

Hi Shipmates,

Please find below more snippets of information since circular #2016-13 went out on 8<sup>th</sup> June 2016.

My thanks to Tim Brant (MNA National Secretary), Pete Sinke's daily publication "Maasmond Maritime - Shipping News Clippings", Lloyds List, gCaptain, Maritime London, Flashlight and many others from the T'internet, not forgetting the items sent in by Readers and any other source I can access.

***MNA National Contact Points***

***National Secretary, Tim Brant,***

9 Saxon Way, Caistor, MARKET RASEN, LN7 6SG  
Tel: 01472 85 11 30, Email : [t.brant@talktalk.net](mailto:t.brant@talktalk.net)

***National Membership Secretary, Roy Glencross***

3 The Maples, Old Main Road, FLEET HARGATE, PE12 8NT  
Tel 01406 425 527, Email [membership@mna.org.uk](mailto:membership@mna.org.uk)

***MNA Slop Chest, Brian Gray,***

61 Bemerton Gardens, Kirby Cross, Frinton-On-Sea, CO13 0LQ  
Tel: 01255 85 19 19, Email [briandolphin@btinternet.com](mailto:briandolphin@btinternet.com)

***Change of Address????*** *If any member has changed any of their contact details (Postal, E-mail or Telephone) it is important that you inform ROY GLENCROSS and TIM BRANT who hold the details and mailing list of all members. Please also copy me in if informing by e-mail [RS46060@aol.com](mailto:RS46060@aol.com)*



**NORNE & CABLE ENTERPRISE, inbound for Teesport'**  
**photo: Nathan Hobday, Pilot Cutter Crew ©**

**Ship Photos of the Day – Port of Long Beach’s Powerful New Fireboat**

**‘Protector’** June 8, 2016 by [gCaptain](#)



Fireboat 20 (Protector) arrives at the Port of Long Beach. Credit: Port of Long Beach

The Port of Long Beach has welcomed into service the first of two new state-of-the-art fireboats that will the port help become more ‘big ship’ ready in the future.

The fireboat, named *Protector*, was dedicated during a ceremony held Wednesday in memory of Donald Domenic DiMarzo, a former Long Beach Fire Department captain and fire marshal aboard the USS *Intrepid* in the Pacific during World War II. DiMarzo was posthumously awarded the Navy Cross for extraordinary heroism and distinguished service for leading efforts to save the aircraft carrier after an attack that set it ablaze on November 25, 1944.

Courtesy of the Port of Long Beach

*Protector* is equipped with 10 water cannons capable of extinguishing fires in the harbor or on nearby land with more than 41,000 gallons per minute — four times the output of the existing fireboats. The fireboat can shoot water the length of two football fields, and higher than a 20-story building, meaning firefighters can throw water or foam anywhere aboard the world’s largest container ships and oil tankers. The new, multi-mission fireboats can also assist with chemical, biological, radiological and nuclear threats. Other features include facilities for medical treatment, a command information center, boom deployment to contain spills and an onboard crane.

“We have to be prepared for any potential hazard,” said Harbor Commission President Lori Ann Guzmán. “*Protector* is a major improvement in our emergency response capabilities, helping us to safeguard both the Port and our community.”

*Protector* and a second, still-under-construction boat, “*Vigilance*,” will replace the Port’s fireboats “*Challenger*” and “*Liberty*,” which began service in the late 1980s and were designed during an era when vessels were carrying 4,500 containers. Earlier this year, the Port of Long Beach welcomed its first ‘megaship’, the MV CMA CGM Benjamin Franklin, with a 18,000 containers. Although there are no firm plans to bring more ‘megaships’ to the port at the moment, the Port of Long Beach says it expects even larger ships coming in the future.

“These new fireboats are specifically designed for the Big Ship Era,” said Port of Long Beach CEO Jon Slangerup. “They’re amazing, state-of-the art machines built to protect the ships of today and tomorrow.”

Courtesy of the Port of Long Beach

The construction cost for the two boats is \$51.6 million, including \$18.5 million in grant funding from Homeland Security’s Port Security Grant Program.

Design for the two boats was provided by Robert Allan Naval Architecture. Other partners in the project included Foss Maritime Co., Jensen Maritime Consultants, the Department of Homeland Security and the Federal Emergency Management Administration.



## China Plans Manned Subsea ‘Space Station’ in South China Sea

June 8, 2016 by [Bloomberg](#) By Bloomberg News

China is speeding up efforts to design and build a manned deep-sea platform to help it hunt for minerals in the South China Sea, one that may also serve a military purpose in the disputed waters.

Such an oceanic “space station” would be located as much as 3,000 meters (9,800 feet) below the surface, according to a recent Science Ministry presentation viewed by Bloomberg. The project was mentioned in China’s current five-year economic plan released in March and ranked number two on a list of the top 100 science and technology priorities.

Authorities recently examined the implementation of the project and decided to accelerate the process, according to the presentation.

“Having this kind of long-term inhabited station has not been attempted this deep, but it is certainly possible,” said Bryan Clark, a senior fellow at the Washington-based Center for Strategic and Budgetary Assessments. “Manned submersibles have gone to those depths for almost 50 years. The challenge is operating it for months at a time.”

