

9th February 2016

Hi Shipmates,

Please find below more snippets of information since circular #2016-03 went out on 29th 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



22-01-2016 : The LE LYRIAL cruising Antarctica as seen from HAL's ZAANDAM
Photo : Richard Weetman - Staff Chief Engineer ms ZAANDAM (c)

Salvage Team Boards Modern Express in Bay of Biscay – UPDATE

January 29, 2016 by [Mike Schuler](#)



A salvage team aboard the Modern Express car carrier in Bay of Biscay, Friday, Jan. 29, 2016.

Photo: Marine Nationale

Update: The salvage team has abandoned the *Modern Express* for the night after an attempt to establish a tow line was unsuccessful, Maritime Prefect Atlantic said in an update late Friday.

After reaching the bow of the car carrier, the salvors were able to attach a messenger line from a tug to the *Modern Express*, but the line parted due to the movement of the vessels. During the operation, one member of the salvage team suffered minor injuries. The team left the ship before nightfall.

For Latest Updates: [Modern Express Adrift in Bay of Biscay](#)

Earlier: A four-man team from SMIT Salvage was able to board the heavily listing *Modern Express* car carrier in the Bay of Biscay in an attempt to attach a tow line to the drifting vessel.

The latest update from France's Maritime Prefect Atlantic said the vessel was located 150 nautical miles west of La Rochelle on Friday and drifting east at 1 knot.

Weather had previously prevented the salvage team from boarding the vessel, with waves of 4 to 5 meters.

The Panamanian-flagged *Modern Express* was transporting 3,600 ton of wood and construction equipment from Gabon, Africa to the port of Le Havre when it listed heavily in rough seas. All 22 crew members were evacuated safely by Spanish search and rescue helicopters.

On scene are two tugs contracted by the ship owner, Cido Shipping, the French emergency tug *Abeille Bourbon* and the French Navy frigate *Primauguet*. The AHTS *Argonaute* arrived with equipment on Friday.

The towing operation has been approved by French officials and could commence as soon as late Friday afternoon, officials said.

Full Coverage: [Modern Express Adrift in Bay of Biscay](#)

See also <https://www.vesselfinder.com/news/5238-UPDATE-Modern-Express-heading-towards-the-French-coast>

MN Memorials in the UK and abroad.

"The MNA is building a page on the website, which will cover the various MN Memorials in the UK and abroad.

We would like Members in the various regions to send in good photographs of the MN Memorials in their area for use on the website.

If possible the photographs should be without people in them. Thank you."

MeteoGroup chosen as weather forecasting specialist for Subsea 7 UKCS and Canada operations

Subsea 7 has appointed **MeteoGroup** as its offshore weather forecasting provider for UKCS and Canada operations. Drawing on its extensive experience in the offshore sector, MeteoGroup will provide critical meteorological and metocean consultancy and services to help maximise operational efficiency. The contract includes forecasting for fixed locations, specific sites and routes plus medium range forecasts via the Ensemble Prediction System (EPS). **MeteoGroup** will also provide its high resolution marine forecasting software Nowcasting Pro6, delivering the forecast information needed to support 'waiting on weather' operational decisions. Site-specific forecasts are supported with customised websites offering a range of forecasts and observational data. Forecasts for fixed routes and defined waypoints are complimented with high resolution current forecasts. Subsea 7 is a leading global contractor in seabed-to-surface engineering, construction and services to the offshore energy industry. The company provides technical solutions to enable the delivery of complex projects in all water depths and challenging environments.

Sewol salvage operations face month-long delay

The government said Thursday that the salvage operations of **SEWOL** ferry are expected to conclude by around late July, a month behind schedule. According to the Ministry of Oceans and Fisheries, unfavorable work conditions have led to delays at nearly every step. The waters off the coast of Jindo, South Jeolla Province -- where the ill-fated vessel lies -- contain strong, volatile currents and murky water which hindered rescue efforts after the ship's sinking on April 16, 2014. Divers from China's **Shanghai Salvage Co.** and workers dispatched for the salvage operations of the Sewol ferry work on a barge off the coast of Jindo, South Jeolla Province, on Jan. 13. Yonhap The **SEWOL**'s sinking left 304 dead or missing, most of whom were students of Danwon High School in Ansan, Gyeonggi Province, who were traveling to Jeju Island for a field trip. "We are not yet sure when the salvage operations will conclude, but we are hoping to complete it before the storm season (in summer)," said a ministry official. Officials said the time needed for the underwater investigation of the vessel alone was prolonged by nearly four weeks, as divers from the Chinese state-run **Shanghai Salvage Co.** -- which leads the consortium for raising the sunken ferry -- needed time to adjust to the strong currents. It also took nearly double the expected time to remove the residual oil, and triple the time to install the netting on the windows and doors of the ferry to ensure that the contents of the ship -- which may include nine bodies that remain unaccounted for -- do not get lost. The bereaved families of **SEWOL** victims have strongly urged the government to salvage the ship and recover the bodies of those missing. **Source: Korea Herald**

Watch: Tug Makes Epic Save

https://gcaptain.com/watch-tug-makes-epic-save/?utm_source=gCaptain+Newsletter&utm_medium=email&utm_campaign=9429d1803d-Mailchimp_RSS_CAMPAIGN&utm_term=0_f50174ef03-9429d1803d-139894965#.Vqzqp8sq-ok

Chinese sonar vessel to join search for missing Malaysian jet

China is set to join the underwater search for a Malaysia Airlines passenger jet missing for almost two years by providing a sonar-equipped vessel by the end of February, Australia's deputy prime minister Warren Truss said on Friday. 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. The Chinese vessel **DONG HAI JIU 101** was offered to Prime Minister Malcolm Turnbull in November and will be deployed to join search operations in the southern Indian Ocean, where the plane is believed to have gone down in March 2014. At the time, China valued its contribution to the search at A\$20 million (\$14.2 million). The Australian-led underwater search is one of the most expensive ever conducted. An initial hunt along a rugged 60,000-sq km (23,000 sq miles) patch of sea floor off the coast of Perth cost A\$120 million but yielded no sign of the plane. The presence of Dong Hai Jiu will take to four the number of vessels scouring a search area that has been expanded to 120,000 square km (46,330 square miles) of ocean floor. The vessel is expected to leave Singapore for Australia on Jan. 31 and commence operations towards the end of February. The sonar system onboard **DONG HAI JIU 101** will be operated by Phoenix International Holdings and Hydrospheric Solutions. Both companies have previous experience in the search for MH370. Earlier this week, Australian authorities said they had lost a deep-water sonar detector that was being used in the search. 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. 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. **Source : Reuters**

Windcat's Wingrip wins 2016 Health and Safety Award



On the eve of the 12th annual Renewable UK Health & Safety Conference the winner of the Renewable Energy Health and Safety Award was announced at the conference reception in Birmingham. This award scheme on behalf of RenewableUK and the Crown Estate is unique in the offshore wind industry. Following the previous award-winners E.ON Climate and Renewables (2012), Technip Offshore Wind (2013), Centrica Energy (2014) and RWE Innogy UK

(2015), the 2016 award was won by Windcat Workboats with its WindGrip system. Developing the system broadly used to transfer personnel from a moving vessel to a fixed offshore structure using the friction of a bow fender, WindGrip (patent pending) is a simple solution to the challenge of providing safer access to offshore wind turbines in harsh and unpredictable seas. By increasing the grip of the vessel's fender on the boat landing using constant tension winches, Windgrip improves the safety of a transfer. The risk of the vessel breaking away from the boat landing during a transfer as a result of above average waves is reduced significantly as the grip of the fender is not only realised using the vessels propulsion at the stern of the vessel, but by adding additional force directly at the interface between the vessel's fender and the boat landing on the wind turbine. Neil Clarkson, Managing Director of Windcat Workboats received the award in Birmingham, commenting: "We are honoured to receive the 2016 Renewable Energy Health & Safety Award as recognition of Windcat's efforts to increase safety of offshore operations. We are happy to work in an industry which is very health and safety conscious and glad the innovative WindGrip system can increase the safety even further." Clarkson further expressed that Windcat is thankful to their charterers who have worked with them to develop the system and put it through its first paces on the different offshore wind farms. Windcat now has twelve vessels out of its fleet of 39 fitted with WindGrip and has already done close to 17,500 transfers using it.

JOBS LOST FOLLOWING TUG BOAT OPERATOR ADMIN

Jobs have been lost after a Devon-based tugboat operator entered administration, hit by an oversupply of similar boats in its market. Robert Horton of Auria Recovery was appointed as administrator of **Griffin TMS Ltd** on 19 January 2016. The business, which was headquartered at Dawlish Business Park with its fleet based at Poole Harbour, had been suffering from significant losses due to an oversupply of tug boats in the region. This meant it was unable to secure towage contracts and was forced to cease trading, with all ten staff made redundant. The administrator said that a process had now begun to find buyers for the assets of the business. According to the company's website, Griffin TMS was founded in 2014 as a joint venture between **Griffin Towage & Marine** and **Teignmouth Maritime Services TMS Maritime**) It offered services including towage, emergency rescue, firefighting, surveying and diving. **Source : insidermedia**

U.S. Court Dismisses Costa Concordia Cases

A Florida state appellate court has ruled that lawsuits filed by a group of predominantly foreign passengers on board the Costa Concordia when it sank can't try their case in Miami-Dade — or anywhere in the U.S. The ruling, made on Wednesday by Judge Barbara Lagoa in the Third District Court of Appeal, means that the 57 plaintiffs, five of whom are American, will have to take their injury compensation cases to Italy. The suits were filed against Carnival Corporation, Costa Crociere and Miami architect Joseph Farcus. "Litigating in Florida would result in material and manifest injustice to Carnival because the vast majority of evidence is located in Italy, as are virtually all of the witnesses," Lagoa wrote. This is the end of it in the U.S., said attorney Thad Dameris, who represented the parent company along with another lawyer from Arnold & Porter and a lawyer from the New York firm of Blank Rome. On January 13, 2012, the Costa Concordia sank off the Tuscan holiday island of Giglio. 32 people died in the incident. In a maneuver described in court as a "salute to a retired cruise line commodore," Captain Francesco Schettino brought the Concordia close in to the island where she hit a rock, tearing a long hole in her side. Flooding disabled the main engines and she drifted in to shore, eventually coming to rest on the rocks. The shipwreck set off a chaotic evacuation of more than 4,000 passengers and crew. In 2015, Schettino was convicted of multiple counts of manslaughter and sentenced to 16 years. Investigators severely criticized his handling of the disaster, accusing him of delaying evacuation and abandoning ship before all the 4,229 passengers and crew had been rescued. **Source : MAREX**

More UK ratings

The latest UK Seafarer statistics, just released show a slight overall increase of 2% from 2015, rising to 23,380 at the end of June 2015.

