

Hi Shipmates,

Please find below more snippets of information since circular #2016-07 went out on 18<sup>th</sup> March 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](mailto:R546060@aol.com)*



The **AGRIVATOR** is a cute little 1 man tug operating in Vancouver ; there doesn't look to be room even for a coffee maker in the wheelhouse. □ Photo : Capt Neil Johnston – Master TERASEA Falcon ©

### Ocean in 3D

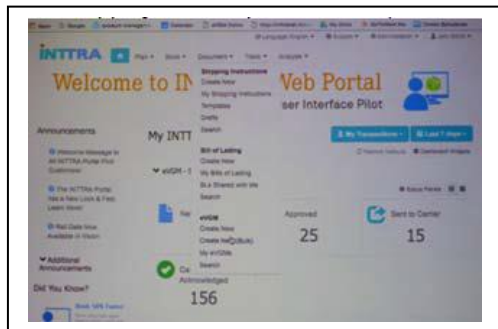
This is in HD, I hope your monitor can view it that way.

<https://www.youtube.com/embed/mcbHKAWik3I>

*Thanks for that Keith, really clear vis.*

### Container weighing regulation is 'very challenging': INTTRA

By Marcus Hand from Singapore



Box shipping e-marketplace **INTTRA**, which is rolling an electronic system to submit verified weights of containers, says the new regulation is “very challenging”. From 1 July this year the IMO has mandated under an amendment to the SOLAS Convention that shippers provide a **Verified Gross Mass (VGM)** for all ocean containers before they are loaded aboard the vessel for the purposes of the stowage plan. “It is a very challenging regulatory change,” **Jim Whalen**, president Asia for **INTTRA**, told a briefing in Singapore on Tuesday. “**INTTRA** has had a significant role of raising awareness about this regulatory change.” **INTTRA** is rolling

out an electronic VGM (eVGM) system, which allows shippers to electronic submission of the required data for submission. With the VGM data being required for stowage planning this means that the submission needs to be made around three days before the ship arrives in port according to **Inna Kuznetsova**, president and coo of **INTTRA**. There still remains considerable confusion as to how carriers and terminals will treat boxes where the VGM arrives less than three days before the vessel arrives. **Kuznetsova** said one terminal said that if there was no VGM three days before the container will not be allowed through the gate. “That’s very harsh,” she commented.

However, the terminal’s reasoning is that it has limited yard space and does not know how many containers it would need to store. Other terminals are taking the approach of if there is no VGM the container will not be loaded, but will be allowed in the terminal. “The absence of a common standard is what makes this difficult,” she said. Some lines such as **Hapag-Lloyd** and **UASC**, which are both **INTTRA** users, have issued their guidelines. **INTTRA** is ocean shipping’s leading



e-marketplace where companies go to ship efficiently and gain insights to grow. Backed by over 50 carriers and the world’s largest network of ocean shippers, **INTTRA** technology changes the way our industry connects and does business with one another. More than 22% of our world’s trade begins at **INTTRA** – and with unique visibility into 35% of global container traffic, only **INTTRA** users can access the big picture insights needed to better collaborate, share knowledge, and manage shipments around the world. **INTTRA** Users gain valuable insights by using the Ocean Schedules product, integrated into the **INTTRA** online portal. Search and select from over 12 million global ocean schedules from over **35** of the world’s largest ocean carriers including **MSC**, **Maersk Line**, **Hapag-Lloyd**, **CMA-CGM**, **APL** and more. **Source: seatrade-maritime + additional information gathered Photo’s : Piet Sinke ©**

### Disaster predicted at Rotterdam from new container weight verification regime

Dutch freight forwarder **VCK Logistics** is the latest company to warn that new container weight verification regulations could cause chaos in the supply chain.



31<sup>st</sup> March 2016

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## Service at Holy Trinity Church, Hull, April 17th at 2pm

There will be a service at Holy Trinity Church, Hull.

We would like to invite Merchant Navy veterans to the service.

A service will be held then a parade with the Humberside police Band to Victoria Pier where we will be having a wreath laying service for the 6 ships and crews which were lost during the Falklands War.

**A wreath will be laid for the Atlantic Conveyor.**

Kind regards

Keith Thompson  
Falklands Veteran Merchant Navy Norland  
Parade organiser

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## New book looks at the history of women at sea

Dear Merchant Navy Association,

I just wanted to let your members know about Jo Stanley's new book: *From Cabin 'Boys' to Captains: 250 Years of Women at Sea* which is published in April by The History Press.

Best wishes,

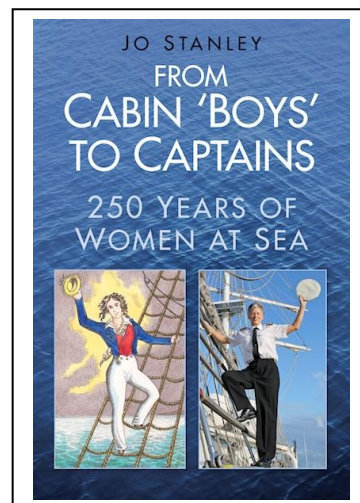
Helen

Helen Bradbury, Marketing Executive, The History Press, The Mill, Brimscombe Port, Stroud, Glos, GL5 2QG  
Tel: +44 (0)1453 732550      [www.thehistorypress.co.uk](http://www.thehistorypress.co.uk)

*For information. If anyone would like to review the book for the website, please let me know and I will get a copy sent.*

*Regards,  
Tim*

Traditionally, a woman's place was never on stormy seas. But actually thousands of dancers, pursesettes, doctors, stewardesses, captains and conductresses have taken to the waves on everything from floating palaces to battered windjammers. Their daring story is barely known, even by today's seawomen. From before the 1750s, women fancying an oceangoing life had either to disguise themselves as cabin 'boys' or acquire a co operative husband with a ship attached. Early pioneers faced superstition and discrimination in the briny 'monasteries'. Today women captain cruise ships as big as towns and work at the highest level in the global maritime industry. This comprehensive exploration looks at the Merchant Navy, comparing it to the Royal Navy in which Wrens only began sailing in 1991. Using interviews and sources never before published, Jo Stanley vividly reveals the incredible journey across time taken by these brave and lively women salts.



<http://www.thehistorypress.co.uk/publication/Cabin-%E2%80%98Boys%E2%80%99-to-Captains/9780752488783/>

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**Peace Boat’s Eco-ship wins funding by Rebecca Moore**

The Eco ship has got closer to moving from concept to reality after the arrangement of financing Peace Boat’s Eco-ship concept has moved closer to becoming a reality after it was announced at Seatrade Cruise Global that it has signed a memorandum of understanding with Singapore-based Six Capital to raise US\$100 million for the construction of the ship in a crowd-sourced funding scheme.



The operator has now announced a timeline to building the vessel: the Japanese company plans to select a shipyard in October or November this year and the contract will come into force in April next year. The building will take place between April 2017 and February 2020 and the ship will be launched in April

2020. Patrick Teng, founder, chief dealer and executive chairman of Six Capital said: “We are particularly excited to be part of this movement, as it is about what the ship can create – a global movement for people to understand about climate change.” Yoshioka Tatsuya, founder and director of Peace Boat, hailed the financing as a “realistic step to build the ship”. And ambitions do not stop there: he told a press conference at Seatrade Cruise Global that the company wanted to build more ships along the same line of Peace Boat, or encourage other cruise ship operators to build such ships. Japanese NGO Peace Boat’s Eco-ship is a concept to create the world’s most sustainable cruise ship. **Source: passengershiptechnology**

**US Navy chief warns of new Chinese activity around South China Sea shoal**

The United States has seen Chinese activity around a reef that China seized from the Philippines nearly four years ago that could be a precursor to more land reclamation in the disputed South China Sea, the U.S. Navy chief said on Thursday. The head of U.S. naval operations, Admiral John Richardson, expressed concern that an international court ruling expected in coming weeks on a case brought by the Philippines against China over its South China Sea claims could be a trigger for Beijing to declare an exclusion zone in the busy trade route. Richardson told Reuters the United States was weighing responses to such a move. He said the U.S. military had seen Chinese activity around Scarborough Shoal in the northern part of the Spratly archipelago, about 125 miles (200 km) west of the Philippine base of Subic Bay. "I think we see some surface ship activity and those sorts of things, survey type of activity, going on. That's an area of concern ... a next possible area of reclamation," he said. Richardson said it was unclear if the activity near the reef, which China seized in 2012, was related to the pending arbitration decision. He said China's pursuit of South China Sea territory, which has included massive land reclamation to create artificial islands elsewhere in the Spratlys, threatened to reverse decades of open access and introduce new "rules" that required countries to obtain permission before transiting those waters. He said that was a worry given that 30 percent of the world's trade passes through the region. Asked whether China could respond to the ruling by the court of arbitration in The Hague by declaring an air defense identification zone, or ADIZ, as it did farther north in the East China Sea in 2013, Richardson said: "It's definitely a concern." "We will just have to see what happens," he said. "We think about contingencies and • responses." **Source: CNBC**



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## The German submarine found in the St. Lawrence River is not what it seems

Dear Malcolm,

The item here about the German submarine found in the St. Lawrence River is not what it seems. I traced the article back World New Daily which describes itself thus:

*"World News Daily Report is an American Jewish Zionist newspaper based in Tel Aviv and dedicated on covering biblical archeology news and other mysteries around the Globe."*

Other articles on this rag include:

- *Nazi enthusiast impregnates own wife with frozen sperm of Hitler*
- *Saudi Prince offers \$10M to spend one night with Kim Kardashian*

The reporter, one Barbara Johnson, is described on the same website thus:

*"Barbara Johnson is a young reporter who has made a name for herself thanks to her thorough researching and formal writing style. A former pornstar, she has rapidly reached the summit in her new profession thanks to her good looks and "social" skills.*

U-boat.net notes that there was submarine activity in the St. Lawrence and that the RCN struggled to protect it due to the involvement of so many of their vessels in protecting Atlantic convoys.

Finally, the website *Lead Stories* states that this is a hoax and the photos are in fact of a Russian nuclear submarine that sank in a Murmansk shipyard in 2003. Details [HERE](#).

Shame as apart from being a pack of lies it was a good story!

Best wishes,  
Brian Watson

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## Swedish Club identifies the most common accidents onboard via ship type

An interesting report out this week from the Swedish Club identifies the most common accidents onboard via ship type. The P&I club has studied thousands of incidents in the last ten years, across a range of vessel segments and claims types. Seafarers on containerships need to watch their step, as almost 60% of all slips and falls occur on container vessels – almost certainly due to the amount of debris on board and the number of people involved in cargo operations, the club noted. Meanwhile, those working on bulk carriers must take care to avoid cargo damage, with bulk carriers recording both the highest average cargo claims cost and also the most frequent claims over the last ten years. A failure to check cargo properly before loading and improper cargo handling are the cause of the most expensive and most common claims respectively, emphasising how important it is for crews to monitor entire cargo operations to secure as much evidence as possible about damaged cargo. With the various vetting processes in place, it is no surprise that tanker claims make up the smallest proportion of cargo claims seen by the club. But those onboard cannot rest on their laurels with around 60% of claims and the same proportion of costs incurred by improper cargo handling and insufficient cleaning. The report also highlighted both an increase in claim costs and a rise in the number of claims for the most common P&I claims: cargo, illness and injury, over the last ten years. Worryingly, the club has seen a rise in the number of claims for all vessel types. Bulk carriers top the charts, with the greatest increase in the number of claims. This trend is also being seen in the container sector, with both the cost per claim and the number of claims rising. The frequency and cost for tankers is the lowest of the three types. **Source: Splash 24/7**

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## A Traditional Ship with a Contemporary Heart

Old photos show mid-nineteenth century sailing ships abandoned in the San Francisco Bay area by crews who caught gold fever. Some of these abandoned hulls lie under the modern day city of San Francisco. Over in Sausalito, just to the north of the famous Golden Gate Bridge, what may well be the spirit of one of those buried vessels is taking shape under the direction of Captain Alan Olson, who has several decades of experience building and restoring and sailing classic wooden ships. Olson also started a non-profit organization, Call of the Sea, which is dedicated to preserving maritime traditions while teaching the skills of seamanship and teamwork and marine ecology through the organization's sailing programs.