So far there are few public details, including a specific time line, any blueprints or a cost estimate — or where in the waterway it might be located. Still, China under President Xi Jinping has asserted itself more strenuously in the South China Sea, one of the world’s busiest shipping routes. Its claims to more than 80 percent of the waters and the creation of artificial islands covering 3,200 acres have inflamed tensions with nations including Vietnam and the Philippines.

Shipping Lane

It has also led the U.S. to send ships from its Seventh Fleet to ensure freedom of passage through an area that carries \$5.3 trillion of global trade a year.

To read more about the diplomatic tussle over the South China Sea, [click here](#).

“The deep sea contains treasures that remain undiscovered and undeveloped, and in order to obtain these treasures we have to control key technologies in getting into the deep sea, discovering the deep sea, and developing the deep sea,” Xi said last month at a national science conference.

While China’s appetite for natural resources remains the driving force behind the project, the recent ministry presentation noted the platform would be movable, and used for military purposes. China has proposed a network of sensors called the “Underwater Great Wall Project” to help detect U.S. and Russian submarines, say analysts at IHS Jane’s.

‘Important Strategy’

“To develop the ocean is an important strategy for the Chinese government, but the deep sea space station is not designed against any country or region,” said Xu Liping, a senior researcher for Southeast Asian affairs at the Chinese Academy of Social Sciences, a government-run institute.

“China’s project will be mainly for civil use, but we can’t rule out it will carry some military functions,” Xu said. “Many countries in the world have been researching these kind of deep water projects and China is just one of those nations.”

When analysts look at the South China Sea, they tend to focus on the potential for oil and gas reserves as estimates for mineral deposits are sketchy. The U.S. Energy Information Administration says the area has proved and probable reserves of about 11 billion barrels of oil and 190 trillion cubic feet of natural gas. China’s estimates dwarf those. In 2012, Cnooc Ltd.’s then-chairman estimated the area holds around 125 billion barrels of oil and 500 trillion cubic feet of natural gas.

Typhoon Challenge

While most of the undiscovered oil lies in coastal regions that aren’t disputed, the contested areas face geological and technological challenges, not least the depth of the waters and frequency of typhoons. Spearheading the planning for the deep-sea station is the China Shipbuilding Industry Corporation, according to a statement on the website of the science ministry. Once operational, it would host dozens of crew members who could remain underwater for up to a month, the ministry’s presentation separately said.

China Shipbuilding Industry Corporation and the ministry did not reply to faxes seeking comment.

Price Tag

Planning has been under way for a decade and is central to China's push to become a global technology superpower by 2030, according to the presentation. Completing it would help China close a deep sea exploration gap with the U.S., Japan, France and Russia on underwater technology. China has already logged successes, with its Jiaolong submersible setting a world record by descending 7 kilometers in 2012.

The ministry presentation didn't give any estimated price tag but Bryan Clark, who formerly served as special assistant to the chief of U.S. naval operations, said the cost could be daunting and its vulnerability to detection would make it less attractive militarily than using a submarine or an unmanned vehicle. China spent 1.42 trillion yuan (\$216 billion) on state and privately-funded research and development in 2015, according to the National Statistics Bureau, while total defense spending this year is projected by the government to increase 7.6 percent to 954.4 billion yuan (\$145 billion).

"The kinds of systems that make sense for deep sea are sensor and communication systems," said Clark. "In the Cold War, the U.S. and USSR spent much effort looking for each others' communication cables and sensors to disrupt them in peacetime or attack them in war. We can assume those efforts would continue today and into the future."

---

## **Disney Magic cruise liner brings a touch of magic to Tyneside**

**Fans turned out in force for the arrival of Disney Magic at the Port of the Tyne early on Tuesday morning**



The 1997 Fincantieri built **DISNEY MAGIC** moored at the Port of Tyne.

Photo: David A. Bowley ©

A gigantic cruise ship sailed into North Shields bringing a touch of **DISNEY MAGIC** to Tyneside. The 2,700 passenger cruise ship arrived in Tyneside at around 6am on Tuesday morning, sailing through some early mist and into bright sunshine. A sizeable crowd of photographers, ship-spotters and Disney fans lined dry land to watch the ship come in. **DISNEY MAGIC** is decked out in Disney colours, with a model Goofy clinging off its back, while the ship

announces its presence by blasting out the first few bars of the "Wish upon a Star" medley from its horns. Chris Walker, from Stocksfield, was armed with his camera at Tyne Dock as the ship came in. He was drawn by the 294 metre long vessel's size and was planning to take his granddaughter to watch the ship sail out of the Tyne later on Tuesday evening. Chris regularly makes trips to the coast to watch boats coming in, after seeing a ship dock during visit to South Shields 18 months ago. He said: "My friend took me to South Shields, and we saw the ships coming in. I thought, I've lived here all my life, and I don't realise what it's like to watch ships come in. "We've started to get these bigger cruise ships coming in and the place has started to liven up a bit. It's fantastic." **DISNEY MAGIC** was waved in by groups of onlookers on both sides of the Tyne. It was captured by photographers on cameras, phones and drones as it dwarfed the port. After the boat docked its passengers embarked on day trips around the North East, with Alnwick Gardens among the destinations. Richard and Val Ellis, who watched Disney Magic sail through the misty Mouth of the Tyne before heading to Tyne Dock, were pleased to see such a big cruise liner on home turf on a "perfect morning". "It's just so impressive, it's wonderful for us." Val said. "We're on the map, it makes you very proud." **DISNEY MAGIC** sailed out of North Shields at 5.30pm on Tuesday and making stops at Invergordon, Kirkwall, Glasgow, Liverpool and Dublin, before returning to Dover.