The Department for Transport figures show that, as at the end of June 2015:

- The total number of UK seafarers active at sea was estimated to be 23,380
- The number of UK officers remained at 10,930 - largely unchanged from 2014
- The total number of UK Ratings rose by 4.8% to around 8,830 – the first increase in the number of ratings since 2011.
- The number of officer cadets in training remained static at around 2000, with a small increase of new entrants under the SMarT scheme.

Maritime union RMT welcomed the increase in the number of UK ratings at sea in 2015 but urged the Government and industry to do more to train and employ the next generation of UK Ratings in every department of a ship. It noted that "this modest increase was almost entirely confined to the catering and on-board services departments, where insecure employment contracts such as zero hours are common". The number of engine ratings fell by 13% and deck rating numbers remained flat. **Source:- London Matters**

Turkey's Pollution Fines And Criminal Proceedings

As in many other countries environmental protection causes significant fines against vessels violating pollution regulations. In Turkey the fines will be imposed in accordance with the Turkish Environmental Code 1983, law no. 2872. Every year the rates on the fines are revised in a declaration made in the Official Gazette and our local correspondents, **Omur Marine**, have kindly provided us with the attached circular advising the new rates applicable from 1 January 2016 to 31 December 2016.

http://www.skuld.com/Documents/Topics/Voyage_and_Port_Risks/Fines/Omur_Marine-Sea_pollution_and_environment_code_with_2016_amendments.pdf?epslanguage=en

It is worth noting that the fined amount for a repeated offender will be doubled and tripled on subsequent recurrences of pollution by the same vessel within three years. The circular also contains information about the latest amendments to the Turkish Criminal Code (TCC) where two new articles were inserted regulating situations where pollution is caused "intentionally" or by "negligence", cf. TCC article 181 and 182. In 2009 the Ministry of Environment and Forestry authorised and instructed port authorities, coast guards, commanderships and metropolitan municipalities to file a criminal complaint to the public prosecutors if pollution is deemed to be caused "intentionally" or by "negligence". According to the circular the relevant authorities are obliged to file the criminal complaint without losing time and therefore most probably the public prosecutors will initiate criminal proceedings against the master of the vessel when the pollution is discovered. Payment of the pollution fine will not prevent criminal proceedings against the master. Our local correspondent recommends all members to take immediate contact with them to avoid delay and complications in connection with an alleged pollution. Pictures and/or videos may assist in defending a fine issued due to alleged pollution and further loss prevention recommendations can be found in the attached circular. **Source: Skuld**

Birkenhead shipyard Cammell Laird on standby to help fix Royal Navy's engine troubles BY BILL GLEESON

Cammell Laird shipyard has told the ECHO it is on standby to help fix the major engine troubles afflicting the Royal Navy's fleet of six **Type-45 destroyers**. The offer of help came after it emerged that the Royal Navy is planning a major overhaul of the engines used aboard its latest generation of destroyers because they keep breaking down at sea. Cammell Laird chief executive John Syvret has told the ECHO that the Birkenhead yard is hoping to help repair the warships, each of which were built at a cost to the taxpayer of £1bn. Mr Syvret said: "We will be looking to try and offer our services to support that programme should it be required." Cammell Laird has a long-standing relationship with the Ministry of Defence (MoD) as it currently carries out long-term maintenance contracts on part of its fleet of Royal Navy Auxiliary vessels. The yard has also constructed the flight decks for two new aircraft carriers. The work to repair the destroyers' engines will require holes to be drilled into the sides of the vessels. The work will be staggered over a period of years so some ships remain available for operational commitments at all times. The move follows reports of persistent problems with the engines and power systems on the ships.

An MoD spokesman said: "The Type 45 destroyers are hugely capable ships and have consistently made a difference to our safety and security. "In our defence review last year we committed to improving the Type 45's power and propulsion system through a series of machinery upgrades during planned maintenance, which will ensure increased availability and resilience over the life of the ships." The destroyers are used in "hunting pirates, drug runners or submarines, defending the fleet from air attack, and providing humanitarian aid after natural disasters," the MoD said. Last year it was disclosed destroyers would be used as support and protection for the **USS Theodore Roosevelt** and **Charles de Gaulle** aircraft carriers as they carried out air attacks against Islamic State. **Source : Liverpool Echo**

Spanish court 'jails' Prestige master and opens way for USD1bn claim against P&I clubs

Spain's Supreme Court's decision to overturn a lower court ruling and sentence the master of the Prestige, Apostolos Mangouras, to two years imprisonment over the 2002 Prestige oil spill has provoked outrage from shipping industry organisations.

The reaction of tanker owners organisation Intertanko was typical. It said in a statement that the findings of Spain's Supreme Court, the new conviction and harsh sentencing of Capt Mangouras were "deplorable, unjustifiable and fundamentally wrong". "This sets a deplorable precedent," said the organisation's managing director Katharina Stanzel. "Are ships' masters who exercise best professional judgement in impossible circumstances to be shamefully treated as criminals?"

Gerardo Borromeo, president of shipmanagers' association InterManagers, said he was "hugely disappointed by the court ruling" and that it set a very worrying precedent as far as the role and responsibility for masters in certain jurisdictions.

Similarly International Transport Workers Federation (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 peers. 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 added: "The Mangouras case was one of the worse examples of the knee-jerk 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."

Spain's Supreme Court has overturned the 2013 verdict of the Spanish court of first instance in La Coruna which had acquitted Capt Mangouras of charges of criminal damage to the environment. The appeal court has now ruled that Capt Mangouras and the owner of the Prestige acted 'recklessly' in 2002 when the 81,000 dwt tanker and its 50,000 tonne fuel oil cargo were lost off Spain's west coast.

The 2013 judgment found Capt Mangouras criminally responsible solely for serious disobedience to the Spanish authorities during the incident for his initial refusal to allow the Prestige to be taken under tow, but judged that this offence had not contributed to environmental damage. Capt Mangouras was sentenced to nine months in prison. As this alleged 'disobedience' was not causative of the damage, the court was not able to award compensation to the Spanish authorities.

The Supreme Court judges have now found Capt Mangouras guilty of gross negligence for his decisions during the voyage and his actions as events evolved. His conduct is now said to have caused catastrophic environmental damage. Intertanko said: "The Supreme Court's deviation from the findings of the La Coruna court is not only radical but also flies in the face of the courageous example Capt Mangouras set in responding to the emergency."

The Supreme Court reaffirmed the lower court's acquittal of José Luis López Sors, the former head of Spain's merchant marine department, who ordered the Prestige to be towed out to sea instead of to a place of refuge where an oil spill could have been contained. In refusing appeals against his acquittal the Spanish state, Intertanko noted, absolved itself from any responsibility for the disaster.

According to Intertanko, the 2016 'policy' decision hands a civil liability victory to Spain's government. The judges, headed by Magistrate Ana Ferrer, dismissed liability limitations because they found that the vessel's master and the owner had both acted recklessly. This leaves P&I insurers potentially facing a claim of up to \$1 billion. It is not clear whether the Spanish authorities will seek to recover from other parts of the industry, including the International Oil Pollution Compensation Funds (IOPC) where the overall limit of compensation is some 171.5 million euros. **Source:- London Matters**

MNA National Office will be closed as follows:

Monday 8 February and Monday 15 February. Urgent contact: my mobile - 07948 393934

Friday 19 February. Reopens Friday 4 March.

Urgent contact: Malcolm Mathison - tel: 01472 277266 or 07831 622 312 or Email: R546060@aol.com

Drifting Cargo Ship Modern Express Under Tow in Bay of Biscay, Headed for Bilbao – UPDATE

https://gcaptain.com/drifting-modern-express-taken-under-tow-in-bay-of-biscay/?utm_source=gCaptain+Newsletter&utm_medium=email&utm_campaign=ffdbd3637a-Mailchimp_RSS_CAMPAIGN&utm_term=0_f50174ef03-ffdbd3637a-139894965#.VrIbvMsq-ok

Weston rescue workers saved more lives than any other RNLI station in the UK and Ireland by Michael Yong



Rescue workers at Weston-super-Mare's RNLI have saved more lives than any other coastal station in the last year. Statistics released by the organisation showed that the Weston crew had saved 13 lives in 2015, more than any other station in the UK and Ireland. In Weston, the lifeboat was launched 48 times, assisting 29 people and saving 13 lives. In total, the charity's lifeboats launched 8,228 times and rescued 7,973, of which 348 were lives saved. Lives saved are defined as immediate risks to life, which means if the lifeboat hadn't arrived on scene the person would not

have survived. Southend-on-Sea Lifeboat Station was the RNLI's busiest coastal station, launching 142

times and assisting 120 people saving 9 lives. A spokesman for the organisation said: "The peculiar environment of the Bristol Channel with its second highest range of tide in the world and fierce raging currents means anyone getting into difficulties at sea there is at major risk. Thus the lifeboat stations here are very busy and lives are easily put in jeopardy." Weston-super-Mare RNLI is operating from a temporary container while it waits for a new station to be built. Charlotte Conroy, lifeboat operations manager at Weston-super-Mare said: "What is remarkable is that my crew saved so many lives despite working in difficult conditions in our temporary station." "I am very proud of them." We would wish that more people paid attention to the warning notices along the sea front so they could enjoy the sea safely."