To be named the **MATTHEW TURNER**, after a celebrated 19th century Bay-Area builder, the two-masted brigantine will be 100 feet long on her deck and 132-feet overall. Based on lines from the Galilee, one of her namesake's ships, the modification and details have been done by noted tall ship designers, Tri-Coastal Marine of Richmond California. <http://www.tricoastal.com/index.html> While the hull, rigging and sail power may derive from late nineteenth century designs, the ship's auxiliary power will be as up to date as today's newspaper. The propulsion system is a hybrid of diesel-powered generator, batteries and even an electrical power-generating propeller. David Adamiak, of BAE Systems that will supply the HybriDrive®, explained some of the features of the system that incorporates a pair of **Cummins QSB6.7** diesel engines rated at 301 HP each. "In this application, there is no mechanical connection between the QSB6.7 engines and the prop shafts," he continued the explanation, "It is best

to think of the architecture as two variable speed hybrid generators that deliver electrical power to where it is needed when it is needed. Essentially, they deliver power-on-demand for (a) electrical propulsion; or (b) hotel loads; or (c) any combination of the two. The system controller decides whether to pull the needed power from the Energy Storage System (ESS), composed of Li-ion batteries, or the diesel engine, depending upon which is most efficient for the desired load. Thus, in this application, the speed of the diesel engine will not be constant, but rather will be dependent upon the electrical load, so that it is always running at its most efficient point to minimize fuel consumption and emissions." The complex beauty of the system is remarkable in it-self, but gets even more exciting. When the Matthew Turner will be travelling under sail the batteries will be charging. With the diesel engines stopped, the water flowing over the hull will continue to turn the electric motors via the propellers and their shafts. This will, similarly to a hybrid car going downhill, cause the electric propulsion motors to become generators to produce electricity to recharge the batteries. Wind power creates waterpower that turns the prop to create electrical power. Amazing. As the propulsion components are being put together by BAE Systems, the boat builders over at Sausalito are finishing the hull planking. As master shipwright Alan Olson explained to Chris Lo of Ship-technology.com in August of 2015, "...a big challenge is planking. We have 230 planks going on; they're three inches thick, they're between 14 and 27 feet long, and it just takes a lot to get those planks on." With the planking to be completed by June, interior work is proceeding. With a lot of the work being completed by dedicated volunteers the schedule to completion of the fully rigged ship is set for sometime in 2017. The Matthew Turner web page shows more of the story and is a good place to stay informed or donate to the project. <http://educationaltallship.org/index.php> If you are in the Bay Area you can visit the Shipyard and Visitor's center between 09:00 and 16:00 Monday to Saturday at 2330 Marinship Way, Suite #150, phone 415 886 4973 **Photos and drawing courtesy of Educational Tall Ship**

**Stavros S Niarchos**

*Check out the open Days Coming up this year  
We have got some open days coming up on Stavros S Niarchos during the Summer months, so pop these dates in your diary and come along to see us!*

21 May- Cardiff

3 September- Brixham



**The HMNZS Wellington is arriving home after helping out in Fiji's northern Lau Group for three weeks.**

The **HMNZS WELLINGTON** is arriving home after helping out in Fiji's northern Lau Group of islands for three weeks in the wake of Cyclone Winston. The offshore patrol vessel is expected to arrive at Devonport Naval Base at 8am on Saturday. The ship delivered about 70 tonnes of aid supplies from New Zealand to affected communities on Vanuabalavu, Yacata and other islands in the area. The **HMNZ WELLINGTON** also identified a route and anchorage into Vanuabalavu lagoon that **HMNZS CANTERBURY** used for landing craft operations. Fiji's National Disaster Management Office has said the cyclone displaced up to 45 per cent of the country's population of 880,000, damaged thousand of homes, hectares of farmland and killed at least 42 people. The New Zealand Defence Force's humanitarian aid mission to Fiji was one of its largest peacetime deployments to the Pacific. Almost 500 combat engineers, soldiers, sailors and aircrew, two ships and six aircraft including two helicopters have been deployed since February 21. **source: NZcity**

**Two More Shipping Companies Busted for Using Magic Pipe**

March 18, 2016 by [gCaptain](#)



Photo credit: MarineTraffic.com/Bob Prins

Two German shipping companies have pleaded guilty to environmental crimes related to the use of a so-called "magic pipe" to bypass one of its ship's pollution prevention equipment. The U.S. Justice Department reports that Briese Schiffahrts GmbH & Co. KG and Briese Schiffahrts GmbH & Co. KG MS "Extum," who owned and operated the cargo ship MV *BBC Magellan*, pleaded guilty this week to failure to maintain an accurate oil record book in violation of the Act to Prevent Pollution from Ship. The companies were also found to have tampered with witnesses by persuading them to provide false statements to the U.S. Coast Guard

concerning a bypass hose on the vessel that was being used to illegally discharge oil into the sea. The two companies were sentenced to pay a total of \$1.25 million in fines and a \$250,000 community service payment to the National Fish and Wildlife Foundation to fund environmental projects in Gulf of Mexico. The *BBC Magellan* has also been banned from doing business in the United States for the next five years.....*Will these guys never learn?????*



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## 5-Year Prison Term in Navy Bribery Case

A former manager of a Singapore-based company servicing United States Navy ships has been sentenced to more than five years in prison after pleading guilty to a fraud scheme that overbilled the Navy by more than \$34 million. Judge Janis L. Sammartino of Federal District Court in San Diego also ordered the former manager, **Alex Wisidagama**, to pay \$34.8 million in restitution to the Navy. Mr. Wisidagama was the global manager of **Glenn Defense Marine Asia**, and is a cousin of its top executive, **Leonard Francis**. **Mr. Francis** is awaiting sentencing after pleading guilty in one of the military's biggest bribery cases. **Source: New York Times**

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## Construction Time-Lapse: Harmony of the Seas, World's Biggest Cruise Ship

[https://gcaptain.com/construction-time-lapse-harmony-of-the-seas-worlds-biggest-cruise-ship/?utm\\_source=gCaptain+Newsletter&utm\\_medium=email&utm\\_campaign=21d770f925-Mailchimp\\_RSS\\_CAMPAIGN&utm\\_term=0\\_f50174ef03-21d770f925-139894965](https://gcaptain.com/construction-time-lapse-harmony-of-the-seas-worlds-biggest-cruise-ship/?utm_source=gCaptain+Newsletter&utm_medium=email&utm_campaign=21d770f925-Mailchimp_RSS_CAMPAIGN&utm_term=0_f50174ef03-21d770f925-139894965)

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## Africans Stories in Yorkshire

Evidence of people of African heritage in Britain dates back to Roman times, which is a much longer period than most people realise. This project by the William Wilberforce Monument Fund is aimed at collecting the stories of people of African descent in Hull and East Yorkshire from the Wilberforce era of the 1750s until 2007.

It is a community project, endorsed by the University of Hull's Wilberforce Institute for the study of Slavery and Emancipation and Hull Museums that invites anyone who wants to contribute their own research, photographs or oral history to do so. We welcome your support by delving into the archives for older stories whilst more contemporary accounts will be represented through oral history.

We aim to have an exhibition of images, audio and written evidence of this aspect of local history to create a valuable archive for the public and for educational purposes. We understand that in the past there have been some seamen from Somalia and Yemen who visited Hull and more information on this would be welcomed. Other areas for investigation include dockworkers, servants, servicemen, NHS workers, workhouses, academics, labourers, clergy, entertainers, sportsmen, etc. as well as parish records, newspapers and census. Be part of this significant project which is relevant particularly in this part of the country where William Wilberforce and the African story is of such importance.

Please see the website <http://www.africansinyorkshireproject.com/> for ideas and where you can also submit essays, extracts, suggestions and images. Contributions can also be made via email to [wilberforcemonumentfund@gmail.com](mailto:wilberforcemonumentfund@gmail.com) or share your findings at **Hull History Centre, Beverley Treasure House** or by post to **William Wilberforce Monument Fund c/o WISE, Oriel Chambers, 27 High Street, Hull, HU1 1NE**.

Best wishes,  
Gifty

Mob: 07599 454016

Email: [wilberforcemonumentfund@gmail.com](mailto:wilberforcemonumentfund@gmail.com)

Website: <http://www.africansinyorkshireproject.com/>

<http://wilberforcemonumentfund.blogspot.co.uk/>



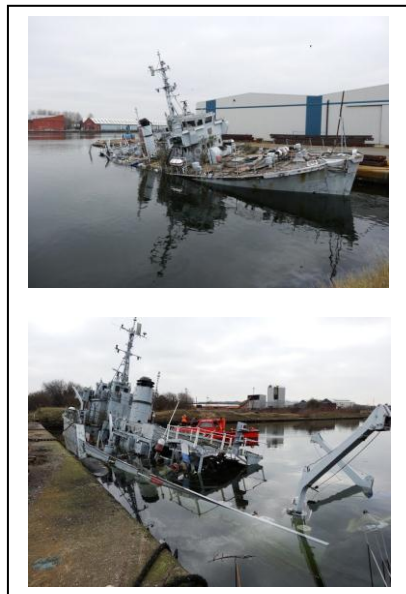
#### NATIONAL MINIMUM WAGE ENFORCEMENT FOR SEAFARERS

- Session: 2015-16
- Date tabled: 22.03.2016
- Primary sponsor: Mearns, Ian
- Sponsors:
  - Bottomley, Peter
  - Durkan, Mark

That this House welcomes the Low Pay Commission's (LPC) recommendation in its Spring 2016 report that the Government create a public protocol to strengthen the investigation of third party complaints of breaches of the National Minimum Wage (NMW); notes that the LPC recommends that third party whistleblowers should be entitled to feedback and continued involvement in any resulting casework from HMRC NMW Enforcement Team investigation of these complaints; further notes that implementing this recommendation would address more effectively NMW compliance in industries such as shipping, where fear of blacklisting, short term contracts and lack of awareness discourage seafarers, including those being paid as little as £2.25 per hour from making direct complaints to the UK authorities; notes the Government's introduction of the National Living Wage (NLW) of £7.20 per hour for workers aged 25 years and over from 1 April 2016; notes the estimate from the National Union of Rail, Maritime and Transport Workers that there are at least 8,300 seafarers working in the UK shipping industry today who are paid below the NMW and calls on the Government to demonstrate its commitment to effective minimum wage enforcement by accepting the LPC's recommendation on third party whistleblowers and the NMW.

#### Former HMS Bronington, Last of the Royal Navy's Ton-Class, Sinks Next to Dock in England

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



A historic minesweeper formerly belonging to the Royal Navy has sunk while moored at Vittoria Dock in Birkenhead, England where it has been laid up for years.

The *Bronington*, one of the last vessels in the Royal Navy's *Ton*-class, was discovered to have sunk sometime between Thursday and Friday.

A witness told gCaptain on Friday that he last saw the vessel afloat Tuesday, but by Friday the ship had partially sank next to the dock in an upright position and was starting to roll onto its side.

Photo credit: Phil Owen

The HMS *Bronington* was launched for the Royal Navy by Cook, Welton, and Gemmel shipbuilders in Yorkshire, England in 1953 and remained in active service until 1988. In 1989 the vessel was purchased by the Bronington Trust, a charity dedicated to her preservation and display to the public. The minesweeper was brought to Salford Quays and later opened to the public in 1992, but ownership eventually transferred to Mersey Docks and Harbour Company and the ship has been laid up at Vittoria Docks since 2011.