**Source: chroniclelive**



---

**WATCH: Navy Ship Takes Huge Wave Over Bow**

[https://gcaptain.com/watch-navy-ship-takes-huge-wave-over-bow/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29](https://gcaptain.com/watch-navy-ship-takes-huge-wave-over-bow/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29)

---

**Guilty verdict over ferry life jackets**

An assistant director of the Marine Department has been found guilty of misconduct in public office the highest ranking official to be charged over the Lamma ferry sinking disaster four years ago So Ping-chi, 59, was accused of failing to ensure sufficient life jackets on ships. He was allowed to extend his bail until sentencing on June 21. The District Court ruled that So, who was a principal surveyor of ships between 2007 and 2013, tried to appease the shipping industry when he told department inspectors to ignore a new safety law implemented in 2007. Judge Douglas Yau Tak-hong said So had committed a serious crime when he made that decision which could lead to serious consequences. Thirty- nine people died when two ferries collided near Lamma Island in 2012. "There was no evidence of dishonest or corrupt incentives," Yau said. However, So's acts breached his duty and violated the public's trust in officials. Yau said it was apparent that safety was at stake when comparing the new laws that required an equivalent numbers of passengers and life jackets with children's life jackets accounting for 5 percent of passengers. The old laws required life jackets for only 40 percent of passengers. Yau said even if the instruction that ships built before 2007 were not required to follow it, the law was in place before So took office and he could have rectified the instruction but he did not. "The seriousness of the charge lies in his disregard of legislation," Yau said. In mitigation, the defense lawyer said So, now suspended from his work and married with a daughter and a son, did not act on dishonest motive and might lose his pension. A total of 39 mitigation letters were submitted to the court, including those from Executive Council members Ip Kwok-him and Cheng Yiu-tong, and lawmaker Regina Ip Lau Suk-ye, describing So as "dedicated to work," "sincere" and "contributing to society," and asking the court to consider a sentence other than imprisonment. Lawmaker James To Kun-sun, who has assisted families of victims, urged the police to study the judgment and prosecute those accountable. The inquiry that ended in 2014 heard from crew members that the ferry had no children's life vests. Eight children were among the 39 people who died. **source; Hong Kong Standard**

---

**Tug Strikes Hamburg Tour Boat, 15 Injured**

On Tuesday afternoon, the tug **JORN** struck the cruise boat **IRNA II** in Hamburg harbor, near the Blohm + Voss shipyard, injuring 15 of the 39 passengers aboard. Six had to be taken to the hospital. The **JORN** reportedly collided with the **IRNA II** at her stern. The impact was intense enough to break the tour vessel's glass windows, but a dive inspection has determined that neither vessel was not holed. A group of senior citizens was aboard, including Hannelore Faust, 67, and Harald Mattern, 84. "Glass splintered and benches flew," Faust told Abendblatt. None of the passengers went overboard. Emergency responders met the two vessels at a nearby dock and initial medical treatment was provided onsite. The Hamburg water police are investigating the cause of the accident; the **IRNA** 's operator said that they believe their captain was not at fault. **Source: MAREX**

---

**PHOTOS: First Ship Passes Through Panama Canal's New Locks**

[https://gcaptain.com/photos-first-ship-passes-through-new-panama-canal-locks/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29](https://gcaptain.com/photos-first-ship-passes-through-new-panama-canal-locks/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29)

---

**WATCH: How to Launch Like a Boss**

[https://gcaptain.com/watch-how-to-launch-like-a-boss/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29](https://gcaptain.com/watch-how-to-launch-like-a-boss/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29)

## Royal Navy in hot water as engines of Britain's flagship £1bn destroyers break down in middle of sea

THE Royal Navy's fleet of **Type 45 destroyers** are breaking down because their engines cannot cope with the Persian Gulf's warm waters. Rolls-Royce are blaming extremes of temperature in the Middle East for the repeated power outages that have left Britain's best fighting ships without propulsion or weapons systems. Six Clyde-built **Type 45 destroyers** need work expected to cost tens of millions of pounds after a string of power failures. If it is not done, the vessels could be left as sitting ducks in battle if the UK is in a major conflict at sea again. A Whitehall source said: "We can't have warships that cannot operate if the water is warmer than it is in Portsmouth harbour. "These ships have to have a global reach and it looks as if the engineering has compromised them." The cost of refits over several years is believed to be one of the factors behind the delay in beginning orders for the Type 26 frigates planned for BAE Systems' yards on the Clyde. Representatives of the Unite union, BAE Systems and Rolls-Royce are due in front of the Commons defence committee today to answer questions on the Type 26 and Type 45 procurement. Officers have been left with no power or weapons at sea The MPs are likely to hear for the first time that the decision to overhaul the £1billion-a-piece Type 45s is due to a flaw which leaves Rolls-Royce's WR-21 gas turbines unable to operate in extreme temperatures. Shipyard unions have warned that the Type 26 contract is being stretched out over twice the original time frame, putting jobs on the Clyde in jeopardy and leading to a possible reduction in the number of ships ordered from 13 to eight. Rolls-Royce are expected to tell the Commons hearing that "high air and sea and water temperatures" combined with poor fuel quality have led to conditions in which the engines are running beyond their design tolerances. The admission comes after years of trying to hush up the engine failures on the Type 45 by dismissing them as teething troubles. The first indication of problems came in 2010 when **HMS DARING** lost all power in mid-Atlantic and had to be repaired in Canada. The ship needed repairs in Bahrain in 2012 while in the Gulf. Reports said it suffered propulsion problems while on patrol off the coast of Kuwait. **HMS DEFENDER** has just returned from operations in the Gulf, supporting US carrier strikes against Isis in Iraq and Syria. The MoD solution is to fit each Type 45 ship with two back-up diesel generators that could be used if the main propulsion unit breaks down. A staggered refit of the ships is not due to begin until 2019 and will put added pressure on defence budgets. MPs will demand answers about who picks up the bill for the refits and how that impacts on funding for the Type 26 order. SNP MP Douglas Chapman called for assurances about the future of shipbuilding in Scotland. He said: "The workforce and the communities that depend on a continuous order book to keep vital skills have to be heard and the MoD have to live up to their promises." A Rolls-Royce spokesman said: "We will have a representative at the committee meeting who will give a briefing to MPs then." **source: dailyrecord**