Source : Bristolpost



Arson suspected in Nagasaki cruise ship fire

Arson is being investigated as the cause of a cruise ship fire at **Mitsubishi Heavy Industries Ltd.'s shipyard** in Nagasaki early Sunday, the third such incident to strike in January. According to local police and firefighters, a worker at the Koyagi plant of **MHI's Nagasaki Shipyard & Machinery Works**, found cardboard and insulation material ablaze aboard the 124,500-ton **AIDA PRIMA**, which is one of two ships it is building German cruise line AIDA Cruises. Firefighters said workers quickly put out the fire and no injuries were reported. Sunday's incident follows an electrical wiring fire near a theatre space on Jan. 11, and a cabin fire involving a piece of cloth on Jan. 13. The fires came after delivery of the ship, originally planned for March 2015, and was repeatedly delayed amid design changes. The current deliver deadline is this April. **Source : japantimes**

Captain in Jail! It can happen in Canada.



The deplorable injustice of the Spanish courts in sentencing 81 year old **Captain Apostolos Mangouras** to two years in jail for negligence in the 14 year old case where the Spanish Government refused a request for “Place of Refuge” that precipitated the break-up of the tanker “**PRESTIGE**” is worrisome to Canadian mariners because the same thing could happen in Canada.

Just what the Court expects to punish by this ruling is a mystery. If someone should be in jail, it should be the Spanish who turned a crisis into a disaster by their idiotic decision to order the ship AWAY from the coast into the teeth of a gathering storm, when they were downwind of the storm! A

classic example of the dangers of allowing non-mariners to make such decisions.

Canada’s expert panel on Tanker Safety has recommended the formation of “a centralized marine casualty decision-making authority acting in the public interest, similar to those authorities established in the United Kingdom and Australia.”

RECOMMENDATION 3-1: The Government of Canada should improve the timeliness of decision-making for marine casualties by establishing a centralized marine casualty decision-making authority acting in the public interest, similar to those authorities established in the United Kingdom and Australia. <https://www.tc.gc.ca/media/documents/mosprr/TC-Tanker-E-P2.pdf> The Company of Master Mariners of Canada deplores the criminalisation of mariners who, in the process of obeying their employer and the law of coastal states, find themselves the innocent victim by professional default. In Canada, the Migratory Birds Act administered by Environment Canada rather than the Canada Shipping Act 2001, has the power to incarcerate mariners first and ask questions later. This is great encouragement for young mariners seeking a career in the world’s greenest and most efficient mode of transportation. Welcome aboard but read the disclaimer that you may be prosecuted in Canada if we experience a marine emergency and someone else on board violates the Migratory Birds Act – if we survive. Turkey has just announced that it will prosecute the master whether he personally had anything whatsoever to do with a case of pollution. The Spanish court has just proven the old adage that “the law is an ass” and sentenced 81 years old Captain Apostolos Mangouras to two years for a crime committed by the Spanish government some 14 years ago! They accused him of negligence for obeying their orders. The **Company of Master Mariners of Canada** encourages the Government of Canada to act of the Tanker Safety Recommendation to establish a centralized marine casualty decision-making authority who is GUARANTEED freedom from political interference once the crisis is declared. Ships in search of places of refuge and ships in need of assistance to make a port of refuge are nothing new to Canada and in most cases we are successful in saving lives, property and the environment. We need to keep doing it without the mariner having to think: “If I save your life, I might go to jail for it.”

Contact:

Captain Patrick Gates – patrickgates@bellaliant.net National Master and President, THE COMPANY OF MASTER MARINERS OF CANADA

Captain Christopher Hearn, christopher.hearn@mi.mun.ca Deputy Master and Vice President, THE COMPANY OF MASTER MARINERS OF CANADA

Captain Ivan Lantz, lantzivan@gmail.com Secretary, THE COMPANY OF MASTER MARINERS OF CANADA

Construction begins on ground-breaking windfarm support vessel Bibby WaveMaster 1

First steel cut at Damen Shipyards Galati Damen is constructing the innovative vessel for UK-based client Bibby Marine Services.

See more at:- <http://serviceoperationsvessel.com/>

Guidelines For Ships In Need Of Assistance

European Commission presented the new EU operational guidelines for ships in need of assistance. The guidelines have been developed by an expert group composed of Member States' competent authorities, with the input and support of industry stakeholders, following an initiative of the Commission in the aftermath of the **MSC FLAMINIA** accident. Commissioner Bulc congratulated the stakeholders for taking part in this joint positive effort, in the interest of maritime safety and environmental protection: "It is a good example of proactive implementation of EU legislation, building on best practices and sharing experience, which is fully in line with President Juncker's strategic approach to Better Regulation." The EU operational guidelines were drafted to ensure better coordination and exchange of information amongst competent authorities and industry stakeholders involved in the response to an incident concerning a ship in need of assistance, such as the **MSC FLAMINIA** in July 2012. While the German-flagged container vessel was in international waters in the Atlantic Ocean, there was an explosion and a fire on board. The **MSC FLAMINIA** was severely damaged. Given the volatile situation the process of deciding where to accommodate the vessel resulted in the ship being finally accommodated in a place of refuge in Germany in September 2012.

Rise in Portsmouth ferry travel after problems in Calais

Staff at Portsmouth International Port are looking forward to National Ferry Fortnight in March.

More people are travelling by ferry from Portsmouth - because of ongoing problems in Calais and Kent. Almost three million people used the port last year and the number of cars rose by nearly 6 percent. Top : The Brittany Ferry **BRETAGNE** ' in the approach to the Port of Saint Malo (France) **Photo: Xander van Holk** The latest 'Ferrystat' figures from Discover Ferries, the industry group



representing most UK ports and operators, show an overall increase of motorists using ferries - with 1.3% more cars carried in 2015. Domestic routes also saw good growth. The **Discover Ferries report** highlights destinations such as the Channel Islands and Isle of Wight, both reached from Portsmouth International Port, among the top-performing sector in 2015. **Source : ITVNews**

The First World War at Sea 1914–1919

National Maritime Museum, Greenwich, UK 3 and 4 June, 2016 The National Maritime Museum, The British Commission for Military History, and The British Commission for Maritime History are jointly organizing an international conference on the First World War at sea to be held at Greenwich in June 2016. While there have recently been a number of conferences and publications looking at land-based histories of the First World War, there has been relatively little consideration of the war at sea, its significance and its broader contexts. In the centenary year of the Battle of Jutland, The First World War at Sea conference seeks to address this lacuna through papers that will address the breadth and complexity of the maritime sphere between 1914 and 1919. **Source:- Topmasts issue 17**

Holland America Line - In honor of World Cancer Day, Feb. 4,

Holland America Line is proud to announce that to date cruise guests and employees of the company have raised more than \$4.7 million for cancer support through "On Deck" programming. The current On Deck for a Cause program benefits six international cancer organizations located in the United States, Canada, Australia, the Netherlands, Germany and the United Kingdom. On Deck invites guests to participate in a noncompetitive 5k fundraising walk during every sailing on each of the line's 13 ships, with hundreds of thousands of cruisers having walked in support of the program since its inception in 2006. Proceeds are distributed among the American Cancer Society, Canadian Cancer Society, Cancer Council Australia, Cancer Research UK, Deutsche Krebshilfe (German Cancer Aid) and KWF Kankerbestrijding (Dutch Cancer Society).

NORSAFE TAKES A MAJOR STEP FORWARD TO OFFER COMPLETE SAFETY PACKAGE TO SEAFARERS

Norsafe has become the first lifeboat manufacturer to provide STCW and Norwegian Oil and Gas (NOROG) compliant training courses for seafarers. This means that the company is the only lifeboat manufacturer that offers production, servicing and certified training in the operation and maintenance of lifeboats and lifeboat crew. Gaining STCW approval is very timely for Norsafe as the Manila 2010



Amendments to the STCW-78 Convention stipulates that seafarers, who are qualified in the following areas, need to provide documentary proof they have recently undergone training or have been on a refresher course within the last five years by 1st January 2017.

The areas affected by the Manila amendments are:

- Advanced Fire Fighting - (STCW table A-VI/3)
- Survival Craft and Rescue boats other than Fast Rescue Boats - (STCW table A-VI/2-1) • Medical First Aid – (STCW table A-VI/4-1) • Proficiency in Fast Rescue Boats – (STCW table A-VI/2-2)

Norsafe has two modern training academies one in Rosendal, Norway and the other in Athens providing STCW and Norwegian Oil and Gas (NOROG) compliant courses. The company has worked hard to ensure its training centres are some of the most advanced in the industry with course attendees using up to date equipment similar to what they will encounter at sea. “Norsafe offers life- saving equipment of the highest standard, world-wide servicing and now with the addition of STCW certified training, we can confidently state we’re a complete safety supplier,” said Michael Røssland, Vice President, Norsafe Academy “With Port State Control Inspections consistently finding a 10% deficiency rate in life saving equipment maintenance and training, it is important that ship owners and ship management companies focus on this area as it could quite literally be a matter of life or death,” he continued.

For more information on Norsafe’s range of products and services contact: mail@norsafe.com or call +47 37 05 85 00.