Interestingly, HMS *Bronington* was also the first and only ship commanded by Prince Charles, who served in the Royal Navy for over five years and spent nearly a year in command of the minesweeper in 1976.

Between 1953 and 1960, about 119 of the wooden-hulled *Ton* class minesweepers were delivered to the Royal Navy and later used by other navies.

More photos of the *Bronington* can be found on [Phil Owen's website](#).



31<sup>st</sup> March 2016

### ***Jutland 100 – Your Call To Action***

This year marks the centenary of two battles of national significance during the First World War; the Battle of Jutland from 31 May to 1 June, and the Battle of the Somme, between 1 July and 18 November.

As the national custodian of Remembrance, The Royal British Legion asks you to take part in an event this year to commemorate those who made the ultimate sacrifice in these battles.

You could take part in one of the following national or regional events *or run something within your local community.*

#### *Jutland 100*

The Battle of Jutland was the principal naval battle of the First World War. As such it provides an opportunity to commemorate the sacrifices and contributions made by all those from the Royal Navy, Merchant Navy, fishing fleets, shipbuilding towns and coastal communities who continue to guarantee our maritime nation's security in peace and war.

The following national and regional events are taking place on 31 May to mark Jutland 100.

- A national commemorative event, broadcast by the BBC, will take place on Orkney, including a morning service at St Magnus Cathedral in Kirkwall and an afternoon service at the Commonwealth War Graves Commission cemetery at Lyness on Hoy.
- The Royal Navy is hosting events at Portsmouth, Plymouth, Chatham, Belfast (including the opening of HMS Caroline and the Commemoration to the Irish Sailor) and Queensferry on the Firth of Forth.
- The National Memorial Arboretum is hosting a service at its Naval Memorial at 11am.

#### *Remembrance*

We have tried to make it as easy as possible for you to take part or build your own commemorative event. Just download your toolkit for Jutland 100 from [www.britishlegion.org.uk/Jutland100](http://www.britishlegion.org.uk/Jutland100).

In the toolkit you will find the following items to help you run your event:

- The Act of Remembrance, music and readings you could include
- Branded material to help you promote your event, including poster templates
- A press release template, to help you generate local interest
- A brief history of the Battle of Jutland
- The story of 'Jutland Jack'
- Stories of LIVE ON beneficiaries

#### *Somme 100*

The Battle of the Somme is synonymous with our memory of the First World War. The infamous first day remains the bloodiest day in the British Army's history, involving sixty-thousand casualties, twenty-thousand of whom were killed.

Commemorations will be taking place between 30 June and 18 November to mark the centenary of the 141 days of the battle's duration.

More information and a different toolkit will be communicated separately for Somme 100 by mid-April. The Somme 100 toolkit will be available both digitally and for order by post.

We really hope that with this support you will be able to run an event that best suits your community.

If you have any questions, please contact [remembrance@britishlegion.org.uk](mailto:remembrance@britishlegion.org.uk).

With best wishes for success in your commemorations.

The Royal British Legion Remembrance Team

**“I think the pilot turned off the radio!”** March 18, 2016 by [Editorial](#)



“A lot of ships have this symbol painted on the hull. The middle of this marking is nine meters from the main deck. It is recommended that ships with more than nine meters of freeboard rig a combination of gangway and ladder and not just a ladder so the pilot doesn’t have a three-story climb to get on the ship.” – Lou Vest, Houston Pilot

By Owen Palmiotti ([Coeval, Inc.](#))... I may have been in diapers when I first learned about communicating. Back then, I was most likely talking to my brother about which crayon tasted the best or what box of fruit juice had the coolest splatter pattern. We learn most of the basic elements of

communication when we are toddlers. This communication grows and matures through schooling and life experiences and can be seen in every facet of life.

A Master-Pilot Exchange truly parallels those basic communication skills from our youth, combining the key elements of sender & receiver, ideas, encoding & decoding, and communication channel & feedback. Rather than listing out these items, the more effective path is a circular model in which the exchange of information gets processed by both the sender and receiver, and continually ebbs and floods. The Warsash Maritime Academy sponsored Dr. Katherine Devitt to do a study on the Master-Pilot Exchange. In her research, she interviewed thirteen Pilots and nine Masters. [What follows is a brief summary of her research:](#)

- Failure to ask for, or provide relevant information
- Overload of information
- Failure to adapt to other cultures and languages
- Failure to establish trust and rapport
- Monitoring and challenging
- Failure to recognize fatigue and stress

Within Dr. Devitt’s research, an analysis of the 25 February 2008 accident about the product carrier, Sichem Melbourne making heavy contact with mooring structures at Coryton Oil Refinery Terminal. She summarized the accident with the following quote “The accident was primarily caused by a failure to exchange a proper level of information between the master and pilot before departure from the berth. Assumptions were made by both parties of the other’s intentions.”

On my first underway watch the pilot complained about a migraine as the ship was just moments away from departure. As I was standing beside the helmsman testing gear, I noticed the pilot wrap up the master pilot exchange and then moved to the centerline VHF radios. I couldn’t see what he tinkered with, although it would reveal itself later. As the tugboats were pulling us off, a vessel came into view. We hailed the vessel on various frequencies, but heard nothing. The vessels grew closer together, and although we were only shifting berths via tugs, on a mile long voyage, there was evidently a breakdown in communication. I watched the Master and Pilot argue about what to do. It then clicked, and I put one and one together. I cleared my throat and yelled out, “I think the pilot turned off the radio!” I may have said it three or sixteen times, but after some finger pointing, name calling, and perhaps even a few verbal onslaughts about someone’s mother and a farm-animal, the dynamic duo walked centerline and checked the VHF’s volume, only to reveal the other vessel’s Master screaming. All of this took place in about a minute or so, less time then it took to write it.

Luckily we caught the blunder in time. However, that is not the case in all situations. On November 7th, 2007, the container ship, Cosco Busan, struck Delta Tower of the San Francisco–Oakland Bay Bridge in thick fog which led to 53,569 US gallons bunker fuel to spill into San Francisco Bay. Investigators found that maritime pilot John Cota was impaired because of his use of prescription pharmaceuticals while piloting the container vessel, which rendered him unable to use the onboard radar and electronic navigation charts correctly. This occurred despite the fact that the Vessel Traffic Service of the United

States Coast Guard warned Cota that the vessel was headed for the bridge. Cota was sentenced to 10 months in federal prison for his role in the incident. Then California Governor Arnold Schwarzenegger declared a state of emergency after meeting federal, state and local officials overseeing the cleanup. [The proclamation made additional state personnel, funding and equipment available to assess and clean up the environmental damage.](#)

The exchange of information between Master and Pilot should not be a guessing game. Both parties need to be transparent and have accessible information, whether it is spoken, or in written form via the Pilot's Information Card. There needs to be a conference where the duo begin to build the foundations of trust and rapport, while adhering to the simplest elements of communications: listening. Each side needs to take it in, process and digest the information. Then they must have a continuing the dialogue during the transit, giving updates to each other as situations change. Even a brief concluding meeting is helpful in sharing information that either party noted. Past. Present. Future.

Take a minute and think about how important the effective transfer of information is. We were all taught how to properly interact, but having the right puzzle pieces in the wrong order doesn't give you that satisfactory "Ah-ha" moment when the last piece is placed. Let's build on those foundations and focus on key points that would strengthen the Master-Pilot Exchange: experience and familiarity, training and re-training on mission-specific equipment and practices, and an understanding of cultural, physiological or behavioral issues. Our industry is very reactive and because of the dangers associated within, accidents will always occur. The main focus should be on factors that lessen these mishaps and perhaps with a more proactive approach, we won't be discussing the next maritime disaster over coffee.

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### Men stranded at sea rescued by lifeboat



TWO men were rescued by the Littlehampton RNLI lifeboat after their leisure cruiser suffered a total engine failure. The coastguard received a radio call from the crew of a leisure cruiser at around 8.45am reporting total engine failure and that they were stranded seven and half miles south of Littlehampton harbour. The volunteer crew of Littlehampton RNLI lifeboat were paged at 8.49am. The RNLI station's Atlantic 75 **BLUE PETER 1** lifeboat was launched at 9.02am and headed out in overcast weather towards the stranded vessel.

A spokesman for Littlehampton RNLI lifeboat said: "On arrival at the scene the lifeboat came alongside the vessel and the volunteer crew rigged a tow line in preparation for its recovery.

"The vessel and two male crew were taken under tow and commenced the journey back to the harbour, where it was returned safely to its moorings." The owner of the cruiser thanked the volunteer crew for their assistance and made a donation to the RNLI. "The lifeboat returned to the station at 11.14am where it was refuelled and made ready for service." **Source: littlehamptongazette**

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### Ministers consider state help for Clyde shipyard By ; Michael Glackin

SNP wants to 'level the playing field' with European rivals SNP wants to 'level the playing field' with European rivals THE Scottish government is examining ways to provide state-backed financial guarantees to the Clyde's last remaining commercial shipyard to "level the playing field" with European rivals. The move comes after Jim McColl, chief executive of Clyde Blowers Capital, which owns Ferguson Marine Engineering, said more needed to be done to enable the company he rescued from administration to compete with shipbuilders in Germany, Poland and Finland. Following discussions with the Scottish government McColl, one of Scotland's most successful entrepreneurs, has formulated proposals that include seeking powers to enable the largely state-owned Royal Bank of Scotland (RBS) to underwrite contract guarantees for Scottish and UK manufacturers. **Source : thesundaytimes**

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## Appeals Court Overturns Chief Engineer's Oil Record Book Conviction

March 21, 2016 by [gCaptain](#)

On March 14, the U.S. Fifth Circuit Court of Appeals overturned the conviction against Matthaios Fafalios, the chief engineer of the *Trident Navigator*, who was wrongfully charged and convicted in December 2014 of “failing to maintain an oil record book aboard a foreign-flagged merchant sea vessel, in violation of 33 U.S.C. § 1908(a) and 33 C.F.R. § 151.25.”



At the close of the government's evidence at trial, Fafalios, a Greek seafarer, moved for judgment of acquittal pursuant to Fed. R. Crim. P. 29 on the grounds that the government failed to prove beyond a reasonable doubt that he was the “master or other person in charge” of the vessel and therefore he was not legally required under the Coast Guard's regulations to maintain the oil record book.

The District Court for the Eastern District of Louisiana denied the motion for judgment of acquittal, and Fafalios sought appellate review of the conviction by the Fifth Circuit Court of Appeals.

The Fifth Circuit reviewed the language contained in the applicable statutes and regulations, confirming that where the language is unambiguous, the Court should not look beyond the plain language of the statute or regulation. The Court stated unequivocally that “under the plain language of the regulations, only the ‘master or other person having charge of the ship’ is responsible for maintenance of the oil record book.”

The Fifth Circuit rejected the government's reasons for why the conviction should be upheld. First, the government challenged the applicability of Rule 29, arguing that Fafalios should have moved to dismiss the indictment before trial allowing the government an opportunity to correct any insufficiency. The Court disagreed.

In addition, the Fifth Circuit rejected the prosecutor's argument that the chief engineer's responsibility to sign and record bilge water operations in the oil record book was a “continuing obligation.” The Court held that any failure by Fafalios to make a required entry occurred while he (and the vessel) were still in international waters and therefore the United States did not have jurisdiction over such an offense, as the “failure to sign an oil record book while in international waters, standing alone, is not a violation of either APPS or its attendant regulations.”