## Cracked Asphalt Tanker Saved Off India

June 9, 2016 by [Mike Schuler](#)

A Panamanian-flagged tanker averted potential disaster overnight after the vessel developed a crack in its hull in the Arabian Gulf off India.

The Indian Navy says it was called Wednesday night to provide assistance to the MT *Infinity 1* which was taking on water and had developed a dangerous list approximately 20 miles from Goa.

The INS *Trikand* along with the Coast Guard cutter *Amal* arrived on scene and were able to transfer emergency dewatering equipment to the vessel. With the flooding under control, the *Trikand* escorted the ship to Karwar where it was safely anchored.

The Navy reported that the vessel was carrying 1,794 metric tons of asphalt.



Indian Navy

**Last Aussie - Crewed Fuel Tanker, MT British Fidelity Leaves Australian Coast** March 16, 2016.

Oil giant BP decided to take the last Aussie-crewed fuel tanker, the MT British Fidelity, off the Australian coast.

The vessel, currently in Singapore, was used by the company to move fuel from Kwinana to Adelaide and more recently Kwinana to Devonport/Hobart.

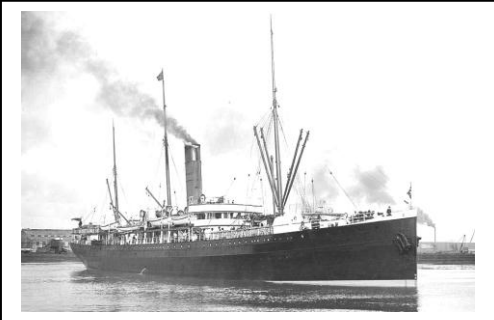
Ship manager ASP informed workers in a letter that BP had told them the contract for the vessel would be terminated on May 9. The crew raised objections in sailing to Singapore fearing their jobs were in jeopardy and despite assurances the ship would return to trade on the Australian coast, their worst fears were realized.

“ASP regrets the departure of the vessel and the possible need for redundancies to occur. These are decisions by BP and not ASP,” according to the letter.

In a statement, the Maritime Union of Australia (MUA) said it is disgusted at the decision by BP. “The Turnbull Government’s hypocrisy is breath-taking – they want to remove hardworking Australians who pay tax in this country and replace them with exploited foreign labour on as little as \$2/hr who are employed on Flag of Convenience shipping, which is itself a global tax scam,” MUA National Secretary Paddy Crumlin said. **Source: SEQld Vindi Newsletter**



**The SS Warrimoo**



The Warrimoo was a passenger ship built in 1892 by C S Swan and Hunter, Wallsend, England. She was purchased by the Union Steam Ship Company Limited and sailed the Pacific, based in New Zealand. She sank following a collision with a warship on the 18th of May, 1918. During the first world war the SS Warrimoo transported NZ troops to the war.

**Another interesting account** involving the ship took place in 1899 and was as follows:

On December 30, 1899, in the mid-Pacific and the passenger steamer SS Warrimoo is quietly making her way from

Vancouver to Australia via the mid-Pacific. Just before midnight, the navigator and the captain realised that they were in a remarkable place at a remarkable time. They’re approaching the intersection of the equator and the **International Date Line**.

The captain changes course. He has to hit the target at exactly the right moment. And at the stroke of midnight. The front of the ship was in the 20th century, the back half was in the 19th century. The front was in the Southern Hemisphere, the back was in the Northern Hemisphere. The bow was in summer, the aft was in winter. The ship was straddling two hemispheres, two seasons, two years and two centuries at the same moment. They probably didn’t know if they were Arthur or Martha. **Source: SEQld Vindi Newsletter**

**Maersk considers to flag out end-of-life vessels from the Danish or other European registries**

The Clean Shipping Coalition criticises container ship giant Maersk for its statement that it considers to flag out end-of-life vessels from the Danish or other European registries in order to circumvent the European Ship Recycling Regulation. The Clean Shipping Coalition, a global coalition of nine organisations promoting sustainable shipping, argues that Maersk’s move “seriously undermines its credibility as a responsible ship operator”. ..... **Source : Portnews**

**PHOTOS: World’s Largest Lock Opens in Belgium** June 10, 2016 by [Mike Schuler](#)



Photo credit: Jan De Nul

The new world’s largest lock was opened for business at the Port of Antwerp on Friday with the push of a button by King of Belgium.