National Maritime Museum Samuel Pepys: Plague, Fire, Revolution

National Maritime Museum Special Exhibitions Gallery, 20 November 2015–28 March 2016 10.00–17.00, £12 adults, £6 children, £10 concessions, £30.50 family Delve into the turbulent history of Stuart London with famous diarist Samuel Pepys as your guide in the National Maritime Museum’s current major exhibition. Samuel Pepys was one of the most colourful and appealing characters of the seventeenth century, and witness to the great events that shaped Stuart Britain, brilliantly brought to life in his famous diary. He lived through a time of turmoil which saw kings fighting for their crowns, the devastation of medieval London by plague, fire and war, and its resurrection as a world city. The exhibition features 200 paintings and objects from museums, galleries and private collections across Britain and beyond.

Between now and the end of this exhibition there are a number of Pepys related events, including Curators Tours; Walking Tours covering The Great Fire, The Plague and Pepys’ Greenwich and Deptford; musical performances; BSL and Audio described tours; and a Writers workshop, weaving a fictional tale inspired by Pepys. For full details, go to the Plague, Fire and Revolution website

Source:- Topmasts

Piracy incidents remain at 2014 levels

Piracy and armed robbery on the world's seas has not seen significant increases compared to 2014, the International Chamber of Commerce (ICC) International Maritime Bureau's (IMB) annual piracy report has found. IMB's Piracy Reporting Centre (IMB PRC) recorded a total 246 incidents in 2015, just one more than in 2014. The report also records a fall in the number of ships hijacked and crew captured. A total of 15 vessels were hijacked in 2015, down from 21 in 2014, while 271 hostages were held on their ships, compared with 442 in 2014. No hijackings were reported in the last quarter of 2015. According to IMB, one key factor in this recent global reduction was the drop in attacks against small fuel tankers around Southeast Asia's coasts, the last of which occurred in August 2015. "IMB particularly commends the robust actions taken by the Indonesian and Malaysian authorities in the arrest and prosecution of two gangs that hijacked tankers. We also applaud the subsequent arrest of some of the alleged masterminds," says Pottengal Mukundan, director of IMB. On the other hand, the number of vessels boarded rose by 11% to 203, one ship was fired at, and a further 27 attacks were thwarted. Mukundan urges shipmasters to maintain strict anti-piracy and robbery watches, particularly in Southeast Asia, the area that still accounts for most of the world's incidents. In Vietnam alone, incidents surged from seven in 2014 to 27 in 2015. The main cause is low-level theft against vessels anchored in the country, with 15 reports from around the port of Vung Tau alone. IMB considers this rise on moving vessels as a cause for concern as it increases potential risks to the vessels and their crew. Four incidents were also recorded in China in December 2015, the first in a long time. According to the report, Nigeria also remains a hotspot for violent piracy and armed robbery. IMB received reports of 14 incidents, with nine vessels boarded, although many attacks are believed to go unrecorded. On the positive side, the once insidious Somali pirates have all but withered, with no Somali-based attacks reported in 2015. IMB however warns vessels transiting the Gulf of Aden and the Indian Ocean to remain vigilant in that area. "Somalia remains a fragile state, and the potential for an attack remains high," explains Mukundan. "It will only take one successful hijacking to undo all that has been done, and rekindle this criminal activity." **Source : gtreview**

Ex-Scotland Yard cop joins investigation into disappearance of Disney cruise ship worker By Luke

Traynor Rebecca Coriam went missing while aboard vessel in March 2011

A former top police officer from Scotland Yard has joined the investigation into the disappearance of Disney cruise ship worker Rebecca Coriam. The Liverpool student went missing while employed as a youth activity worker on board the DISNEY WONDER as the vessel sailed into Puerto Vallarta, in Mexico, in March 2011. After nine months, the investigating Bahamas police department declared the 24-year-old's disappearance as "not suspicious". Disney insist Rebecca, who studied childhood studies, psychology and philosophy at Liverpool Hope University, was swept overboard. But Rebecca's family think she may have been killed, and in November private investigators disclosed their belief that "criminal activity" was behind her disappearance. Now, Roy Ramm, who spent 27 years with the Metropolitan Police, has joined the team trying to figure out what happened on the cruise ship almost five years ago. He is a former Commander of Specialist Operations at Scotland Yard and has worked on homicide and missing person investigations, Mr Ramm volunteered to help with the case after reading media coverage last year. Chester MP Mr Matheson, who is co-ordinating the investigation, believe there is a "real possibility" that 24-year-old Rebecca was murdered. He said: "We are really grateful that Commander Ramm has offered to assist us with this investigation. He was one of the most senior police officers in the country and is a hugely experienced detective. His expertise and knowledge will be invaluable. "Bringing Roy into the team feels like we are now moving the big guns on to the field of play." Rebecca, who originally came from Guildford, Surrey, but also lived near Penny Lane in Wavertree, was last spotted in the crew lounge of the Disney ship where a CCTV camera showed her on the phone, during which she appeared to get upset. Her credit card, which was not found among her personal belongings, was used two months after she went missing. **Source : Liverpool Daily Post**

The Sea War Museum Jutland and the Memorial Park for the Battle of Jutland at Thyborøn, Denmark

The Sea War Museum Jutland is a brand new permanent exhibit dedicated to naval conflict in the North Sea in the twentieth century. In the First World War the North Sea was the key naval battleground and the museum is aimed to reflect the various facets of the war including the battle of Jutland, submarine warfare, mines, torpedoes and zeppelins. Outside the museum on the dunes overlooking the sea, one of the largest naval memorials in Europe, dedicated to the battle of Jutland is currently undergoing construction.

It is the culmination of the vision of diver, underwater contractor and philanthropist Gert Normann Andersen, who has been one of the driving forces behind the conservation and promulgation of Denmark's unique underwater cultural heritage for many years. Gert was the founder of Denmark's largest subsea firm, JD-Contractor A/S, which has financed many expeditions into the North Sea, recovering important artefacts for the purposes of public education in what is a unique and globally important collection.

Formally opened on 16 September 2015, the museum is housed in two large buildings on the coast of Denmark at Thyborøn, overlooking the North Sea and looking out over the battlefield of Jutland, 1916. The buildings themselves once belonged to Denmark's Coastal Safety Administration and have been beautifully converted into the open spaces of the museum. A future building is planned which will be featuring Gert Normann's huge research archive. Also two concrete bunkers which overlook the museum, being originally part of the Atlantic Wall, are being converted to exhibitions about the Atlantic Wall itself and the Cold War.

What makes this repository special and gives it a unique charm, is the vast assemblage items recovered by JD-Contractor A/S from the many naval shipwrecks which can be found in the North Sea. These have been professionally conserved by its in-house expert, John Silver in some of the finest work in this field that I have come across anywhere. Future plans include the opening of a new conservation centre at the museum which will further enhance its status as a leader in the preservation of modern shipwreck artefacts.

Demonstrating this remarkable work and featuring as one of the centrepieces of the museum is the bronze conning tower of the British submarine HMS E50. This was found lying on the seabed next to the wreck, was rescued, and brought to JD-Contractor where after many hundreds of hours of work it has emerged as a fascinating object, with its surviving features restored and in functioning condition, revealing much about the world of the pioneering submariners of WW1.

The world of the U-boat men is also well represented by the assemblage of equipment from U20, notorious for the Lusitania sinking in 1915. U20 foundered off the coast of Denmark in 1917 and the museum houses its conning tower, deck gun and a propellor. Also the periscope through which U20's commander Walther Schwieger probably viewed the sinking Lusitania has been restored and visitors can view Thyborøn through it. It is difficult to imagine a better way of engaging the attention of the visiting public than by giving them such a hands-on experience to such a major historical event.

The museum collection is partly made up of artefacts that Gert has collected or has been donated over the last few decades. For example, the battle of Jutland is represented by a wide range of exhibits, including the Union Jack flown by Admiral Jellicoe's flagship HMS Iron Duke. This has been generously lent to the museum by the Jellicoe family. Also from Jutland is a torpedo which was recovered in 1983 by the Federal German Navy from the wreck of the light cruiser SMS Wiesbaden on the occasion of its discovery. Gert's collector's zeal is also noticeable in many ways, not least, from an assemblage of very rare heavy-calibre artillery rounds saved from a scrapyard.

Another unique aspect of the collection on display is the corner of the museum dedicated to the German navy's First World War Zeppelin force. The exhibit features a gondola reconstruction which includes a number of uniquely rare items which cannot be seen anywhere else and gives an excellent impression of the pioneering nature of naval aviation in the First World War. There is also a hall which is dedicated to the history of diving and marine archaeology in Denmark. This is currently exhibiting some of the results

of the archaeological surveys carried out on the battle of Jutland wrecks by JD-Contractor, Gert Normann and myself in 2015.

Outside the museum, on the stunningly beautiful and rugged dunes which make up much of Denmark's west coast, the Memorial Park for the Battle of Jutland is currently being built in time for the centenary of the battle in May 2016. It has been designed by the sculptor Paul M. Cederdorff in a style which is fitting to its surroundings and also deeply reverential to the 8,647 sailors who died at Jutland.

Each of the 25 ships sunk in the battle is featured by a 3.5 metre high granite stone, designed to represent the sterns of the ships as they sunk. Upon each is inscribed the ship's particular details. Surrounding each stone will be a 1.2 metre high figure for each and every sailor killed. So each ship's memorial will be of differing dimensions and character, yet all will collectively represent the tragedy which befell so many at Jutland. Where better for such a memorial? It was the populace of Jutland who heard the roaring of the guns and later buried the sailors who washed ashore afterwards, forging a strong connection to the battle in a neutral land.