The Court concluded that the regulation's requirement for the record book to be signed “without delay” implied that the offense was committed as soon as the book was not signed, and that different language would have been used by the drafters if a continuing obligation was intended.

Further, the Court rejected the government's alternative argument that Fafalios was obligated, as the vessel's chief engineer, to comply with the regulations' requirement for the ship, itself, to “maintain” an oil record book, finding that such argument was “foreclosed by traditional rules of statutory construction, not to mention common sense.”

The Fifth Circuit criticized the government's “strained reasoning” as to why this duty should extend to chief engineers, finding that there was “no convincing explanation” as to why the ship's duty should be delegated to a chief engineer, especially when the applicable statutes permit an in rem cause of action against the ship.

Recognizing the lack of merit to the case, the government's argument that the Coast Guard had a well-known practice of enforcing regulations against chief engineers which was rejected out of hand by the Fifth Circuit as “being without merit.”

The Court of Appeals highlighted that the Coast Guard's past practices did not provide a reason to deviate from the regulation's plain language.

Finally, in rejecting what it referred to as an “unusual” policy argument, the Fifth Circuit stated that it was unpersuaded by the government's concerns that reading the regulation to impose the duty to maintain the record book only on the vessel's master would cause chief engineers to falsify records and conceal their falsification from the master.

In addition, the Fifth Circuit found the government's argument to be nothing more than a “contrived hypothetical.”

George M. Chalos, George A. Gaitas, and Briton P. Sparkman represented Mr. Fafalios during his criminal trial in the Eastern District of Louisiana. George M. Chalos presented the oral argument to the panel for the Fifth Circuit on December 4, 2015..... *Hope the Lawyer’s fees were less than the fines*

**WATCH: U.S. Navy Attack Sub Emerges from Ice in the Arctic Circle**

[https://gcaptain.com/watch-u-s-navy-attack-sub-emerges-from-ice-in-the-arctic-circle/?utm\\_source=gCaptain+Newsletter&utm\\_medium=email&utm\\_campaign=f2238710db-Mailchimp\\_RSS\\_CAMPAIGN&utm\\_term=0\\_f50174ef03-f2238710db-139894965](https://gcaptain.com/watch-u-s-navy-attack-sub-emerges-from-ice-in-the-arctic-circle/?utm_source=gCaptain+Newsletter&utm_medium=email&utm_campaign=f2238710db-Mailchimp_RSS_CAMPAIGN&utm_term=0_f50174ef03-f2238710db-139894965)

**The Internet Wants to Name the UK’s New £200 Million Polar Research Ship, RRS Boaty McBoatface**

March 21, 2016 by [Mike Schuler](#)

Is this the future RRS BOATY MCBOATFACE?



Once launched in 2019, it will be one of the most sophisticated polar research vessels ever built. A £200 million state-of-the-art newbuild capable of carrying out the most advanced floating research from the farthest ends of the earth, and anticipated to propel the UK to the forefront of ocean research for years to come. And if the internet gets its way, the ship will be named the RRS BOATY MCBOATFACE.

That’s right. The internet is voting to name the UK’s newest and most advanced polar

research ship *Boaty McBoatface*.

This, apparently, is what happens when you ask the internet’s help to [#NameOurShip](#).

It all started last Thursday when the UK National Environment Research Council and Universities and Science Minister Jo Johnson announced an online contest to help name the UK’s next polar research ship to be built at the world famous Cammell Laird shipyard in the North West of England.

“Can you imagine one of the world’s biggest research labs traveling to the Antarctic with your suggested name proudly emblazoned on the side?” asked Johnson.

In NERC’s statement announcing the contest, the organization explained:

Operating in one of the world’s most challenging global environments – our polar regions – we’re looking for an inspirational name that exemplifies the work it will do. The ship could be named after a local historical figure, movement, or landmark – or a famous polar explorer or scientist.

But what NERC and Johnson did not anticipate is that the internet would take the idea and have a little bit of fun with it. By Sunday morning, [#BoatyMcBoatface](#) was trending on Twitter, causing the NERC “Name Our Ship” website to crash with the sudden viral traffic that the organization was obviously not prepared for.

According to NERC’s website on Monday, RRS BOATY MCBOATFACE was [leading the field](#) with nearly 30,000 upvotes, by far the most popular among 3,500-plus entries submitted in the contest. Other top contenders include RSS IT’S BLOODY COLD HERE, USAIN BOAT, ICE ICE BABY, WHAT ICEBERG, NOTTHETITANIC, I’M THE CAPTAIN NOW and BOAT MARLEY AND THE WHALERS, just to name a few.

As for the final name of the ship, that will ultimately be decided by NERC – no matter how many votes the crowd favorite gets. But we can hope, can’t we?

The [#NameOurShip](#) contest closes April 16.

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## Rolls-Royce Reveals Vision of Shore-based Control Centers for Unmanned Cargo Ships

[https://gcaptain.com/rolls-royce-reveals-details-on-shore-based-control-rooms-for-operation-of-unmanned-cargo-ships/?utm\\_source=gCaptain+Newsletter&utm\\_medium=email&utm\\_campaign=8888bad57d-Mailchimp\\_RSS\\_CAMPAIGN&utm\\_term=0\\_f50174ef03-8888bad57d-139894965](https://gcaptain.com/rolls-royce-reveals-details-on-shore-based-control-rooms-for-operation-of-unmanned-cargo-ships/?utm_source=gCaptain+Newsletter&utm_medium=email&utm_campaign=8888bad57d-Mailchimp_RSS_CAMPAIGN&utm_term=0_f50174ef03-8888bad57d-139894965)

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## WATCH: World's Second LNG-Powered Dry Cargo Ship, MV Ireland, Launched at Ferus Smit

[https://gcaptain.com/watch-worlds-second-lng-powered-dry-cargo-ship-mv-ireland-launched-at-ferus-smit/?utm\\_source=gCaptain+Newsletter&utm\\_medium=email&utm\\_campaign=8888bad57d-Mailchimp\\_RSS\\_CAMPAIGN&utm\\_term=0\\_f50174ef03-8888bad57d-139894965](https://gcaptain.com/watch-worlds-second-lng-powered-dry-cargo-ship-mv-ireland-launched-at-ferus-smit/?utm_source=gCaptain+Newsletter&utm_medium=email&utm_campaign=8888bad57d-Mailchimp_RSS_CAMPAIGN&utm_term=0_f50174ef03-8888bad57d-139894965)

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## Panama to Open \$5.3B Canal Expansion June 26 or 'Lose Face'

March 23, 2016 by [Bloomberg](#)

The ACP announced Wednesday that the official inauguration of the expanded Panama Canal will be June 26, 2016. By Michael McDonald and Naureen S. Malik



Photo: Panama Canal Authority

(Bloomberg) — The expansion of the Panama Canal, a \$5.3 billion project almost two years behind schedule and plagued by cost overruns and contractor disputes, will open on June 26, Canal Authority Administrator Jorge Quijano said on Wednesday. Contractors building the new locks, which will allow bigger ships to pass through the 102-year-old waterway, will complete works on May 31. “The date is very close and there is still a lot of work to do,” Quijano said Wednesday during the inauguration of a new canal training center. “We can’t lose face.”

The Panama Canal Authority has resolved problems associated with contractors and seepage from the new locks discovered during testing, said Jose Ramon Arango, senior international trade specialist at the agency that operates the 50-mile (77-kilometer) waterway connecting the Atlantic Ocean to the Pacific Ocean. The authority is planning a test of the new locks with a tanker in May, he said at a shipping conference in Stamford, Connecticut on Tuesday.

The expansion may shift international trade routes, allowing ships to reach Asia from the U.S. Gulf Coast more than two weeks faster than they would going east through the Suez Canal. It’ll make room for vessels with the capacity to carry 12,600 containers, almost three times what the existing locks permit, and will be able to handle tankers carrying liquefied natural gas.

Shipments through the canal may rise to 360 million tons in 2017 following the project’s completion, after reaching a record 340.8 million tons in the fiscal year ended Sept. 30, the authority said in October. The expansion has spurred a series of port and infrastructure upgrades throughout the Caribbean and the U.S. East Coast as docks make room for bigger vessels.

The project was 97 percent complete as of Tuesday, with testing, with the construction of minor structures accounting for the remaining 3 percent, Arango said.

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### Queen Mary 2 prepares for 132-day voyage

The Cunard Line's luxury liner **QUEEN MARY 2** which is docking in Hong Kong, will next embark on its World Voyage, on January 3, next year. The voyage is an exclusive 132-day New York roundtrip adventure, sailing to 23 countries and 40 ports with numerous late departures and overnight stays. Meanwhile, **QUEEN MARY 2** will weave her way through South Africa, and Mauritius before heading to Australia. She will then sail through various Asian destinations before setting a course for Egypt. The 14-day Hong Kong segment is scheduled for March 18, sailing to Korea and Japan, stopping by Shanghai before returning to Hong Kong on April 1. The voyage starts at HK\$22,770. The 176-year-old British luxury cruise line Cunard is bringing the whole fleet of three queens – **QUEEN MARY 2**, **QUEEN VICTORIA** and **QUEEN ELIZABETH** – to the Kai Tak Cruise Terminal and Ocean Terminal next week. The liners are stopping by in Hong Kong, as they take passengers on board on their scheduled cruises. A brand of the world's largest cruise company Carnival Corporation, the Cunard Line's three queens are among the most luxurious passenger vessels ever built. **Source: .thestandard**

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### Last Flight out of Da Nang

An unbelievable film report on the last World Airways panic flight out of Vietnam!

I don't think many of us have seen this before!

<http://www.panam.org/video/426-last-flight-from-da-nang>

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### Grounded Bulker in Oregon Has "Significant" Damage



The U.S. Coast Guard's Thirteenth District has released results of a damage assessment for the grounded bulker **Sparna**, showing significant damage to the vessel's hull. The assessment was performed by contractors Ballard Marine Construction on Tuesday morning, and found multiple fractures, the largest being a 25-foot by five-foot crack with a visible boulder lodged inside. However, despite the extensive impact damage, hull penetrations were limited to two flooded compartments. The 620-foot Panamanian-flagged bulk carrier **Sparna** went aground in a narrow stretch of the Columbia River near Cathlamet, Washington, in the early hours of Monday morning. The USCG says that she had a river pilot onboard and was in the outbound lane when she ran into trouble. The exact cause of the incident is still under investigation, but the USCG suggests that she hit a

submerged object. The Coast Guard, alongside state pollution responders and a contracted oil spill response organization continue to monitor the **Sparna**. There still have been no signs of oil spilled during the incident. Captain Dan Travers, commander Coast Guard Sector Columbia River, said that while there was no pollution observed to date, responders are prepared to respond to the worst case scenario. The USCG continues to use aircraft overflights to monitor for an oil sheen. A team led by the USCG intends to move the vessel upriver to Longview on Wednesday morning if conditions permit. The tugboats **PJ Brix** and **Pacific Escort** are still with the **Sparna** to help it hold position. The Columbia River remains open to all traffic, but the Coast Guard says that it may need to limit the passage of deep-draft commercial vessels once the **Sparna** begins its transit upriver for repair. The USCG has confirmed that the **Sparna** is fully loaded with grain in its cargo holds, and is carrying 200,000 gallons of high sulfur fuel and 40,000 gallons of marine diesel. **Source: MAREX**





31<sup>st</sup> March 2016

## From Captain John Rose, Director (Maritime) CHIRP

Please click on [MFB42.pdf](#) to download the latest edition of Maritime FEEDBACK or you can Download the CHIRP App at the App Store or Google Play

[MFB42.pdf](#)



Dear followers of CHIRP,

In this edition of Maritime FEEDBACK the new editor Charles Style has created a more modern design, his style of writing and presentation is intended to be easier to read and to quickly identify those subjects that may be of particular interest to individuals.