The new Kieldrecht Lock, or *Kieldrechtsluis*, connects container terminals at the port’s Deurganck tidal dock with the Waastland Canal. It is the second lock in an area Antwerp known as Waasland Port, located on the left bank of the Scheldt. Until now the area was only accessible by the Kallo Lock, which has been in service since 1979, but has been outgrown in terms of capacity, size, and

reliability.

The new lock was symbolically inaugurated with the Grimaldi Lines vessel, *Grande Lagos*.

The Kieldrecht lock measures 68m wide, 500m long and 17.8m deep, making it slightly larger than the nearby former world record holder, the Berendrecht Lock, also located at the port of Antwerp but in a different area. In fact the two locks, along with the new Neopanamax locks in the Panama Canal, are all the same type, using rolling gates to form watertight the lock chambers.

REUTERS/Francois Lenoir

Construction of the Kieldrecht Lock started in 2011 and was led by THV Waaslandsluis, a consortium between Jan De Nul NV, BAM Contractors, Herbosch-Kiere and Antwerpse Bouwwerken.

To build the lock, a total of 5,500,000 m<sup>3</sup> of ground was excavated, 800,000m<sup>3</sup> of concrete was poured and 55,000 tonnes of reinforced steel – three times the amount of steel than the Eiffel Tower – had to be installed. On top of that, another 12,000 tonnes of steel were processed in the lock’s 4 gates and 2 bascule bridges.

The Kieldrecht Lock is so big that it can even handle the world’s largest containerships, but preparing the port for future growth does not come cheap. The lock came with a price tag of €382 million (US\$430 million). **Source: gCaptain**



A cargo ship crosses the world’s biggest lock “Kieldrechtsluis” during its inauguration at Belgium’s port of Antwerp, June 10, 2016. Picture taken through a window. REUTERS/Francois Lenoir

**New Brighton lifeboat rescue two jetskis being swept out to sea**

**New Brighton RNLi rescued the jetskis off the coast of Wirral**

New Brighton’s lifeboat crew has been captured on camera rescuing two jetskis after they were swept out to sea. The RNLi’s **B-837 Charles Dibdin** boat was called out 3.34pm on Tuesday (June 7). In a statement on Facebook, the RNLi said: “The lifeboat was launched and managed to take in tow the 2 jetski’s just off from Fort Perch Rock and towed them back to New Brighton beach to their very relieved owners.” RNLi lifeboat called out to rescue two jet skiers off New Brighton.

RNLi lifeboat called out to rescue two jet skiers off New Brighton. The statement said the jetskis were travelling out to sea on the ongoing tide from the Wirral beach. In December, the RNLi Chardles Dibdin boat was sent to rescue a rescue dog after the three-year-old swam well out from the shore at **DAILY** Leasowe Bay. The boat was launched at the request of the HM Coastguard and headed to the area where two coastguards, and possibly the dog’s owner, would walk along the groyne to recover the pet. **Source; liverpoolecho**



Photo; Ian Edwards.



## **Tourist Thai boats crash: Two killed and dozens injured as ships smash in holiday hotspot**

**AT LEAST 10 tourists are injured and two are dead after two holiday speedboats crashed in yet another Thailand sea tragedy. By Peter Walker**

The ships, carrying around 62 people between the two, smashed in stormy weather at around 1pm (local time) off the coast of mega-popular holiday island Koh Phi Phi. At least 26 people have been rushed to hospital in the mainland city of Phuket – according to the Phuket News. Ten of them are reportedly tourists and two have them died – according to the Bangkok Post. Police colonel Prasert Srikhunrat said the crash, involving the Chollakij carrying 36 passengers and the Hongfah 333 carrying 26, happened near diving hotspot Moo Snakha Rocks amid rough waves. "It was raining heavily," Col. Lt. Prasert Srikhunrat said by telephone. "The sky was dark, so the two boats crashed into each other." According to Chinese media, almost all the passengers were Chinese and South Korean tourists and that police will question the two speedboat captains.

## **OPEN YOUR 'CURTAINS' TO ABANDON SHIP**



In recent years many vessels transiting high risk areas have equipped themselves with standard First World War equipment razor wire to protect against maritime criminals and pirates, as recommended in the self-protection guideline **Best Management Practice 4**.

Recently, a partner of the non-lethal technology platform: **Maritime Security Alliance** has invented a different type of razor wire system based on an already existing crowd control system. This new **Quick Removable Razor Wire system** was successfully tested by a Dutch heavy lift vessel while sailing through a high risk area in West-Africa, earlier this year. This innovative razor wire is unlike normal razor wire installed on simple brackets and is designed to have a thick steel wire through the core of the razor wire coil. The steel wire keeps the coil in its place during a razor wire sabotage attempt during a hijacking attempt.