Both the Sea War Museum Jutland and the memorial park represent interesting contemporary examples of the way in which WW1 at sea can be presented to the public in a truly engaging manner. They will inevitably be viewed as an important attraction to the town of Thyborøn, a 'must see' on any naval enthusiast's bucket list and world-class WW1 exhibits.

The memorial is intended to have an international character. Relatives, associations and other interested parties can sponsor their own figures. The memorial foundation can be contacted through its website <http://www.jutlandbattlememorial.com>.

The Sea War Museum Jutland and the memorial are funded by Realdania, Lemvig Municipality and JD-Contractor A/S and supported by Denmark's Maritime Historical Society. The museum's website is <http://www.seawarmuseum.dk>.

Dr Innes McCartney, Honorary Research Fellow, Bournemouth University

Source:- Topmasts issue 17

More than Just Jutland

The Royal Navy at War, 1914–18 Avenue Campus, Highfield Lane, University of Southampton, Saturday, 21 May 2016 Spring 2016 sees the centenary of Jutland, the great confrontation between the Royal Navy and the Kriegsmarine. Southampton has a special interest in the battle, as the birthplace of the Grand Fleet's commander-in-chief, Admiral Jellicoe, too often overshadowed by his more flamboyant successor, David Beatty. The latter's famous remark on 1 June 1916 that 'there seems to be something wrong with our bloody ships today' summed up the Navy's immediate disappointment, tempered by longer-term satisfaction that Germany's High Seas Fleet rarely ventured out in to the North Sea for the rest of the war. The absence of a much anticipated clear-cut victory left a lasting impression upon the Senior Service. The study day will explore the battle and its legacy, while also considering the Royal Navy's wider contribution to the war effort, often far from home waters. That contribution embraced both sea and land, with the Royal Navy also making a major contribution to the war in the air. Well before August 1914 the Admiralty was in the vanguard of technological development, and this continued throughout the conflict, whether building bigger dreadnoughts, commissioning high performance aircraft, pioneering armoured cars, or inventing what became the tank. As with 2015's study day on Hampshire and Gallipoli, History's Professor Adrian Smith will oversee a range of activities, from an insight into the Portsmouth project identifying local lower deck sailors to the screening of contemporary film footage, including the epic postwar re-creation, The Battles of Coronel and the Falkland Islands. Eminent naval historians will explain the significance of Jutland while offering an overview of the Royal Navy's multifaceted role in the Allies' ultimate victory. By the end of the day participants will be fully acquainted with why Jutland was so important, while comprehending more fully the Royal Navy's overall experience across the full four years of the Great War.

<http://www.southampton.ac.uk/lifelonglearning/news/events/2016/05/21-jutland.page>

Source:- Topmasts issue 17

SS United States: Crystal Cruises Planning Return of Historic Transatlantic Liner February 4, 2016 by [Mike Schuler](#)



A major development today in the ongoing saga to save the *SS United States* from a trip to the scrapyard.

Los Angeles-based Crystal Cruises says it has signed a purchase option for the historic – yet weathered – transatlantic steam ship and plans to refurbish the vessel and return it to oceangoing service as a modern luxury cruise ship.

The announcement was made Thursday by Crystal Cruises together with the SS United States Conservancy preservation group at a press conference at the Manhattan Cruise Terminal in New York City.

Crystal says its goal is to bring the ship into compliance with the latest environmental and safety standards, and returning her to full oceangoing service. In doing so, the company has

agreed to cover all costs associated with preserving the ship while undertaking a technical feasibility study, which is expected to be completed by the end of 2016.

The *SS United States*, aka “America’s Flagship”, has faced an uncertain future over the years and especially in recent months. In October 2015, the SS United States Conservancy, faced with the challenge covering the vessel’s monthly expenses each month, began exploring options for the potential sale and scrapping of the ship. The news ignited an outpouring of public support, which helped the Conservancy raise an additional \$600,000 in funds to continue its preservation efforts and negotiations with potential investors, ultimately saving it from the scrapyard.

The Conservancy alluded to today’s good news in late January following a story by the AP that said a deal had been struck to save the ship.

“The prospect of revitalizing the *SS United States* and reestablishing her as ‘America’s Flagship’ once again is a thrilling one. It will be a very challenging undertaking, but we are determined to apply the dedication and innovation that has always been the ship’s hallmark,” said Crystal President and CEO Edie Rodriguez at Thursday press conference. “We are honored to work with the SS United States Conservancy and government agencies in exploring the technical feasibility study so we can ultimately embark on the journey of transforming her into a sophisticated luxury cruise liner for the modern era.”



Crystal Cruises says that in order to meet modern demands and be in full regulatory compliance, the *SS United States* will have to be extensively re-built to meet over 60 years of new maritime rules and shipbuilding practices.

During the process, the ship will be transformed into an 800-guest-capacity vessel, featuring 400 luxurious suites with dining, entertainment, spa and other luxury guest amenities that are true to the ship’s history. Features of the original *SS United States* such as the Promenade and Navajo Lounge will be retained, while new engines and sophisticated marine technology will be installed to maintain her title as the fastest

cruise vessel in the world, according to Crystal Cruises.

Crystal Cruises says it will be examining exciting new itineraries for the 60,000-gross-ton *SS United States*, including traditional transatlantic voyages from New York City as well as key U.S. ports and on international voyages around the globe.

Despite today’s announcement, critics have questioned the condition of the ship and whether or not it can be restored at all.

To facilitate the technical feasibility study and ensure execution of the project, Crystal has hired retired U.S. Coast Guard Rear Admiral Tim Sullivan to build and lead a team with a wide range of cruise line technical, legal and regulatory expertise. With 36 years of active service, Admiral Sullivan has extensive experience in ship operations as a Commanding Officer of numerous Coast Guard cutters, and over the years has engaged in high level of interaction with a myriad of U.S. government agencies and international regulatory entities.

“Tim’s integrity and leadership will help ensure the feasibility study is conducted with appropriately wide consultation, and rigorous adherence to both safety and environmental awareness,” said Rodriguez.



Photo credit: SS United States
Conservancy Society

The *SS United States* was launched in 1952 for United States Lines at Newport News Shipbuilding and Dry Dock Company. The ship quickly made a name for itself, capturing the transatlantic speed record on her maiden voyage – a record that still holds to this day. Not only was the vessel designed for luxurious transatlantic service, the steam ship was built so that it could easily be re-purposed into a naval troop transport in the event of a war, with the ability to carry 15,000 troops and a 240,000 shaft horsepower propulsion plant capable of traveling 10,000 nautical miles without refueling.

The ship was taken out of service suddenly in 1969, but remained part of the U.S. Navy’s reserve fleet until 1978

when the Navy decided to sell the vessel to a private owner. Since then, the *SS United States* has passed from owner to owner. In 2003, the ship ended up in the hands of Norwegian Cruise Lines, which had plans refurbish the ship and return her to service with the company’s American-flagged cruise service. But the plans eventually fell through, and the vessel was again listed for sale in 2009. When NCL failed to receive any offers, NCL began looking towards scrapyards, leading the SS United States Conservancy group to launch its “Save Our Ship” Campaign, which helped rally public support and raise the funds needed to purchase the ship.

“Crystal’s ambitious vision for the *SS United States* will ensure our nation’s flagship is once again a global ambassador for the highest standards of American innovation, quality and design,” said Susan Gibbs, executive director of the SS United States Conservancy and granddaughter of the ship’s designer, William Francis Gibbs. “We are thrilled that the *SS United States* is now poised to make a triumphant return to sea and that the ship’s historical legacy will continue to intrigue and inspire a new generation.”

“The Conservancy could never have reached this momentous milestone without the lifeline provided by our supporters from across the country and around the world. Thousands responded to our SOS last October and they refused to give up the fight for America’s Flagship,” continued Gibbs.

In Pictures: The Amazing Race to Save the Modern Express from Hitting French Coast

https://gcaptain.com/the-amazing-race-to-save-the-modern-express-in-photos/?utm_source=gCaptain+Newsletter&utm_medium=email&utm_campaign=92295bd40f-Mailchimp_RSS_CAMPAIGN&utm_term=0_f50174ef03-92295bd40f-139894965#.VrNfG8sq-ok

"CHASING ICE" captures largest glacier calving ever filmed - OFFICIAL VIDEO *For those who have not seen this before*

<https://www.youtube.com/embed/hC3VTgIPoGU?rel=0>

Listing Ro/Ro Modern Express Enters Port of Bilbao

The listing ro/ro **Modern Express** has been successfully towed into harbor at Bilbao, Spain, following days adrift without crew in the Bay of Biscay. A team from **SMIT Salvage** boarded her Monday and ran a tow line, saving her from grounding on the French coastline. She was brought to Bilbao by the towing vessel **Centaurus**, escorted by the offshore supply vessel / tug **Ria de Vigo** and the spill response vessel **Argonaute**.

See https://www.youtube.com/watch?v=j41_6HHAzE

Weather during the transit was much calmer than conditions over the weekend, with wind in the range of eight knots and swells to seven feet. The French Navy frigate **Primauguet** and the rescue tug **Abeille Bourbon** left the Express' convoy Tuesday and made to return to their home port of Brest. The Express was ten miles off Bilbao on Tuesday night, but Spanish authorities and salvors chose to wait for daylight and improved visibility to bring her in. At the harbor entrance, additional towing vessels joined her for docking, and a team of eight salvors boarded her to handle lines. Video of tugs bringing her into the Port of Bilbao is available here. Her list was reportedly in the range of 50 degrees when she reached Bilbao.