This edition covers a wide spread of incidents and these all give us plenty to think about, and they reinforce some recurring lessons. They include the dangers of enclosed spaces, risks in traffic separation schemes, a faulty fire suppression system, and risks to exposed crewman on deck, to name a few. FAILURES OF SAFETY CULTURE ARE, AS USUAL, AT THE CENTRE OF OUR REPORTS.

As always welcome your contribution of near miss and hazardous incident reports for consideration in future editions

I am delighted to share with you the news of a new sponsor of the maritime programme [The Standard Club](#).

They have agreed to finance the production of a video broadcast of extracts of each Maritime FEEDBACK.

The first edition can be found using this link [MFB41 video](#)

and an audio podcast is available using this link, [MFB41 Podcast](#)

These videos will also be available from our CHIRP web site a. These are designed for public use and in particular for use by maritime training academies, ship managers, safety committees with the aim to assist a global audience of seafarers. We hope you enjoy this edition of MFB42 and the video / Podcast

The Maritime Advisory Board is interested to learn from readers of Maritime FEEDBACK, and those accessing the video broadcast, which of the information we provide is the most useful, has this information been used to make changes on board.

Is the information used in safety committees or just read by individuals in their spare time at sea?

Please email us at [reports@chirp.co.uk](mailto:reports@chirp.co.uk). The information will be most useful and will be considered when we look for the best methods of reporting the safety lessons learned from your near miss and hazardous incident reports. Thank you.

**For submitting a report, please use our online reporting programme, the report is encrypted and strictly confidential**

[Maritime report form](#)

We are a Charitable Trust that survives only by the generosity of our sponsors. To expand the programme and enable a truly global reach, we are seeking additional sponsors to help us achieve our mission to send all seafarers safely home to their loved ones at the end of their trip.

Wherever you are in the world, I wish you safe travels and hope you enjoy this latest edition of Maritime FEEDBACK.

With regards  
John

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## **Indian Sailor Capt. Rohan Ruparelia Rescued After Over 40 days In Custody Of Pirates**

**The Minister of External Affairs of India, Sushma Swaraj confirmed that the Sailor Capt. Rohan Ruparelia, who was taken hostage 40 days ago has been rescued.**

A month and a half ago, an Indian merchant ship 'MAXIMUS' was hijacked by pirates. All 11 members on board were taken hostage. On the request of the Indian External Affairs Ministry, the ship was followed by the Nigerian Navy who were able to rescue 10 sailors, but Ruparelia remained captive, Sushma Swaraj tweeted, "I am happy to inform the rescue of the 11th sailor **Capt Rohan Ruparelia.**" External Affairs Ministry spokesperson Vikas Swarup added that all the 11 crew members were safe and secure and would be returning to India soon. **Source : ground report**

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## **Gravel Bulker Goes Aground Off Norway**



Norway's NRK news service reports that the 2,500 dwt self-discharging bulker **Selvaagsund** went aground off the Norwegian island of Sumarsøyna, Outer Solund in the early hours of March 22. She has taken on water in two ballast tanks and has a list to port, but is reportedly stable. Her crew of eight remains on board and a response vessel of Norway's Joint Rescue Coordination Center is alongside to assist. The crew may be evacuated at short notice if required, the JRCC said. No injuries were reported. The **Salvaagsund** was under

way from Florø, Norway to Germany with a load of gravel at the time of the incident, said operator Berge Rederi. Authorities with the JRCC say that the cause is currently unknown, and remains under investigation. No pollution has been observed. The Coast Guard vessel Tor was dispatched to join the response effort; she carries pumping equipment for dewatering the Salvaagsund. Norway-based Berge Rederi operates a fleet of eight self-unloading bulkers of 1,800 to 6,000 dwt, primarily used for the transport of aggregates. **Source: MAREX Photo credit: Redningsselskapet**

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## **Ship Photos of the Day – Zumwalt Returns from Snowy Sea Trials**

March 25, 2016 by [gCaptain](#)

[https://gcaptain.com/photos-uss-zumwalt-returns-from-snowy-sea-trials/?utm\\_source=gCaptain+Newsletter&utm\\_medium=email&utm\\_campaign=01dbdfe0cd-Mailchimp\\_RSS\\_CAMPAIGN&utm\\_term=0\\_f50174ef03-01dbdfe0cd-139894965](https://gcaptain.com/photos-uss-zumwalt-returns-from-snowy-sea-trials/?utm_source=gCaptain+Newsletter&utm_medium=email&utm_campaign=01dbdfe0cd-Mailchimp_RSS_CAMPAIGN&utm_term=0_f50174ef03-01dbdfe0cd-139894965)

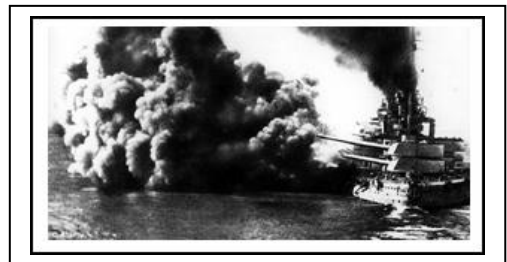
### ***Jutland 100 – Your Call To Action***

This year marks the centenary of two battles of national significance during the First World War; the Battle of Jutland from 31 May to 1 June, and the Battle of the Somme, between 1 July and 18 November. As the national custodian of Remembrance, The event this year to commemorate those who made the ultimate sacrifice in these battles.

You could take part in one of the following national or regional events *or run something within your local community.*

#### ***Jutland 100***

The Battle of Jutland was the principal naval battle of the First World War. As such it provides an opportunity to commemorate the sacrifices and contributions made by all those from the Royal Navy, Merchant Navy, fishing fleets, shipbuilding towns and coastal communities who continue to guarantee our maritime nation's security in peace and war. The following national and regional events are taking place on 31 May to mark Jutland 100.



A national commemorative event, broadcast by the BBC, will

take place on Orkney, including a morning service at St Magnus Cathedral in Kirkwall and an afternoon service at the Commonwealth War Graves Commission cemetery at Lyness on Hoy.

The Royal Navy is hosting events at Portsmouth, Plymouth, Chatham, Belfast (including the opening of HMS Caroline and the Commemoration to the Irish Sailor) and Queensferry on the Firth of Forth.

The National Memorial Arboretum is hosting a service at its Naval Memorial at 11am.

#### ***Remembrance***

We have tried to make it as easy as possible for you to take part or build your own commemorative event. Just download your toolkit for Jutland 100 from [www.britishlegion.org.uk/Jutland100](http://www.britishlegion.org.uk/Jutland100).

In the toolkit you will find the following items to help you run your event:

- The Act of Remembrance, music and readings you could include
- Branded material to help you promote your event, including poster templates
- A press release template, to help you generate local interest
- A brief history of the Battle of Jutland
- The story of 'Jutland Jack'
- Stories of LIVE ON beneficiaries

#### ***Somme 100***



The Battle of the Somme is synonymous with our memory of the First World War. The infamous first day remains the bloodiest day in the British Army's history, involving sixty-thousand casualties, twenty-thousand of whom were killed. Commemorations will be taking place between 30 June and 18 November to mark the centenary of the 141 days of the battle's duration.

More information and a different toolkit will be communicated separately for Somme 100 by mid-April. The Somme 100 toolkit will be available both digitally and for order by post.

We really hope that with this support you will be able to run an event that best suits your community.

If you have any questions, please contact [remembrance@britishlegion.org.uk](mailto:remembrance@britishlegion.org.uk).

With best wishes for success in your commemorations.

The Royal British Legion Remembrance Team

#### ***Andy***

Andy Christie, Deputy General Secretary, RNA HQ, Room 209, Semaphore Tower PP70. HM Naval Base, Portsmouth PO1 3LT, 02392 720782, 9380 20782, [andy@royalnavalassoc.com](mailto:andy@royalnavalassoc.com)

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## Top U.S. Navy Officer Sentenced in “Fat Leonard” Bribery Scheme

March 25, 2016 by [Reuters](#)

By Marty Graham



File photo: U.S. Navy

SAN DIEGO, March 25 (Reuters) – A federal judge in San Diego on Friday sentenced a U.S. Navy captain caught in a \$30 million bribery scandal to 46 months in prison, bringing to a close the case against the highest-ranking officer in the fraud scheme.

Captain Daniel Dusek, 49, pleaded guilty last year to a charge of conspiracy to commit bribery after admitting he accepted services from prostitutes, luxury hotel stays, alcohol and other gifts in exchange for giving classified information to the Singapore-based company Glenn Defense Marine Asia.

The firm headed by Malaysian businessman Leonard Glenn Francis, who has been dubbed “Fat Leonard,” held over \$200 million in contracts to clean, stock and maintain U.S. Pacific Fleet ships.

Francis has admitted to obtaining classified ship scheduling in exchange for bribes, which allowed him to make more money on his contracts by knowing when Navy ships would be available for servicing.

U.S. District Judge Janis Sammartino in sentencing Dusek to 46 months in prison said his actions could have jeopardized national security.

“It’s truly unimaginable to the court that someone in your position with the U.S. Navy would sell out based on what was provided to you – hotel rooms, entertainment and the services of prostitutes,” Sammartino said.

Dusek apologized for his actions, saying he would never forgive himself for what he had done.

“This guilt will be in my heart for the rest of my life,” he said.

Francis and Glenn Defense Marine Asia pleaded guilty in January 2015 to bribery and fraud charges. The company overcharged the Navy more than \$25 million, according to his plea agreement.

So far, 10 people, including seven naval officers have been charged in the scheme, including a Naval Criminal Investigative Services agent and two commanders. All but one have entered a guilty plea.

Three admirals, who are now retired, were also censured for their improper relationships with Francis and his company.

Dusek was the commander of the amphibious assault ship Bonhomme Richard, then the commander of the U.S. Essex and the deputy director of operations for the 7th Fleet.

Sammartino fined Dusek \$70,000 and order him to pay \$30,000 in restitution to the Navy. (Editing by Alex Dobuzinskis and Cynthia Osterman)

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## Grounded TS Lines Cargo Ship Splits in Two Off Taiwan

March 25, 2016 by [Mike Schuler](#)

[https://gcaptain.com/grounded-ts-lines-cargo-ship-splits-in-two-off-taiwan-spilling-fuel/?utm\\_source=gCaptain+Newsletter&utm\\_medium=email&utm\\_campaign=01dbdf0cd-Mailchimp\\_RSS\\_CAMPAIGN&utm\\_term=0\\_f50174ef03-01dbdf0cd-139894965](https://gcaptain.com/grounded-ts-lines-cargo-ship-splits-in-two-off-taiwan-spilling-fuel/?utm_source=gCaptain+Newsletter&utm_medium=email&utm_campaign=01dbdf0cd-Mailchimp_RSS_CAMPAIGN&utm_term=0_f50174ef03-01dbdf0cd-139894965)

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## Carnival Cruise Line to start sailing to Cuba in May

The world's largest cruise line is getting approval from Cuba to start running "cultural exchange" trips to the island starting in May. The cruises are on sale and will be operated bi-weekly. The Miami-based company said in September its Fathom ships for socially conscious travellers will call on three Cuban ports - Havana, Santiago de Cuba, and Cienfuegos - starting in May. Set to sail in May, U.S.-to-Cuba cruise, (*the first*) in over 50 years.... The inaugural voyage for the Adonia 1, with a capacity for 704 passengers, is May 1 with arrival in Havana the same day..... **Source; State of the Stateks** (?????)