The key feature of this innovation is that the locked razor wire capsules can be opened allowing the coil of razor wire to be applied just like a curtain, quickly allowing the crew to open and close this protection in seconds instead of hours or days, as needed. If the area of operation is deemed safe, the curtain can be opened leaving the razor wire coils stored in the lockable capsules. The capsules with razor wire coils are designed for long term use and are easily stored below decks. The design allows installation of coils with a diameter up to 900 mm (recommended by BMP4), but it is also possible to have several 450 mm type coils above each other on the same brackets to close off a section on deck or in the accommodation. Most traditional razor wire systems deteriorate in one or two months at sea due to corrosion and need to be replaced. Most ship-owners declare that this razor wire is cut off the railing just before entering the port and disposed of overboard where they destroy fishing nets and may be a danger to other vessels and animals. Furthermore, removing corroded razor wire is a safety risk for the crew. As an anti-boarding barrier this standard First World War equipment may still be useful on board. But when the vessel is in distress and evacuating and abandoning becomes imminent, it becomes a barrier for the crew itself. Therefore the **Quick Removable Razor Wire** systems are especially ideal around lifeboat / life raft stations, pilot entry points, bunker stations, or all around the vessel, as may be seen at the images of the Dutch heavy lift vessel. The system allows the crew to remove this razor wire in a couple of seconds with reduced risk of injury and no delays in emergency situations. For more information about anti-boarding barriers check: <http://maritimesecurityalliance.com/ids/anti-boarding/>

### **Britain warship intercepts Russian submarine**

A Russian submarine - capable of carrying cruise missiles - has been intercepted by a Royal Navy warship in the North Sea. The vessel was detected by NATO forces and is now being escorted by **HMS KENT**. The Ministry of Defence said the Type 23 Duke class frigate will continue to shadow the Kilo-class submarine. Defence Secretary Michael Fallon said: "This shows that the Navy is maintaining a vigilant watch in international and territorial waters to keep Britain safe and protect us from potential threats." **HMS KENT's** Commanding Officer, **Commander Daniel Thomas**, said: "Locating this submarine was a combined effort with NATO allies and shadowing such units is routine activity for the Royal Navy." "We continue to escort the submarine as it conducts its passage, providing a visible presence." **Source: Foxnews**

### **Families raise £5,000 for lifeboat charity after rescue of Charedi boys trapped by tide** By Lianne Kolirin,

Relatives of the 34 strictly Orthodox boys who were trapped by rising coastal tides in Kent on Monday night have donated £5,000 to the charity which rescued them. The 13 and 14-year-olds, accompanied by two adults, had to be saved when they got into difficulties near St Margaret's Bay and Dover Harbour – an area prone to rock fall. The all-male party from Stamford Hill reported themselves lost to the emergency services, but managed to use their mobile phones as distress beacons once the tide came in. They were brought to safety by three lifeboats and a helicopter. There were no reported injuries in the incident, which rescuers said could have been "far worse". The pupils rescued were on a half-term trip organised by the Ahavat Yisreal Community Centre in Stamford Hill. Now, as an expression of their gratitude, the families of the stranded boys have sent a cheque for £5,000 to the Royal National Lifeboat Institution (RNLI), which co-ordinated their rescue. The money has been quickly raised since the incident, less than 48 hours ago. In a letter to Captain Simon Moore, lifeboat operation manager at Dover RNLI, spokesman Shimon Cohen said: "Immediately after the incident, the boys' parents began fundraising in our community in gratitude for your heroism and they have already raised £5,000. "The boys will be organising more fundraising events throughout the summer and I look forward to presenting you with additional funds in due course." Speaking after the rescue operation, the spokesman said: "We are hugely grateful to the coastguard whose swift actions ensured that everyone was returned to the shore safe and well. A full internal investigation will be held to ascertain the facts and understand the lessons to be learned" Some of the party called the Shomrim volunteer security group while stranded. Chaim Hochhauser, supervisor at Stamford Hill Shomrim, said: "Several Shomrim volunteers drove down from London to support the group and liaised with parents and families throughout the incident which thankfully ended well, thanks to the great work by RNLI and HM Coastguard." Earlier today Shomrim tweeted to say that the family had made the donation. In response, the RNLI posted on its social media page: "@Shomrim we were glad to help. We are very grateful for the kind donation." According to rescuers, the group had passed nine warning signs before stopping to call for help. Photographs taken at the time show the group dressed in strictly Orthodox attire, including kippot, long black coats and white shirts. Three RNLI lifeboats were dispatched from the Dover and Walmer RNLI stations on Monday night. "The group were caught out by a rising tide," said Dover RNLI Coxswain, Mark Finnis. "Thankfully the quick and well-co-ordinated search and rescue response meant all 36 casualties were rescued and were lucky to escape without serious injuries, but they've had a traumatic experience." In an interview with BBC London, Mr Finnis said the episode could have been "a whole lot worse". "None of the people we took on board our lifeboat were dressed in any attire that you would associate with clambering over rocks," he said. All 36 were transported back to Dover lifeboat station; 31 people by the all-weather lifeboat and five by the Coastguard helicopter. All were medically assessed, but none required hospital treatment. **Source: THE JEWISH CHRONICLE ONLINE**



### Maritime charity sets sail for the Queen's 90th

In a nod to its history, international maritime charity, Sailors' Society, will travel by boat to the Patron's Lunch on Sunday (12 June) to celebrate Her Majesty the Queen's 90th birthday. The charity will be joined by supporters and volunteers and travel on the aptly named Golden Jubilee down the Thames to get to the party. Stuart Rivers, Chief Executive Officer, Sailors' Society, said: "Travelling by boat from where the Society was founded seemed a fitting way to get to the Patron's Lunch." The charity will join 10,000 guests at the event, which will be the largest street party to take place on The Mall and will see many of the Queen's 600 patron organisations come together to celebrate her dedication to charitable causes. Stuart added: "It is a privilege to have Her Majesty as Sailors' Society's patron and this event is the perfect way to thank her for such longstanding dedication to charity." On 5 August 1993, the Queen joined Sailors' Society at its 175th anniversary celebrations in Southampton docks and reviewed the fleet before departing on Britannia. The Patron Lunch signals the end of a national weekend of celebration, which includes a service of thanksgiving on 10 June and a trooping of the colour the following day.

