officer **John Rose**, who is now the maritime director of the Confidential Hazardous Incident Reporting Programme (CHIRP), was presented with the medal for services to the Trinity House Yeoman Scheme to support cadets and for his work to improve safety at sea.

'This award is a great honour,' he said. 'What drives me on is the vision that every seafarer should return home from sea in the same condition that they set out in, and I am delighted that CHIRP now has 200,000 readers and the message is spreading around the world.'

Captain John Thompson, the deputy chairman of the Royal Fleet Auxiliary Association (RFAA), received his Merchant Navy Medal for services to the welfare of seafarers. He was serving as a second mate on tramp ships when his father spotted an advertisement for the RFA and suggested he should apply. Capt Thompson went on to serve with the RFA from 1971 until 2003, and after his retirement he served as chairman of the RFAA before stepping down in 2012 and being elected as the organisation's deputy chairman.

A passionate seafarer, **Captain Paul Compton** has dedicated much of his time to training and motivating hundreds of young people for lives in the Merchant Navy and Royal Navy. For this, and his services to the Weymouth branch of the Merchant Navy Association, he was nominated.

Captain navigated with an iPhone

The captain of a motor yacht involved in a fatal collision in the Caribbean in May 2015 had been navigating the vessel with an iPhone as its GPS was out of action, an accident investigation discovered. A crew member on the sailing boat Pastaga suffered a fatal head injury in the collision with the 27m Madeira registered motor yacht What Else, in good visibility close to the island of Saint Barthélemy. Investigators said the professional captain of the vessel had been so preoccupied with checking the passage plan and the settings that he had failed to notice the sailing boat until too late.



Books & Publications of Interest to Seafarers

The Battle of the Atlantic By Jonathan Dimpleby

Viking, £25 ISBN: 9780241186602

Fascinating new take on a crucial campaign.

This was recently recommended to me by an MNA Member, Thanks Harry

Heraldry of the Oceans: the Garb of the Merchant Seafarer by Alastair Arnott.

ISBN: 9780752493411 Published by: The History Press

Guide to Survival at Sea By Captain Cormac MacSweeney

Brown, Son & Ferguson, £40 ISBN: 978 18492 70533

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How HPL can help at sea

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Amberley Press, £14.95 ISBN 978 14456 22422 www.amberley-books.com

1916: when the truth of war dawned

Sailing Alone Around the World By Joshua Slocum

Zenith Press, £23 ISBN 978 07603 48512 www.qbookshopuk.com

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'The role of the marine engineering superintendent' by Mike Wall,

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Source:- FLASHLIGHT 159



'Accident' ruling on hold deaths

An inquest has delivered an accidental death verdict in the case of three seafarers who suffocated in an enclosed space onboard a cargo ship in Goole docks.

Filipino seamen Ferrer Punongbayan and Jonathan Sanosa were overcome by a lack of oxygen in the cargo hold of the German flagged *Suntis*, which was berthed at Goole Docks on 26 May last year. Chief mate Gerd Jeschniak also died after attempting to go to their rescue and a fourth crew member, William Bosito, could also have died had he not been stopped from going down the ladder by a dock worker, Lance Pulford, who had come to help.

Mr Pulford, who had been preparing to unload the timber cargo, told the inquest: 'One of the crew members came up to me and said he needed help. I saw him about to climb down the hatch to his colleagues, but I stopped him. He would have been the fourth person to die that day.'

Mr Pulford and Mr Bosito put on breathing apparatus and, together with another stevedore, managed to recover the three men from the hold but found none of them had pulses.

They were declared dead at Hull Royal Infirmary, despite prolonged resuscitation efforts. An inquest jury in Hull was told that the men would have collapsed within seconds of entering the hold because the oxygen levels had been severely depleted by the freshly sawn timber cargo.

Subsequent tests showed an oxygen level of 20.9% outside the hatch, 10% half way down the ladder and just 5% to 6% at the foot of the ladder.

The reason why the two seamen went down into the forecabin storeroom before it had been properly vented would never be known, the inquest heard, as they would have been aware of the dangers of entering a confined space.

The seamen had been assigned to remove the tarpaulins protecting the deck cargo and one, or both, had climbed into the forward tween deck hatch during the discharge operation.

Coroner Professor Paul Marks directed the jury to reach a conclusion of accidental death for all three men. 'After listening to the evidence, I have found there is only one conclusion available,' he added. 'It must be particularly difficult for the families of these men who are thousands of miles away and lost their loved ones so far from home.'

Superyacht belonging to 'Russian businessman' bursts into flames in Turkish marina <https://www.youtube.com/watch?v=8wP7vLC7pEs>

A 90-ft yacht supposedly worth at least \$5.7 million has caught fire while anchored at a marina in Fethiye, Turkey. In the video published by **Yacht Marine Brokerage** the superyacht is seen ablaze with thick plumes of black smoke billowing from it. The yacht caught fire on a rainy day on Thursday at the marina where the vessel was docked, on Turkey's southwestern Turquoise Coast in the Mediterranean. The fire was so huge that in order to prevent flames from spreading to other boats, the burning yacht had to be towed away, with a person seen on board. The man was later identified by the authorities as the ship's **captain, Vladimir Lopata**, who suffered from smoke inhalation and was taken to hospital, Boat International reported. According to the Daily Mail, the luxurious vessel belonged to a Russian businessman. But some commentators on YouTube suggested the owner is Ukrainian. The boat is a Princess 95 yacht called **QUEEN ANNA**. The semi-custom superyachts series was launched in 2009, and has a master suite, VIP and two twin rooms. An investigation has been launched. **Source : Russia Today**



Above a shot taken some years ago of the **Union Steam ship** Company's vessel the **WAIANA** 3363 Grt, built in 1937 by A Stephen & Sons Ltd of Glasgow. It served in USS Co fleet until 1966 .

Photo : Ross Walker collection.



The Royal Fleet Auxiliary replenishment tanker **WAVE RULER** arriving for dry docking at **Cammell Laird Birkenhead**. She was assisted into the dry dock by the tugs **SMIT WATERLOO** and **SVITZER BIDSTON**.

Photo : Simon Smith ©

Maersk Line wins 'Shipping Line of the Year' at the ET Logistics Awards, 2016



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29th January 2016

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'Circumcised' (A reminder that adult words are often taken literally.....)

A teacher noticed that a little boy at the back of class was scratching his crotch, and not paying attention. She went back to find out what was going on.

He was quite embarrassed and whispered that he had just recently been circumcised and he was quite itchy.

The teacher told him to go down to the school office.
He was told to telephone his mother and ask her what he should do about it.

He did and returned to his class. Suddenly, there was a commotion at the back of the room. She went back to investigate only to find him sitting at his desk with his 'private part' hanging out.

"I thought I told you to call your mum!" she said.

"I did," he said, "And she told me that if I could stick it out until lunchtime, she'd come and pick me up from school."

Thanks for that contribution Ken

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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