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### **Lifeboat cover back at St Abbs by mid-summer**

The order for a new lifeboat for St Abbs was placed last week and it should arrive in the harbour by mid-summer. St Abbs has been without its own lifeboat since September last year when the Royal National Lifeboat Institution (RNLI) decided to close the lifeboat station and provide cover for the area, popular with divers, from Eyemouth. St Abbs residents and lifeboat crew fought the move but when it became clear they had lost the battle to retain the RNLI inshore rescue boat they set out to provide their own accredited independent lifeboat. Within months the £400,000 needed to buy the lifeboat and crew equipment had been raised - with a £260,000 donation coming from Tunnock, of caramel wafer and teacakes fame - and organisers then started the serious job of sourcing a new boat.

They have gone for a nine metre inshore inflatable boat from Marine Specialised Technologies. The company, based in Liverpool, manufacture boats for the military and have supplied search and rescue boats around the world. Euan Gibson, announcing that the lifeboat had been ordered, said: "The crew and committee have been to the Liverpool factory and after testing it on the Mersey we settled on that design which we think will be perfect for the conditions at St Abbs." "The crew are back in training, and their first aid training will be beyond the minimum training requirement tailored to deal with potential diving casualties. They are hoping the new lifeboat will be delivered to St Abbs by June or July. Organisers held a public meeting in St Abbs last night to tell their supporters the good news that the harbour will have its own lifeboat again by the summer. **Source; berwick-advertiser**

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### **Seaspan Accepts Delivery of Ninth 10000 TEU SAVER Containership**

Seaspan Corporation (NYSE:SSW) announced today that it accepted delivery of a 10000 TEU containership, the MOL Benefactor. The new containership, which was constructed at Jiangsu Yangzi Xinfu Shipbuilding Co., Ltd., is Seaspan's ninth 10000 TEU SAVER design containership and first delivery in 2016. This is the 18th 10000 TEU vessel using Seaspan's fuel-efficient SAVER design constructed at Yangzijiang. The **MOL BENEFACTOR** will commence an eight-year, fixed-rate time charter with Mitsui O.S.K. Lines Ltd. ("MOL"). The ship is the last of a total of five 10000 TEU SAVER design vessels to be chartered by Seaspan to MOL. With this delivery, Seaspan will have nine vessels chartered to MOL. The delivery of the **MOL BENEFACTOR** expands the Company's operating fleet to 86 vessels.

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### **The Charterers P&I Club Newsletter**

In this edition we comment on the poor state of health of the shipping and insurance markets and we look at the investment we have made to ensure Charterers are given access to the very best service levels. We also have an interesting article from Peter King on container weights, a berth safety article by David Smith and a timely article on the Prestige by Pedro Gomez-Balbao which has recently presented rather a large claim to the ReInsurance market.

**To read the newsletter go to:-**

<http://exclusivelyforcharterers.com/docs/The%20Charterer%20March%202016.pdf>

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### **Grounded Container ship TS TAIPEI broke in two; Total loss;**



**Fuel leaking from ruptured tanks By Milton Stuards** Container ship **TS TAIPEI**, which ran aground about 300 meters off the coast of Shimen Township in New Taipei on March 10, 2016, broke in two Friday morning (Mar 25), according to media reports, photos and official statement. There is an oil leak from ruptured fuel tanks. Authorities

fear contamination from dangerous cargoes in some of the containers. According to reports, at least 12 containers were washed overboard. The vessel seems to be a total loss. **Source: vesselfinder**

**FIRST CONTRACT IN HISTORIC REBUILD SIGNED**



The first contract to be let in the £5.5 million project to rebuild the Maid of the Loch, Loch Lomond's Paddle Steamer, was signed on Monday 22 February 2016. The contract has been awarded to OSD-IMT Ltd., of Dundee, and is for marine consultancy services. OSD will provide the necessary naval

architecture, engineering, structure, and outfitting expertise to produce all the required calculations, drawings, and designs to ensure that the rebuild meets all regulatory requirements. John Beveridge, Founder of the Loch Lomond Steamship Company, the charity that owns the Maid, said "This is a landmark event for us. It is almost exactly 20 years since the charity took ownership of the Maid, and we are now able to start work on returning this unique ship back into steam operating condition. It is hugely exciting for everyone and our thanks for all the wonderful support we have had. This is a major investment for Loch Lomond".

Managing Director of OSD-IMT Ltd., Neil Patterson, said "We are pleased to be able to support the Loch Lomond Steamship Company with this exciting and challenging project, and look forward to assisting them in returning Maid of the Loch to operation". Maid of the Loch is the last paddle steamer built in Britain, in 1953, and she sailed on the loch until 1981, carrying such notable people such as Queen Elizabeth II (on two occasions) and Queen Salote of Tonga. She lay neglected and deteriorating at Balloch until rescued by the charity in 1996. Since 2001 the Maid has been a 2 star visitor attraction in VisitScotland's quality assurance scheme and open to the public every day in summer, drawing around 15,000 visitors each year. Dr Mike Cantlay, Chairman of VisitScotland, said "I am absolutely delighted that the project to rebuild the historic 'Maid of the Loch' can now go full steam ahead; it is fantastic news for tourism in the region. As the last paddle steamer built in Britain, as well as the last in a long line of Loch Lomond steamers, the ship is an important part of Scotland's maritime heritage. She already draws a significant number of visitors every year but the refurbishment works to restore her to her former, full glory as an operational paddle steamer will mean that she'll become a superb, first-class attraction, offering a greatly enhanced quality of visitor experience. During this Year of Innovation, Architecture and Design 2016, we are highlighting and celebrating examples of Scotland's rich engineering legacy as well as icons of innovation across many fields. The 'Maid of the Loch' is certainly one of those so I am very much looking forward to seeing the completion of this exciting restoration project." Last year Maid of the Loch was awarded a Stage 1 pass by the Heritage Lottery Fund, worth £230,400, which allows this professional work to be carried out. HLF have promised a further £3.8 million if the charity can raise the balance of £1.7 million. "Of course, the Maid is not just an historic steamship", added John Beveridge. "She represents jobs, training, and added-value for visitors, and will be an icon for Loch Lomond. A refurbished Maid of the Loch will embrace 21st century safety and comfort, with 20th century Scottish engineering, using 19th century technology. How brilliant will that be?"

**Officers and Crew Begin to Arrive at the Shipyard in Holland America Line's Seventh 'Countdown to Koningsdam' video**

<https://www.youtube.com/watch?v=qW3mUzdcg8>

**Cruise ship outbreak: Oceania Riviera reports norovirus, 3rd time in recent months** Posted by Robert Herriman

For the third time since Dec. 2015, the Centers for Disease Control and Prevention’s (CDC) Vessel Sanitation Program (VSP) is investigating a norovirus outbreak onboard the **Oceania Cruises** vessel, **OCEANIA RIVIERA**. The latest voyage, which began on Mar. 20, has reported 52 passengers ill with symptoms of vomiting and diarrhoea. Specimens have been collected, tested onboard and found to be positive for norovirus. The specimens will be sent to CDC for additional testing. No crew have been affected to date. The voyage is slated to end on Apr. 3. Norovirus outbreaks have been reported and investigated on the Oceania Riviera last fall when 86 passengers and crew were sickened, and more recently, last month when 127 total people were stricken with the gastrointestinal virus. In response to the outbreak, **Oceania Cruises** and the crew aboard the ship reported the following actions: Increasing cleaning and disinfection procedures according to their outbreak prevention and response plan, Collecting stool specimens from passenger and crew gastrointestinal illness cases for testing, and Making multiple daily reports of gastrointestinal illness cases to the VSP. **Source: outbreaknewstoday.**

**£193M SUBMARINE CONTRACT BUOYS JAMES FISHER**

**James Fisher and Sons**, the marine services provider headquartered at Barrow-in-Furness, has signed a £193m submarine rescue service contract with the Indian Navy. The company has announced that its subsidiary JFD has been awarded the contract by the Indian Navy for the long-term provision of its submarine escape and rescue capability. The contract entails the design and production of two complete submarine rescue systems for £83m by December 2018 to be assembled and produced at JFD's Inchinnan facility near Glasgow. A 25-year in-service support contract covering all aspects of the operation and maintenance of the system will commence when the vessels are put into service in India. Two complete submarine rescue systems will be delivered to the Indian Navy including deep search and rescue vehicles (DSRV), launch and recovery systems (LARS) equipment, transfer under pressure (TUP) systems and all logistics and support equipment required to operate the service. Nick Henry, chief executive of James Fisher and Sons, said: "As the global leader in submarine rescue services, James Fisher has been awarded the contract by demonstrating, through its work with the Royal Navy, the Australian Navy and the Singapore Navy, a commitment to the safety of the global submarine community over many years. "We look forward to working with the Indian Navy at the start of this long-term relationship."

**Viking Sky cruise ship gets inaugurated**



The third ship of **Viking Ocean Cruises**, with a total capacity of 930 passengers, has touched water for the first time. The Fincantieri’s Ancona shipyard hosted the debut ceremony, as the tradition marks the final construction stage.

The ship’s float out, in accordance to the maritime tradition, was assisted by a madrina who welded coins under the ship mast. The coins represented the birth years of the company founder’s family members. **Marit Barstad**, sister of **Viking Ocean Cruises** CEO,

was the one performing this traditional ceremony and cutting the cord to allow water access into the dock for the first time. The **VIKING SKY** will be delivered to **Viking Ocean Cruises** early next year. Three more ships are expected to be delivered from Fincantieri to Viking by 2020. The company will own a total of six cruise ships to sail the world’s waters. “It is a special day when a new ship meets water for the first time. This is our third ship to be floated out in three years, so it is indeed a proud moment for our entire Viking family. Our first ship, **VIKING STAR**, has enjoyed great success in her maiden season. I look forward to her five sister ships experiencing the same respective success as they debut over the coming years,” Torstein Hagen, **Viking Cruises** CEO commented. Following the float out, **VIKING SKY** will be docked back for final construction stage and interior build-out. **Source : TravelWires**



## Derbyshire Deeps

Happy Easter everyone and the Latest Derbyshire Deeps is now on line.

[http://www.godfreydykes.info/198\\_DD\\_APR\\_2016.pdf](http://www.godfreydykes.info/198_DD_APR_2016.pdf)

*Please note at present I have Derby.Submariners@talktalk.net on a Divert to [Derby.Submariners@yahoo.co.uk](mailto:Derby.Submariners@yahoo.co.uk). The email is still unworkable, though talktalk insist is OK, so I have decided to dump it. Please change my contact to the new address @yahoo.co.uk*

Unfortunately the 'Whether Forecasters' got it right and as I write this it is snowing very heavily, but at only 2 degrees and the excess rain of Storm Katy last night I doubt it will settle.

I am still glowing and just happy my Isle of Man holiday last week saw two very calm sea crossings, and only half a day of rain, so a really good break, and I found out they are not part of the EU; so both Ann and I think it may be a nice place to retire to; despite the apparent disruption three times a year with the TT!