"[She] is in the port and . . . being docked at the shelter," said a spokesman for the Port of Bilbao on Wednesday. As of Wednesday afternoon, the towing vessel Centaurus was moored at a pier near Santurtzi, Bilbao; shoreside receivers have not picked up the Modern Express' AIS transmitter signal for some time. Following docking, SMIT salvors intend to inspect her and assess her condition, including cargo, and determine whether she must be unloaded before righting. Dismantling is not among the options being considered at moment, French media say. The cause of the incident has not been determined. The listing Express issued a distress signal early last week at a position some 130 nm off Cape Ortegal, Galicia, in the British zone of SAR responsibility for the Bay of Biscay. The initial response was carried out by Spanish authorities, who safely evacuated her 22-man crew by helicopter. The Panama-flagged, 10,000 dwt vessel was under way from Gabon to Le Havre with cargo of "3,600 tons of wood in bundles and a dozen pieces of heavy machinery" at the time that she began to list, French authorities said. She is owned by Cido Shipping and operated by European Roro Lines, a specialist in ro/ro cargo to West Africa from Northern Europe. European media suggest that Bilbao may not have had the legal option to refuse entry to the Express. Under European Commission rules, a port of refuge must accept a vessel in distress under most circumstances: "unless it is considered dangerous, [the ship] cannot be rejected without inspection. The State receiving a request for a place of refuge may not refuse for purely commercial . . . financial or insurance [reasons]." Regulations regarding ports of refuge have been strengthened in the E.U. several times since the well-known incidents of the tanker Erika in 1999 and the tanker Prestige in 2002. In the latter case, the storm-damaged Prestige was refused entry to European ports and broke up at sea, spilling 20 million gallons of oil in the largest environmental disaster in Spanish history. A Spanish court recently found the captain of the Prestige responsible for the casualty, a controversial move resulting in outcry from multiple maritime organizations. **Source : MAREX**

Malaysia detains product tanker for illegal entry

Singapore-operated product tanker **FAIRY TALE** has been detained by the Malaysian Maritime Enforcement Agency (MMEA) for anchoring in Malaysian waters without a permit. According to Capt Amran Daud from MMEA the vessel, carrying 12 crewmen, was spotted anchoring at a restricted area near Tanjung Ramunia by a patrolling unit last Thursday and it failed to obtain a permit as requested. The case is being investigated under Section 49 1B(1)(L) of the Merchant Shipping Ordinance 1952 for failing to obtain permission to anchor and Section 3 of the Federation Light Dues Act 1953 for failing to inform of the vessel's arrival in Malaysian waters. The captain and head engineer of the ship have been taken to the Johor Baru MMEA office for further investigations and the owner of the vessel could be fined up to RM100,000 (\$23.6k), given two years imprisonment or both if found guilty. **FAIRY TALE** is owned by Jomatiol Commercia & Industria and managed by United Ship Management based in Singapore.



Carnival Cruise Passenger Dies From Shore Excursion Accident

Cruise Hive is sad to report that a passenger has died after a shore excursion accident. The passenger was from the **CARNIVAL GLORY** and died while the Conquest class ship was calling at St. Kitts on January 31. The news which first broke on Cruise Law News, a witness told the site the ambulance took 20 minutes arrive at the scene and was lacking essential equipment to save lives. A passenger said "They just looked at the guy, said he's dead, and walked away." Even though CPR was done by other people on the beach the passenger still sadly died. The guest was doing a Snuba shore excursion which was apparently booked through the cruise line. Snuba is a form of diving but with air provided from above the water. Carnival Glory was sailing 10-night Eastern Caribbean cruise which departed Miami, Florida on January 23. The ship is 110,000 gross tons and can carry 2,970 passengers at double occupancy. **Source : Cruisehive**

USCG upgrades Zika advice amid maritime concerns By: Girija Shettar

The US Coast Guard (USCG) has updated its safety information on the risks associated with the Zika virus to include the potential transmission of the virus via sexual contact or via blood transfusion. In response to concerns aired by the maritime industry, the USCG bulletin (at this link: <http://bit.ly/1UNfZwc>) states that while Zika is a virus that is spread by mosquitoes, "in rare cases, the virus may be spread via blood transfusions, sexual contact, and from mother to child in the womb". The US Center for Disease Control and Prevention (CDC) updated its advice on the virus, to include potential transmission via semen and blood, one day after the first case of the sexual transmission of the virus was reported in Texas, on 2 February, by the Dallas County Health and Human Services Department. CDC director Dr Tom Frieden, in an interview with US news broadcaster CNN, said that such transmission is "not very surprising" since the virus can remain in the blood "for about a week". He told the broadcaster that the CDC is currently working on finding out how long the virus can remain in semen. This week, Public Health England and the National Health Service (NHS) both issued warnings. Public Health England told IHS Fairplay yesterday, "Almost all cases of Zika are acquired via mosquito bites. Sexual transmission of the Zika virus may have occurred (a single probable case has been reported), and in a limited number of cases, the virus has been shown to be present in semen. The risk of sexual transmission of [the] Zika virus is thought to be very low." In addition, the NHS has stated that for women who are at risk of being, or who are already, pregnant, if their partners have travelled to an affected country, condom use "is advised" for 28 days after [the partner's] return home if he [has] had no Zika symptoms". However, the advice continues that condom use is advised "for six months following recovery if their partner has experienced Zika symptoms or a Zika virus infection has been confirmed by a doctor". It is suspected that the virus could pose a serious threat to the development of foetuses, having been linked to the birth defect microcephaly, where babies are born with smaller heads and with incomplete brain development. The symptoms of the non-fatal virus can be mild, similar to a cold or the flu. A full list of symptoms can be viewed from this link: <http://www.cdc.gov/zika/symptoms/> Cases emerging in Europe are from travellers returning from parts of the world affected by the virus. Yesterday, Ireland confirmed its first two cases. On 1 February, the World Health Organisation confirmed the status of the virus as a Public Health Emergency of International Concern. **Source : fairplay.ihs**

1. ONE TEQUILA, TWO TEQUILA, THREE TEQUILA..... FLOOR.

2. ATHEISM IS A NON-PROPHET ORGANIZATION.

3. IF MAN EVOLVED FROM MONKEYS AND APES, WHY DO WE STILL HAVE MONKEYS AND APES?

4. I WENT TO A BOOKSTORE AND ASKED THE SALESWOMAN, "WHERE'S THE SELF- HELP SECTION?" SHE SAID IF SHE TOLD ME, IT WOULD DEFEAT THE PURPOSE.

The release of the Maritime & Offshore Career Guide'16

The **Maritime & Offshore Career Guide 2016** is released this week and is a tool for active and passive jobseekers to explore the maritime and offshore labour market. The Maritime & Offshore Career Guide'16 is interesting for students, for professionals and it is very valuable. For the first time we have asked professionals who came from another industry into the maritime and offshore sector to talk about their transition. The Maritime & Offshore Career guide is published annually. This tenth edition outlines the industry even further and provides career prospects and opportunities offered by the maritime and offshore industry. Next to content sector information, the guide offers application advice and students who tell what they like about their studies. The guide is also a useful and interesting tool for professionals. Courses and education especially for professionals are being mentioned and various professionals talk about their work, experiences and exciting projects. "We often work abroad with a small team. Then you need to be able to take care of yourself. That is what I like of working within the maritime industry. I don't think many companies or industries can offer this many opportunities to develop yourself", said by Maarten Loman working at Van Oord. Entering this industry at a later state in your career is possible as well. "We conclude that from the interviews with professionals who have moved into the maritime and offshore sector from other industries shows. They talk about their motivations, experiences and tips for other newcomers." "Though I was good at what I did as a lawyer and found the cases interesting, I was still looking for a different challenge. I grew up at sea and my father and friends have always worked within the offshore industry. Their photos and experiences always made me marvel", says Marald Mortier, project manager at Tideway Offshore Solutions. Last but not least, leading companies present themselves and their vacancies to the readers of this guide. The Maritime & Offshore Career'16 is available to read in print and online via

<http://www.maritimecareerguide.com/maritime-offshore-career-guide16>. This year for the first time it is also possible to read the guide online in English. The **Maritime & Offshore Career Guide** is published annually and is distributed free at more than 100 nautical, technical, logistical and economic vmbo, mbo, hbo and housing programs. Furthermore the guide is distributed to the top 200 companies. By doing so more than 20.000 active and passive jobseekers will be reached. The Maritime & Offshore Career Guide is published by **Navigo BV**.

Navy ship's \$50 million drug bust An Australian warship has seized 65kg of heroin estimated to be worth \$50 million from a traditional sail boat in the Indian Ocean. Guided missile frigate **HMAS Melbourne** chalked up its fifth drug bust on the way home from deployment in the Middle East. Just under a tonne of heroin has been seized by the ship on its eighth deployment. **Source : AAP / 9news**

Singapore-registered vessel released after hijacking off Nigerian coast

All 25 crew on the **SAFMARINE KURAMO** have been released, and the vessel secured, after it was hijacked off the Nigerian Coast on Friday night. The **SAFMARINE KURAMO**, a Singapore-registered container vessel, has been released after it was hijacked off the Nigerian Coast. In a press release on Saturday (Feb 6), the Maritime and Port Authority of Singapore (MPA) said that the vessel was hijacked at about 8.06pm (Singapore time) on Friday night. At the time of the incident, the crew was proceeding from Pointe Noire, Congo, to Port Onne, Nigeria. The Nigerian authorities secured the release of the crew and the vessel on Saturday at 1.20am (Singapore time). All crew members were reported to be safe. There were 25 crew members, comprising nationals from the Philippines, South Africa, India, United Kingdom and Thailand. There were no Singaporeans on board the vessel, said MPA. **SAFMARINE KURAMO** is managed by Maersk Line. MPA said that as Flag State, it worked with Maersk Line on the safety of the crew and vessel.