### Submarine owner blames Queen Mary leaseholder for rust, grime and raccoon infestation

The Scorpion submarine is docked next to the **Queen Mary** in Long Beach. In a lawsuit, the Scorpion's



owner claims that the operator of the Queen Mary failed to maintain the sub as agreed. The **Scorpion** patrolled the Pacific Ocean for 22 years as an attack submarine of the Soviet navy. But now the boat is an aging tourist attraction, docked adjacent to the **Queen Mary** in Long Beach, and its owner claims that the sub is rusting away because the leaseholders of the Queen Mary have refused to maintain the vessel as required under a management agreement. The submarine's owner, California-based NewCo Pty Ltd., filed a lawsuit this week naming several previous and current leaseholders of the **Queen Mary**, the former ocean liner

turned into a boutique hotel. The suit asks for \$10 million to repair the damage caused to the 45-year-old submarine. The city of Long Beach owns the **Queen Mary** but leases the ship and the adjacent land to operate as a tourist attraction. Urban Commons, a Los Angeles-based real estate and development company that took over the Queen Mary lease in April, said it was looking into the allegations made in the lawsuit. "While we do not have any involvement with the vessel, we are looking into the matter," the company said in a statement. The lawsuit, filed in Los Angeles Superior Court, notes that the lease for the Queen Mary and the Scorpion has changed hands several times over the past two decades. But the lawsuit targets a previous leaseholder, the Garrison Investment Group, saying it had agreed to pay the owner of the Scorpion \$200,000 a year in rent and maintenance costs. The suit contends that Garrison neglected the submarine since 2011 in hopes that the repairs would be so extensive that Garrison could terminate the lease. A Garrison representative declined to comment. In addition to rust, grime and peeling paint, the **Scorpion** is also infested with raccoons, according to the lawsuit. Last June, the neglect caused the submarine to list to the port side, forcing it to close to tourists, the lawsuit claims. Urban Commons has big plans for the marine complex that could include a \$250-million entertainment and retail area with a giant Ferris wheel. The company is working with a task force to come up with ideas for developing the 45 acres surrounding the **Queen Mary**, now mostly parking lots, as well as for events that will attract more visitors to the area. **Source; Los Angeles Times**

### 4 Large Cruise Ships Docked At PortMiami Awesome 4K Drone - Cruise Ship Parking Lot

<https://www.youtube.com/watch?v=nB71Z2Hu49c>

10 minutes look around.

---

## World's kinkiest cruise? Naked love ship comes complete with erotic by cruise ferry By Sarah Roberts

Adult hospitality company The Original Group is set to launch its first-ever Desire Cruise in 2017, in which passengers will enjoy adult-themed activities at sea - and clothing is optional. The Mexican company is to charter the **AZAMARA QUEST** for a voyage of debauchery along the Adriatic Sea, where customers will experience eight days of open-minded fun. Adult-orientated entertainment, exotic workshops, sensual staterooms, culinary experiences and private playrooms are to be offered on the one-off themed cruise. Those keen to bare all are encouraged to do so on clothing-optional spaces on the 690-passenger ship, which includes a pool and deck area. And further indulgence can be found at the half a dozen dining options on board, that range from room service to the main cuisine rooms. There will be plenty to explore on land as well as on the liner, as the cruise will depart and ends in Venice, Italy, with stops at several ports in Croatia and Slovenia along the way. Guests don't have to wait long to set sail, as the naughty take on luxury cruising will be held during September 26 to October 3 next year. Rodrigo de la Pena, CEO of Original Group said: "We have carefully selected this amazing ship and this exotic route to enable us to provide our passengers the opportunity to live a high-end, sensual yet spicy experience in a luxurious and secure environment." "We're thrilled to bring to the sea our more than 30 years of experience in creating the perfect sensual atmosphere for adults, and we have no doubt that the Desire Cruise experience will be life-changing for our passengers and will become the sensual way to get away," de la Pena continued. If you're looking for more naked holiday options here are five of the best nudist resorts in the world. **Source: dailystar**

---

## Scarborough Lifeboat coxswain gets MBE By; Carl Gavaghan



One of Scarborough Lifeboat's longest service volunteers has been awarded an MBE in the Queen's Birthday Honours List. Tom Clark, who joined the lifesaving organisation more than 30 years ago, has been given the honour for his services to the RNLI and the Scarborough Sub-Aqua Club. Tom joined Scarborough RNLI 32 years ago, on April 4 1984. He was asked to join by John Pearson, who was then in charge of the inshore lifeboat and is now a deputy launching authority with the RNLI. He has been coxswain for 14 years and has trained in all aspects of search-and-rescue work such as navigation, boat handling and search-and-rescue patterns. He said: "You're trained up over a long period and you gather your experience over the years so you can make the right decision on the day. "I've worked with some really nice, wonderful characters," he says. "Over 32 years of working with these people it rubs off on you, it moulds you into what you are today." Tom was notified by