**DD Members** please remember to get your Freedom of the City of Derby to HM Submarine Service Celebration Meal at the Park Carvery on the evening of 28 April 7pm (Page 23) where we have a special message to DS from HM the Queen, in response to our Loyal Greetings on the occasion of her 90th Birthday

Terry

**Terry Hall**  
**Derbyshire Submariners**

[http://www.godfreydykes.info/DERBYSHIRE\\_SUBMARINERS\\_PAGE.htm](http://www.godfreydykes.info/DERBYSHIRE_SUBMARINERS_PAGE.htm)

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## New Formula For Calculating Ice Accretion Weight Added To Intact Stability Code

Icing Considerations For Cargo Ships Carrying Timber Deck Cargoes – New Formula For Calculating Ice Accretion Weight Added To Intact Stability Code A new paragraph has been added to the icing considerations contained in Part B, Chapter 6.2 of the International Code on Intact Stability, 2008. This provides cargo ships carrying timber deck cargoes with an explicit formula for calculating the ice accretion weight, and stipulates the ways in which the ice should be distributed over the timber deck region. The new formula considers the ship length, freeboard height and the length of the bow flare region. Regulation 44(7) of the International Load Line Convention and the Codes of Safe Practice for Ships Carrying Timber Deck Cargoes already have requirements to consider the effects of icing on the stability of the vessel, if applicable. Owners of existing vessels carrying timber deck cargoes, intending to operate the ship in ice forming areas, should give consideration to having their vessel's stability manual reappraised, using this new more explicit ice accretion calculation. For exact details of the amendment, see IMO Resolution MSC.398(95)

<http://info.lr.org/e/12702/b-12702-140019-MS-C-398-95--pdf/2t15lt/627535690> Source: LR

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## U.S. Authorities Seize More Than Six Tons of Cocaine from Drug-Smuggling Sub

[https://gcaptain.com/u-s-authorities-seize-more-than-six-tons-of-cocaine-from-drug-smuggling-submarine/?utm\\_source=gCaptain+Newsletter&utm\\_medium=email&utm\\_campaign=80db57a8b3-Mailchimp\\_RSS\\_CAMPAIGN&utm\\_term=0\\_f50174ef03-80db57a8b3-139894965](https://gcaptain.com/u-s-authorities-seize-more-than-six-tons-of-cocaine-from-drug-smuggling-submarine/?utm_source=gCaptain+Newsletter&utm_medium=email&utm_campaign=80db57a8b3-Mailchimp_RSS_CAMPAIGN&utm_term=0_f50174ef03-80db57a8b3-139894965)



## Isle of Man holiday plans are thrown into chaos after ferry smashes into pier at Douglas

**Sailings from Belfast to the Isle of Man have been hit after a high speed catamaran ferry crashed into a pier at the island's capital, Douglas.** Five people were injured when the vessel **MANANNAN** slammed into the port's Victoria Pier just before 11pm on Wednesday, the Isle of Man Steam Packet Company said. The injured passengers were taken to hospital, after receiving initial treatment on board the



File Photo of the **MANANNAN** – Photo : Huib Lievense ©

ship, the company said in a statement. The ferry operators said they believed that a "systems control failure" led to the crash. The incident has disrupted sailings to the island in the Irish Sea, just as the lucrative tourism season gets under way with the Easter Festival of Running started. The ship - which was arriving from Liverpool - hit the pier as it

manoeuvred into the port. Rebecca Moy, a 20-year-old student from Douglas, was onboard the **MANANNAN** when it crashed into the dock. She was returning home for the holidays from John Moores University in Liverpool. She told the Isle of Man Today website that there was panic and screaming on board the ferry when it hit the port's sea wall. "An hour in, with no signal, me and my friend looked at each other in panic after feeling heavy vibrations on board. We were told by the captain that there was trouble with the stabilisers and that the engineer had overridden the problem. "The **MANANNAN** slowed down but then the same vibrations happened three more times - rather worrying. "Finally we could see Douglas and the overall feeling onboard was more relaxed then - we were making jokes, saying we should have listened carefully to the safety instructions." She added: "Ten minutes later, a voice that wasn't the captain suddenly said: "Passenger announcement: brace, brace, brace. "We thought somebody had got hold of the tannoy as a joke, but five seconds later there was a heavy shudder and vibration. "Children on board were screaming and doors slamming, then we saw the contents of the whole fridge were lying on the floor. After the 10 seconds of panic people seemed to be making a joke of the incident, ringing their family and friends, who could apparently hear the crash from the terminal." "I didn't see anybody injured on board, we were just shocked," she added. None of the passengers was seriously injured, but the ship sustained major damage to its bow. It is not the first time that the Manannan has been damaged. Last year, more than £100,000 of damage was caused by the vessel hitting what was described as sea debris. Anyone with bookings with the Isle of Man Steam Packet Company should check with the firm about replacement services. **Source: Belfast Telegraph**

## Drunken captain grounds ship, blocks entrance to port of Rostock



The **ABIS BERGEN** – Photo : Walter de Groot ©

The master of Dutch general cargo vessel **ABIS BERGEN** is in serious trouble after his ship veered off course, ran aground and blocked the entrance of the German port of Rostock. The master was taken in by police having been found to be drunk, his breathalyser test revealing a reading of 1.48, well above the legal limit. The 85 m long ship was damaged in the accident. The ship was eventually refloated and towed away from the port entrance,

allowing other vessels to enter the port. The ship's captain is now facing charges for 'endangering naval traffic' and piloting the ship despite being 'absolutely unfit for duty'. **Source: splash 24/7**

### **Thruster Compartment Flooded**

Recently, a freight ship was underway in 15 foot seas when the forepeak flood alarms activated. The crew investigated and discovered the starboard anchor had slipped 10-15 links, causing it to strike and puncture the hull. As a result, seawater flooded the bow thruster and emergency fire pump compartment. The casualty resulted in excess of \$1 million in vessel damage and a month's lost revenues while the vessel was out of service undergoing repair. During the repair period, it was discovered that the anchor windlass brake pad had worn down to 2-3mm thickness. With only this amount of pad, the fully applied brake could not achieve its designed holding power. The crew should have recognised the excessive wear to the brake pads and that these required replacement. It was also discovered that the anchor involved in the incident was a replacement, and had different specifications to the original anchor. The replacement anchor's relative position in the hawse pipe was not the same as the original, because the shank length and connecting linkages were different. The size difference prevented the riding pawl from properly engaging the anchor chain. As an added safety device, a wire sling had been used to secure the anchor while at sea. The wire sling was threaded through a chain link and secured to the vessel with a pelican hook. When the sling broke and the brake failed, the anchor's weight and the ship's movement then caused it to drop before the riding pawl could properly engage. The sling failure was likely caused by the corrosion of the inner wire strands; the inner wire strands being exposed to the elements because of the sharp bend in the wire. Although the wire sling was inspected regularly, those performing the inspections were not instructed on how to examine and determine its serviceability. All preventative maintenance programmes should be up to date and include specific language on anchor windlass equipment, particularly emphasising when brake assemblies must be renewed or adjusted. When key vessel components, such as anchors, are to be replaced, a proper review should be undertaken and all possible variables considered. Persons involved with vessel maintenance and repair should have the technical resources available to them in order to assist in determining serviceability or replacement of shipboard equipment. Editor's note: Inspection of wire rope is not an easy task and cannot be properly done without opening the lay with a spike and examining the inner core. Even this step is not foolproof, and wire rope degradation within the core can be hard to spot. Crew should adopt the 'precautionary principle' when using and examining wire rope – that is, if unsure, replace with new. **Reference: nautinst.org**

### **Windstar Cruises appoints a black woman captain**



Windstar Cruises promoted **Belinda Bennett** to captain of **WIND STAR**. She joins a small but growing number of women captains in cruising and may be the first black cruise ship captain. **Bennett** took command of the 148-passenger **WIND STAR** Jan. 30 in the Caribbean. She is an 11-year veteran of **WIND STAR**, and previously served as chief officer. CEO **Hans Birkholz** said **WIND STAR** is thrilled to have appointed its first female captain and perhaps the cruise industry's first black captain. 'Belinda's leadership qualities and hard work have made her an asset to our team and invaluable to her colleagues and crew. She has earned her

spot at the helm and I'm excited to see her in action, guiding the crew and our guests on Wind Star through some of the world's most incredible destinations for years to come,' Birkholz said. Bennett, 39, is a British citizen who resides in Southampton. She hails from St. Helena, a British Overseas Territory encompassing Ascension and Tristan de Cunha, where she became a deck cadet at age 17 aboard **RMS St. HELENA**. Four years later, she climbed the ranks as third officer then stayed an additional five years, ultimately serving as second officer. Following a brief stretch as chief officer for **SS DELPHINE**, a private charter yacht, and Isle of Man Steam Packet ferries, **Bennett** joined Windstar as second officer in September 2005. **Source : seatrade-cruise**

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### **Abu Sayyaf demands US\$1 million for Indonesia-flagged vessel taken hostage**

Two Indonesia-flagged vessels were taken hostage at the weekend by Abu Sayyaf militants in the Philippines, said a Foreign Affairs Ministry (Kemlu) official on Tuesday (March 29), confirming earlier media reports of the capture. The Straits Times understands that the militant group, based in the southern Philippines, has demanded 50 million peso (S\$1.48 million) for the release of one of the vessels and its crew. “It is confirmed that tugboats **Brahma 12** and **Anand 12** carrying 7,000 tonnes of coal and 10 Indonesian crew members were captured,” said Kemlu spokesman Armanatha Nasir, “The exact time (of the incident) is not clear but the owner of vessels found out about it on March 26 when they were contacted by a person who claimed to be from the Abu Sayyaf.” The Brahma 12 has since been released and is now under the care of the local authorities in the Philippines, but the Anand 12 and its crew of 10 remain in the hands of the “pirates” at an unknown location, said Mr Armanatha, without explaining why the former was released. National Intelligence Agency (BIN) chief Sutiyoso told The Straits Times that the Abu Sayyaf has asked for 50 million peso in ransom for Anand 12 and its crew. The incident occurred on Saturday after the two vessels left Sungai Puting, in South Kalimantan, for Batangas in southern Philippines. According to Mr Armanatha, the hostage-takers had contacted the owner of the Anand 12 twice since Saturday to demand a ransom in exchange for the release of the vessel and crew. He did not elaborate on the course of action being taken by the authorities but added that the priority of Kemlu is “the safety of the 10 Indonesian crew members being held hostage”. Kidnapping, beheadings, bombings and extortion are the modus operandi of the Abu Sayyaf. **Source: Straitstimes**

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### **Fishermen rescued off Arklow coastline**

A FISHING BOAT with two crewmembers has been rescued off the Arklow coastline by RNLI volunteers **RNLB GER**

**TIGCHLEAAR** was launched minutes after the distress call came in at 7.47am. The local fishing vessel had suffered engine failure and was without navigation ability about three miles south of Arklow. The crew consisting of Coxswain Ned Dillon,

Station Mechanic Michael Fitzgerald, Brendan Dillon, Craig O’Reilly, Cead Muller and Eddie McElheron, rushed to the lifeboat station, launched Ger Tigchleaar and proceeded to scene. The volunteers established a tow line and proceeded with the long slow tow back to Arklow. The two crewmembers remained on board during the tow to land and Arklow RNLI report that all crewmembers are safe and well. Speaking following the incident, Mark Corcoran, Volunteer Lifeboat Press Officer and Community Safety Officer said: While some of our crew were in Dublin for the 1916 Commemorations, early this morning we were all back to reality when the pagers sounded, owing to the casualty vessel calling for help early, we were able to reach the vessel in good time and tow her home safely. **source: .thejournal**



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### **Chemical tanker hit by pirates off Nigeria**

A small chemical carrier was attacked by pirates in the early hours of Saturday morning in Nigerian waters and five hostages were taken. The **Sampatiki**, owned by Avin International, was hit 30 nautical miles from the Nigerian town of Bonga. Eight armed pirates spent four hours onboard and took hostages. Sources tell Splash that the five held captive are made up of 4 senior officers and an engineer. None of the other crew were injured although plenty of equipment was reported damaged when the ship made its way back to port. Last month an offshore support vessel belonging to France’s Bourbon was hit by pirates in the same region. **Source: Splash 24/7**

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### **Somali pirates on trial in France for fatal hijacking**

Seven suspected Somali pirates are due in court in Paris on Tuesday over the hijacking of a French yacht that left the owner dead and his wife facing a hellish kidnapping ordeal. .... They face possible life imprisonment if convicted. .... **Source: AFP / Manilatimes**

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### **UN says disputed Falkland Islands are in Argentina territorial waters**