Source : channelnewsasia



MP reveals Royal Navy faces ‘unbelievable’ multi-million pound bill to repair destroyers

AN SNP MP has said he is furious after it was revealed that the Royal Navy’s Type 45 destroyers – once described as the best in the world – were still in need of millions of pounds of major repair work. Douglas Chapman, who sits on Westminster’s Defence Select Committee, described the work to fix severe internal electrical and propulsion (IEP) problems as “unbelievable”. He told *The National*: “It has become clear that there were around 50 alterations to the IEP systems during the construction of the Type 45s on the Clyde, so it is really unbelievable that the MoD have still not found a way to rectify these problems. “There have been rumours of such problems for a while – indeed my colleague Angus Robertson raised these problems with the minister as far back as June 2011. “These are top-of-the-range and costly vessels and it is a real shame that the Bristol-built IEP systems do not come up to the same standard of workmanship as we have witnessed by the workforce on the Clydeside yards where these ships were built. “I’ll be doing all I can to ensure that this repair work is carried out in Scotland and that the taxpayer does not carry the full cost of these necessary repairs.” Chapman’s remarks came after the committee wrote to Defence Secretary Michael Fallon asking for a detailed explanation of faults in the Type 45 fleet. Members said the announcement of a multi-million pound refit programme appeared to reflect a far more serious matter than “equipment reliability issues” as described by MoD ministers last year. In the letter to Fallon, committee chairman Dr Julian Lewis said MPs wanted detailed information on problems with power outages and breakdowns. They wanted to know the cause of the problem and when it first appeared; the number of outages and breakdowns; if the root cause was component, build or design failure; if problems were identified during sea trials and before the contract was signed off; and whether there were any changes to specifications during the build. His letter said: “The committee would also like further information on how this problem will be resolved, who will be liable for the cost of the refit and how long it will take to complete ... across the Type 45 class.” The six destroyers, built by BAE, run off electricity from Rolls-Royce gas turbines and generators through an electrical grid, powering everything from the propellers to the radar. But when the systems all run together they can trip out leaving the vessel blacked out and defenceless. To repair the faults, engineers will have to bore holes in the sides of the £1bn vessels to install new generators. Naval sources have said that “total electric failures are common” on the ships, and two years ago one of them – HMS Dauntless – had to stop a training exercise because of power failure. In 2009, on its first voyage to the US, another destroyer – HMS Daring – lost power in the Atlantic. A spokesman for the MoD said last year’s defence review had committed to improving the Type 45’s power and propulsion system through a series of upgrades during planned maintenance. The upgrades would “ensure increased availability and resilience over the life of the ships”, the MoD said in a statement. MPs and peers have repeatedly asked questions about the power failures, including Robertson, the SNP’s Westminster leader, who was told the MoD did not routinely record incidents of power failure on the Type 45s. **Source : The National**

Crews Working to Refloat One of World’s Biggest Containerships Still Stuck in Germany February 8, 2016 by [Mike Schuler](#)

One of the world’s biggest containerships remains hard aground in Germany’s Elbe River just outside the shipping channel leading to the port of Hamburg. Since the [grounding of CSCL Indian Ocean](#) last Wednesday night, crews have worked to lighten the ship and dredge soil from around the vessel in preparation for the next towing attempt scheduled for early Tuesday morning.

So far, crews lightened the ship by 6,500 tons through the removal of heavy fuel oil, gas and ballast water, according to the latest figures by Germany Central Command for Maritime Emergencies (CCME). Dredgers have also been working to remove 45,000 square meters of soil from around the entire starboard side, bow and stern of the ship, **Source:- gCaptain** **See Update at foot of page 22**

Ship Photo Of The Day – M/V Modern Express February 6, 2016 by [gCaptain](#)



The RORO [Modern Express](#) is reflected in water on the dock as it lists at a mooring in the port of Bilbao, in Zierbena, northern Spain, February 4, 2016. The 164-meter vessel, which was transporting 3,600 tonnes of wood along with construction machinery, was towed to the port after spending six days listing and adrift in the Bay of Biscay. Click [HERE](#) for gCaptain's full coverage of the M/V Modern Express incident.

Crane collapse at Jingjiang Port leaves worker dead

A crane collapsed during operations at [Jingjiang](#) Port's Taihe terminal in Jiangsu. The operator of the crane died after being sent to hospital. Two vessels berthing at the terminal also suffered damaged. Authorities have commenced investigations into the incident. Jingjiang Port is a major river-to-ocean transit port on the Yangtze River, and the Taihe terminal mainly operates breakbulk cargo. **Source :** **Splash 24/7**

Movie Review – The Finest Hours, Greatest Small Boat Rescue in History

https://gcaptain.com/finest-hours-greatest-small-boat-rescue-history-review/?utm_source=gCaptain+Newsletter&utm_medium=email&utm_campaign=99ad13bce4-Mailchimp_RSS_CAMPAIGN&utm_term=0_f50174ef03-99ad13bce4-139894965#.VrjTY8sq-ok

Shock closure of RNLI lifeboat station in Cleethorpes due to dispute

CLEETHORPES Lifeboat Station was shut last weekend as an alleged dispute between experienced crew members and the RNLI continues. Two of the service's best-known volunteers, who together have 60 years' service, have been told to stand down by the **Royal National Lifeboat Institution**. Other volunteer colleagues have come out in support of father and son Jack and Gary Barlow. Meanwhile, the station at Brighton Slipway remains locked and currently unmanned. Today, the RNLI moved to assure the public that steps were being taken to ensure the public's health and safety. A spokesman did confirm that action had been taken against two volunteers but said it followed a complaint by a member of the public – details of which have not been revealed. However, Jack and Gary Barlow, along with a number of angry volunteers, met with the Telegraph recently to say how they have been effectively sacked. The Barlows say the action was first taken against Gary following an alleged breach in procedure when crew members saved the life of a man drowning near to Grimsby Docks at Stallingborough Flats on the river on the evening of September 4. Jack said trainee lifeboat man Karl White had been involved in the rescue – and he added the RNLI had taken issue with that, saying Mr White should not have been on board, and that was a failure of senior helmsman Gary. Jack said Mr White was the second most experienced seaman among the lifeboat crew and works for Associated British Ports as a deckhand and trainee coxswain. He is also said to have a yachtmaster certificate and formerly served on the Humber Lifeboat. Jack says he was then also told to stand down because he failed to attend a meeting with officers, something he said he could not prevent because he was involved in a collision with an 11-year-old cyclist on Highgate, Cleethorpes at the time of the meeting. Jack said: "People's lives are at increased risk if they get into trouble on our coastline. The lifeboat at Spurn Point would take at least half an hour to get over to Cleethorpes. "It would take the Mablethorpe lifeboat even longer. "In my opinion, it is only our boat and crew who have the knowledge of the sandbanks, buoys, the tides and the marshes to enable us to get to people to save their lives." He claimed: "We have never had a complaint in 30 years. Every time people write to us it is to thank us and praise us." Another crew member said: "It is beyond belief. Many of the crew have 30 years service and then they turn round and treat us like that. You used to be proud to put on the badge, but you're not now." Gary recalled how he was presented to The Queen at Buckingham Palace for his commitment to the service. He said: "This is one of the busiest estuaries in the UK. The amount of shipping is increasing. You don't get to know about all the sandbanks, the buoys, the rise and fall of the tides, except by going out there over many years. You can't go out with any old butcher, baker and candlestick maker and expect to know how dangerous the marshes are." His voluntary work started when he was 13. A spokesman for the RNLI said: "The RNLI has conducted a full and fair investigation following a serious complaint by a member of the public into an incident at Cleethorpes lifeboat station. "We are confident in, and stand by, our decisions and treatment of the lifeboat crew. "Two volunteers have been stood down and a number of other lifeboat crew members resigned, effectively putting the lifeboat temporarily off service. The RNLI is working with the remaining crew to ensure the lifeboat is back on service as soon as possible." In the meantime, effective rescue cover in the area is being provided by additional resource at nearby Humber lifeboat station, where a 32 knot inshore lifeboat has been put on service to supplement the Humber all-weather lifeboat. On recent services off the Cleethorpes coast, Humber lifeboat was on scene in between 12 and 14 minutes. We are also working closely with the Coastguard, to make sure they have a full picture of the RNLI's search and rescue availability." **Source : Grimsby Telegraph**

The CSCL INDIAN OCEAN was refloated early this morning by means of 12 tugs which combined power pulled the vessel free of the sandbank back into the navigation channel at the river Elbe

9th February 2016

Nautical Telly this week

If you survive the extraordinary weather you may be able to spend four hours on nautical telly this week. No longer might one feel that our broadcast media is sea blind!

New six-part one-hour TV documentary series on Channel 4 starts tonight (Tuesday 9th February):

ROYAL NAVY SCHOOL - about trainees at HMS Raleigh - 2100 >

<http://www.channel4.com/programmes/royal-navy-school>

If the scheduling isn't ideal, remember that you may be able to watch on C4 +1 or, of course, on catch up TV.

SEA CITIES is a very good series of five one-hour documentaries. Bizarre BBC2 scheduling had parts one, Plymouth, and two, Port of Tyne, transmitted last Thursday and Friday and the next two parts are on this week. Indeed, the first episode was Pick of the Day's viewing for The Sunday Times.

Thursday 11 February - Portsmouth - BBC2 1900

Friday 12 February - Humber Estuary ports - BBC2 1900

Part 5 is Liverpool, scheduled for next week perhaps?

MEGA SHIPYARDS is a new series of one-hour documentaries on National Geographic Channel, "following engineers as they work to repair vessels". Episode 1 is at 2100 on Thursday 11 February.

GREAT CANAL JOURNEYS - episode featuring the Oxford Canal - is repeated on C4 at 1900 on Saturday 13 February.

NELSON'S CARIBBEAN HELL-HOLE - about an 18th Century naval graveyard uncovered - is repeated on BBC4 at 2000 on Saturday 13 February.

PBS America is widely available and has a surprising amount of naval and military documentaries, some very good. The Graf Spee and Yamato are two separate documentaries this week (Thursday and Friday at 1950).

Regards, Lester

Anthem of the Seas Caught in Extreme Storm Off U.S. East Coast

February 8, 2016 by [Mike Schuler](#)

Royal Caribbean's *Anthem of the Seas* is expected to return to Cape Liberty, New Jersey on Monday with major interior damage after the cruise ship was caught *off-guard* in an 'extreme' hurricane force storm off the U.S. east coast. The 4,180 passenger cruise ship departed New York for Port Canaveral, Florida on Saturday and sailed directly into the path of rapidly deepening storm low off the Carolinas, which as of Saturday afternoon was *forecasted to produce winds* of 65 knots and seas to 11.5 meters (about 38 feet) by noon Sunday.



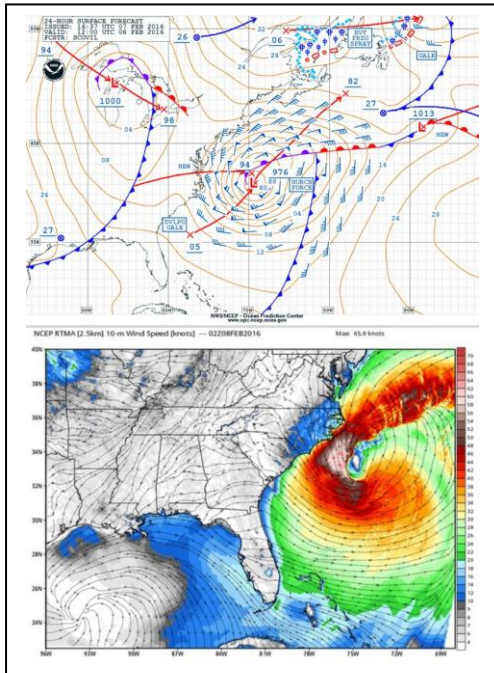
Royal Caribbean's *Anthem of the Seas* in fairer weather. Photo credit: Meyer Werft

By 02 UTC Sunday morning, the storm was already at hurricane force with max sustained winds of 65 knots as it made its way up the Gulf Stream.

A statement from Royal Caribbean on Monday said the Captain locked down the ship after experiencing "extreme wind and sea conditions, with wind speeds higher than what was forecasted."

“In an abundance of caution, the captain asked all guests to stay in their stateroom until the weather improved. At this time there have not been any serious injuries reported. The ship has sustained some damage to the public areas and guest staterooms, which in no way affect the sea-worthiness of the ship,” the statement from Royal Caribbean said.

An update Monday from the company said the ship is carrying about 4,500 guests and 1,600 crew on what was supposed to be a 7-night cruise departing on Saturday.



While riding out the storm, some passengers took to social media to post about it:

On Cruise Critic forums, one passenger described the ordeal in a post on Sunday night (the post below is unverified): We are on the Anthem right now, left NY yesterday, we sailed in a storm that intensified very quickly, Captain tried to turn ship but waited too long. We have been stuck in 125+ mph winds 30+ foot waves for 4 hours. Captain said they are in communication with the coast guard, struggling to point ship into wind but can't move forward. All passengers told to stay in cabins water entered ship on upper decks, large white structure broke off top of ship landed in pool. At the height of storm waves breaking above the top of life boats and ship listing almost 45 degrees, with wind looked like a total white out. Conditions are improving but damage all over ship, crew look concerned and sounded very concerned on intracom. Some passengers sitting in muster stations. The Coast Guard says it did not receive a distress call from the *Anthem of the Seas* but contacted the ship after seeing posts on Twitter and social media.

“The ship said that everything was fine, and no distress calls have been issued. The ship was caught in the storm off the shore of Charleston. There are 40 plus knot winds and large swells. The USCG will continue to monitor the situation,” the U.S. Coast Guard said.

The National Weather Services' Ocean Prediction Center [took to Facebook](#) on Monday to update what was observed:

Hurricane Force low just off the SE US coast late yesterday evening. ASCAT pass shows healthy swath of hurricane force winds just south of Cape Hatteras!

Shipping meteorologist Fred Pickhardt from [Ocean Weather Services](#) tells gCaptain that the storm could have easily produced wind gusts of 80 knots (92 mph) or greater.

“Last evening I saw one ship report of 62 knots about the same time NOAA Satellite derived winds showed hurricane force (at least 64 kts),” Fred tells gCaptain. “With sustained winds at 65kts gusts could easily have reached 80 kts.”

With news of the ship spreading quickly online, Royal Caribbean has now under fire over its decision to continue the voyage sailing almost directly into the path of a well-forecasted hurricane force storm.

“Looking back at the NOAA OPC forecast charts – they predicted as early as Feb 3rd storm force conditions off Cape Hatteras by the 8th. By the 6th they were warning of hurricane force conditions were likely so this was no surprise,” Fred added.

Nicaragua Sticks to \$50 Billion Canal Plan as Setbacks Pile Up

February 8, 2016 by [Bloomberg](#) By Michael McDonald

(Bloomberg) — Manuel Coronel Kautz isn't a man who's easily deterred. Good thing. Because as head of Nicaragua's Canal Authority, he's seen the \$50 billion, Chinese-backed project suffer setback after setback. The latest: 12 months of construction delays on a key port just as financial turmoil in China deepens speculation the funding won't come through.

"Skepticism about the canal will fade as things start happening," Kautz said. "We see everything in such a macro way that I don't worry about the stock market. It changes everyday."

Three years after President Daniel Ortega awarded the 170-mile long project to Hong Kong-based HKND Group, topographical and archaeological studies are nearing completion, Kautz said. Chinese officials who traveled to Nicaragua last month visited the Pacific Coast town of Brito, where construction on the port is now scheduled to begin in December, about a year behind schedule.

The viability of the project, which would be 300 miles (480 kilometers) from the century-old Panama Canal, has been questioned by shipping experts and engineers since Ortega first announced his plans and the Central American country's legislature awarded the contract without accepting competing bids.

Panama's Expansion

Backers say the waterway will attract larger vessels that won't fit through a new set of locks on the Panama Canal — a \$5.3 billion project that is nearly two years behind schedule — and provide a significant boost to Nicaragua's \$12 billion economy.

In 2015, officials in Nicaragua said financing for their canal could be secured through a share sale in Hong Kong. Kautz said that most of the financing would now probably come from private capital. He said the project could be divided into several phases so smaller sums of money can be raised for each portion.

Anti-canal protests continued in January as marchers push to annul the 50-year concession granted to HKND. A survey by Cid Gallup and published in newspaper *Confidencial* showed that 34 percent of respondents considered the canal to be "pure propaganda." Skeptical residents say the canal is a plan by Ortega to drum up support ahead of November's presidential election. A separate study published by the government said that 81 percent of Nicaraguans support the canal.

"I think the canal only exists in Ortega's head," said 24-year-old university student Yader Sequeira, who lives in the town of El Tule near the canal route. "Absolutely nothing is happening."

Kautz doesn't see it that way. "Things are being prepared to start at the end of this year, starting with the port on the Pacific coast," he said. "Things are moving forward."

Nigerian Navy Foils Hijack of Maersk-Linked Ship February 8, 2016 by [Bloomberg](#)

By Tony Tamuno and Paul Wallace

(Bloomberg) — Nigeria's navy foiled an attempt by pirates to hijack a container ship operated by A.P. Moeller-Maersk A/S with 25 sailors on board.

Pirates boarded the *Safmarine Kuramo*, registered in Singapore, on Feb. 6 as it headed to Port Onne in Nigeria's Rivers state from Pointe Noire in the Republic of Congo, according to Olusegun Soyemi, a captain in the Nigerian navy.

"We got a Mayday distress call that the ship was boarded by an unconfirmed number of sea pirates after entering the nation's territorial waters," Soyemi told reporters in Port Harcourt, the capital of Rivers, on Sunday. "We immediately dispatched a warship and attack gunboats. The sea pirates, apparently on sighting advancing naval troops, fled the scene."

None of the crew members, including the South African captain, were hurt and all the cargo was intact, Soyemi said. Officials didn't provide specifics of the ship's cargo.

The southern Niger River delta region has been a target for former militants, who have recently threatened to restart a rebellion that cut oil output in Africa's biggest producer by about a quarter between 2006 and 2009. Three pipelines were bombed last month.

OLDIE – FROM THE SHOEBOX



Seen in **TJ PRIOK** (Jakarta) in 1980 the **TANJUNG PANDAN** of the Indonesian Navy loading troops for Timor. ex **GUNUNG DJATI** 1959 Alfred Holt & Co ex **EMPIRE ORWELL** 1949 British Government ex **EMPIRE DOON** 1945 British Government ex **PRETORIA** 1936 Deutsche Ost-Afrika Linie **Photo / Info : Theo Strauss (c)**

Ship Photo of the Day – Ocean Valiant Weathers Intense Storm West of Shetland

February 2, 2016 by [gCaptain](#)



Check out this photo from January 29th in the westernmost North Sea as a Hurricane Force low was rapidly developing in the northeast Atlantic, producing waves of 10 to 12 meters.

The photo was taken from the *Solan* platform located in UK waters west of Shetland at the Premier-operated Solan field and the rig you're looking at is Diamond Offshore's *Ocean Valiant*, an 8-point moored drilling platform.

9th February 2016

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Earl and Bubba are quietly sitting in a boat fishing,

Chewing tobacco and drinking beer when suddenly Bubba says, "Think I'm gonna divorce the wife – she ain't spoke to me in over 2 months."

Earl spits overboard, takes a long, slow sip of beer and says, "Better think it overwomen like that are hard to find."

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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