Argentina has officially expanded the outer limits of its continental shelf beyond the UK-claimed Falkland Islands, following a UN commission ruling which increased its maritime territory by 35 percent to include the waters around the disputed islands. According to the Argentine Foreign Ministry, the newly introduced continental shelf borders are based on an “unanimous” decision by the UN Commission on the Limits of the Continental Shelf, that ruled in Argentina’s favor earlier in March. According to UN ruling, Argentine waters had expanded by 1.7 million square kilometers, which engulf waters surrounding the disputed Falklands, or as they are known in Argentina, Islas Malvinas. Essentially the UN ratified the country’s 2009 petition to fix the limit of its territorial waters at 200 to 350 miles from its coast. “We’re reaffirming our sovereignty rights over the resources from our continental shelf, minerals, hydrocarbons and sedentary species,” Foreign minister Susana Malcorra said, when making the announcement. “I sincerely believe that is a very significant foreign policy achievement of Argentina.” “This is a historic occasion for Argentina because we’ve made a huge leap in the demarcation of the exterior limit of our continental shelf,” she added. The UN ruling increased Argentinian territory by 35 percent, as under the previous 200 nautical mile extension Argentina’s shelf consisted of 4.8m sq km. Deputy Foreign Minister Carlos Foradori who chaired the panel presentation at San Martin Palace, said that UN ruling was carried out by design and planning and not by accident. It “is not a sovereignty dispute, but the creation of national sovereignty quietly and in peace, with all Argentines working in a team, for years, under different governments with a common objective. It was the generation of a policy by design and planning, and not by accident,” Foradori said. The UN is yet to officially confirm Buenos Aires announcement, but according to Article 76, paragraphs four to seven of the Convention, the coastal state can “delineate the outer limits of its continental shelf, where that shelf extends beyond 200 nautical miles from the baselines ...” London is also yet to comment on Argentina’s announcement. In the long standing dispute, Buenos Aires claims it inherited the Falkland Islands from the Spanish crown in 1816, while London justifies its position saying it has continuously administered the territory since 1833, as well as the islands’ population, which is almost entirely of British descent. While the islands are self-governed, London provides for its defense and foreign affairs, and fought a war with Argentina to protect its claim in 1982. The British government also maintains that islanders cannot accept Argentine sovereignty against their will. During the 2011 referendum 98 percent of residents favored the status quo. The people of the Falkland Islands are trying to find out from the British government about “what, if any, decisions have been made, and what implications there may be” for the territory in relation to the UN decision. “As soon as we have any firm information we will make it available,” Mike Summers, chairman of the Legislative Assembly of the Falkland Islands, said in an e-mailed statement to the Associated Press. “Our understanding has always been that the UN would not make any determination on applications for continental shelf extension in areas where there are competing claims.” **Source: Russia Today**

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### **TS Taipei Grounding: Drone Video Shows Environmental Disaster Unfolding in Taiwan**

[https://gcaptain.com/ts-taipei-grounding-drone-video-shows-environmental-disaster-unfolding-in-taiwan/?utm\\_source=gCaptain+Newsletter&utm\\_medium=email&utm\\_campaign=80db57a8b3-Mailchimp\\_RSS\\_CAMPAIGN&utm\\_term=0\\_f50174ef03-80db57a8b3-139894965](https://gcaptain.com/ts-taipei-grounding-drone-video-shows-environmental-disaster-unfolding-in-taiwan/?utm_source=gCaptain+Newsletter&utm_medium=email&utm_campaign=80db57a8b3-Mailchimp_RSS_CAMPAIGN&utm_term=0_f50174ef03-80db57a8b3-139894965)

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### **MORE MURPHY'S LESSER-KNOWN LAWS:**

**My daughter asked me for a pet spider for her birthday, so I went to our local pet shop and they were \$70! Blow this, I thought, I can get one cheaper off the web..**

\*\*\*\*\*

**I start a new job in Seoul next week. I thought it was a good Korea move.**

## THOMAS GRAY MEMORIAL TRUST



Established in 1925 the trust honours the memory of Thomas Gray, a senior surveyor for the Board of Trade, who wanted to improve the professionalism of seafarers in the latter half of the 19th century.

The medal recognises deeds of professional merit and was provided by the Royal Society of Arts until 1993 when the funds and management were transferred to the Marine Society.

Anyone can apply as long as they meet the requirements. If you have any queries please get in touch with us.

### ELIGIBILITY

The award is in recognition of exceptional deeds of merit at sea and includes services to seafarers in the broadest sense. These deeds can be related to any aspect of seafaring, including saving of lives, the well-being of seafarers and any exceptional deeds related to the business of seafaring.

### HOW TO GET INVOLVED

Nominations need to be supported by a citation and you can send that to us via email or post.

Unfortunately if you have previously received the medal you won't be eligible again.

The medal is awarded at our Annual Court each year, in central London. Deadline date for nomination will be posted in Friday 1st July 2016.

The medal is presented each year at the Marine Society Annual Court. 14th October this year.

**Nominations in by 1st July.** Please send in your nomination along with citation to: [crockson@ms-sc.org](mailto:crockson@ms-sc.org)  
Tel: 020 7654 7029

or:- Thomas Gray Medal nomination, Marine Society, 202 Lambeth Road, London, SE1 7JW

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## **British OAP rescued from Atlantic after 'jumping into sea when cruise ship left port without her'** By Gerard Couzens , Anthony Bond

A British holidaymaker has been rescued from the Atlantic after apparently trying to swim to her cruise liner when it left port without her. The 65-year-old is said to have jumped into the sea in Maderia and tried to reach the vessel after changing her mind about cutting short he holiday following a row with her husband. Local press named the woman as Susan Angela Brown. She was recovering in hospital in the country's capital Funchal after being rescued by fishermen suffering from hypothermia. Mrs Brown was reportedly clinging to a small bag when she was pulled out of the water around 8pm on Saturday. Funchal port captain Felix Marques told local press she had been a passenger on board the **Marco Polo** cruise ship, operated by Cruise & maritime Voyages, with her husband. They reportedly rowed after the vessel docked in Funchal and she travelled to the island's airport before changing her mind about leaving the ship and making her an attempt to swim to it. Mr Marques told respected daily Correio da Manha: "She was 500 metres from the coast when fishermen heard her shouting." "When they reached her she was clinging onto a handbag she had been swimming with." She was rushed to a hospital intensive care unit in an ambulance after being rescued and taken ashore. She was understood to be "out of danger" this morning. Local reports said her husband was likely to abandon the cruise liner and return to Madeira so

he could be with his wife. Police are also thought to be planning to interview the British woman to try to glean more details of Saturday night's bizarre incident.

The Marco Polo docked in Madeira on Saturday morning around 10am from Barbados and left the island around 8pm the same day. Local daily Journal da Madeira said: "Everything is pointing to the woman failing to return to the ship at 8pm and instead deciding to go to the airport to catch a flight." According to the port captain she was on holiday accompanied by her husband who did get back on board the ship.

"When she reached the airport the tourist saw the ship passing and threw herself into the sea with the aim of reaching the vessel." National Portuguese daily Correio da Manha added: "Annoyed with her husband, a British tourist aged 65 abandoned the cruise liner Marco Polo in Funchal port with the intention of flying home." But when she was at the airport she saw the ship on the horizon, had second thoughts and threw herself into the water to try to return to the ship. "She was rescued from the water four hours later suffering hypothermia" A worker at Nelio Mendonca Hospital, where Mrs Brown was taken, said today: "Mrs Brown is not really in a position to speak at the moment". **Source: mirror**

### Great British public chooses 'Boaty McBoatface'

The first large non-naval vessel built in the UK for several years, to fill a prestigious research role at a cost of some GBP200m, could rejoice in the name *RRS Boaty McBoatface* if a public consultation is heeded.



The Natural Environment Research Council (NERC) has taken the brave step of asking the great British public for suggestions for the name of its new state-of-the-art polar research ship being built at Cammell Laird. The NERC received thousands of suggestions within hours of launching its online campaign and before it became clear what was emerging as the front runner the NERC was very happy with the consultation.

NERC's director of corporate affairs, Alison Robinson, said:

"The public response to this campaign has been amazing. We've received more than 4,500 suggestions already, with nominations that honour people for acts of bravery, loved ones, children and fiancés, or promote causes close to people's hearts or commemorate great British works of fiction. People of all ages and interests have thought and researched what name they would like to see on the ship, to reflect environmental science, British history or the things that matter to them. I can tell that we will have a real challenge to select just one for the new polar research ship."

Science Minister Jo Johnson has called for school pupils, parents, teachers and adults to take part in a once in a lifetime opportunity to suggest a name they would like to see on the side of the UK's polar research ship when she takes to the seas. He said: "Can you imagine one of the world's biggest research labs travelling to the Antarctic with your suggested name proudly emblazoned on the side? The Polar Research Ship represents a leap forward in securing Britain's place as a world leader in marine and climate change science – and illustrates this government's commitment to invest in research facilities on a record scale. With the eyes of the world on this ship, this campaign will give everyone across the UK the opportunity to feel part of this exciting project and the untold discoveries it will unearth."

Unfortunately for the NERC the project started to attract tongue-in-cheek entries including *Its Bloody Cold Here*, *What Iceberg*, *Captain Haddock*, *Big Shipinnit*, *Science!!!* and *Big Metal Floaty Thingy-thing*.

Then former BBC presenter James Hand said he found the list of possible names "really funny" so decided to "throw one into the ring" – *Boaty McBoatface* which then proceeded to attract far more votes than any other. The BBC reported last week that Mr Hand had "apologised profusely" to the NERC.

An NERC spokesperson said staff were "very much enjoying hearing everyone's ideas". However the NERC does not have to follow the public vote and can make its own choice, which probably won't be *Boaty McBoatface*. **Source: Maritime London**

**OLDIE – FROM THE SHOEBOX**



Seen in the Middle Dock Engineering Co Dry-Dock, River Tyne. 25.4.1981 is the "AFRICA PALM" delivered 1971 by Warnowwerft, Warnemunde as "JORUNA" for I/S Lars Rej Johansen and Knud Knutsen, Oslo. - 1974 sold to Palm Line Ltd renamed "AFRICA PALM", tonnage increased from 9,816 to 10,008. She was still in service 4/1994 as Tong Zhou. The Tug is the Westsider delivered 1964. **Photo : Iain Forsyth ©**

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**Mama taught her well! You've got to love this little girl. What a woman she'll make.**

**I want 4 little animals...**

A teacher asked her class, "What do you want out of life?"

A little girl in the back row raised her hand and said, "All I want out of life is four little animals, just like my Mom always says".

The teacher asked, "Really and what four little animals would that be?"

The little girl said, "A mink on my back, a jaguar in the garage, A tiger in the bed and a jackass to pay for all of it.

The teacher got a coughing fit and had to leave the room.

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**USB Stick**

Shortly it will become compulsory for senior citizens to carry not only their ID, but also their Insurance documents, their prescription list, a compact version of their medical file, the statement declaring if they want to be resuscitated after a heart attack, stroke, etc. etc

Consequently, a lot of paperwork will have to be carried when a senior citizen goes out the front door OR when they Travel! Specifically for this purpose, a special "Senior USB Stick" has been developed.

Take a look below....



**Two Bites of information. Blue Tooth technology to fit your lifestyle.  
Expanded Memory can be arranged. Anyway, something to chew on.**

### **Thoughtful Scot**

Aahh, makes your heart sing.

A thoughtful Scottish husband was putting his coat and hat on to make his way down to the local pub.

He turned to his wee wife before leaving and said, "Maggie - put your hat and coat on, lassie."

'She replied, 'Awe Jock that's nice. Are you taking me to the pub with you?'

'Nay," Jock replied  
'I'm turning the heater off while I'm out.'



*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*

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