post that he had been nominated for an honour. He added: "When I read the letter, I got a bit emotional. People like me don't get things like this. It absolutely knocked me for six, I was flabbergasted. It was the last thing I ever expected to be getting in the post. "It's an honour and a privilege but my job is an honour and a privilege. I feel like it's recognition of the hard work and dedication of the whole station including the crew and the wider team of people who give up their time for Scarborough RNLI. "I'm very patriotic and a real royalist," says Tom, who is one of 10 members of Scarborough RNLI heading to London this weekend for the Queen's official birthday party in the Mall. Tom is a father to Josh and Jenny, and he is engaged to Nicky Ridley. RNLI lifeboat operations manager John Senior MBE paid tribute to Tom. He said: "He has served the RNLI for more than 30 years and has taken part in a number of famous rescues. He's now been a coxswain for more than a decade and has guided a number of very talented crews "It is a wonderful honour for this incredibly brave individual and I want to congratulate him on behalf of all the crew and volunteers at Scarborough RNLI. It is richly deserved." **Source: thescarboroughnews**



---

**Chinese woman living in Orlando pleads guilty in submarine parts smuggling case**  
**Rene Stutzman**

In Orlando federal court Friday a Chinese immigrant pleaded guilty to smuggling submarine parts to an engineering school in China. Amin "Amy" Yu, 54, who lives in Orlando and is a permanent U.S. resident, was not accused of being spy or smuggling illegal military supplies out of the United States. She was simply a go-between who smuggled parts for unmanned submarines out of the U.S., Canada and Europe by filling out phony shipping documents or none at all, according to court records. The supplies went to a Chinese university where she used to work: Harbin Engineering University in the city of Nangang. She used to lead a group of marine researchers at Harbin but immigrated to the United States in 1998 and moved to Orlando in 2009, records said. A federal grand jury in Orlando indicted her March 16 on 18 counts, including conspiracy, smuggling, knowingly filing false export documents and international money laundering. She pleaded guilty to two counts: exporting goods to a foreign country without properly registering as a foreign agent; and conspiring to commit international money laundering. That second charge is because she made international monetary transactions in an exchange that she knew to be illegal. The smuggling count to which she pleaded guilty happened in 2009, said Assistant U.S. Attorney Daniel Irick. It put \$107,000 in her bank account, he said. All told, the government had accused her of \$2.6 million in illegal transactions. Yu is facing a possible maximum sentence of 30 years in prison, but defense attorney David Jancha said under federal sentencing guidelines, she would score about two years. Another defense attorney, Mark NeJame, said she may face nothing more than probation. She also faces possible deportation. She's to be sentenced Aug. 29. Federal prosecutors allege that employees at Harbin would send her money and requests for equipment that they needed to build remote-controlled submarines, including underwater sensors, underwater cables and sonar devices, and she provided them. She is accused of smuggling the parts from 2002 through 2014 and taking in more than \$2.6 million, but it's not clear how much of that was spent on the hardware she sent to China and how much she kept for herself. She sometimes made the shipments via Federal Express, United Parcel Service or other shippers, the indictment alleges. **Source; orlandosentinel**

---

**Chinese ambassador to Japan summoned during wee hours**

The government took the extraordinary step of summoning the Chinese ambassador to the Foreign Ministry at around 2 a.m. Thursday to lodge a strong protest against the unprecedented entry of a Chinese Navy vessel into the contiguous zone around the Senkaku Islands in Okinawa Prefecture. Chinese Ambassador to Japan Cheng Yonghua was summoned about one hour after the vessel entered the contiguous zone outside Japanese territorial waters, to hear a demand that Beijing exercise self-restraint. "This is the first time I have summoned someone in the middle of the night, but I believe that shows the seriousness of this situation," Vice Foreign Minister Akitaka Saiki said to the ambassador. "I want you to be aware of this point." The government was concerned that the Chinese warship's entry into the waters could lead to an accidental collision. Cheng reportedly told Saiki that China "does not want the situation to escalate" and that he would convey Saiki's message to Beijing. The Chinese Navy vessel had been warned by a Maritime Self-Defence Force (MSDF) destroyer before it entered the contiguous zone, but it pulled away and moved into the zone. According to a senior Foreign Ministry official, the Chinese ship then made movements that indicated "it might advance into Japan's territorial waters. If a Chinese Navy vessel were to intrude into territorial waters, the government has decided it would order maritime security operations in which it would dispatch MSDF vessels. .... The Chinese vessel eventually left the contiguous zone after about two hours. China has sovereignty claims in the South China Sea, where it is continuing its assertive maritime advances such as the construction of man-made islands. Yoji Koda, a former commander in chief of the MSDF fleet, said, "China intended to divert international attention from the South China Sea." Three Russian Navy vessels also sailed into the contiguous zone before the Chinese warship entered the area. "China used Russia very well so as not to generate excessive tension," Koda said. **Source: Asiaone**

---



---

### **Birthday Honours lists 2016**

<https://www.gov.uk/government/publications/birthday-honours-lists-2016>

---

### **100 KILOS OF COCAINE INTERCEPTED AT ROTTERDAM PORT**

Two men were arrested after 100 kilograms of cocaine was intercepted at the port of Rotterdam. The drugs were hidden in two bags in a shipping container, AD reports. The two suspects, from Hoofddorp and Oostzaan, will be arraigned on Friday. The police, Customs and FIOD, the tax authority's investigative department, are working together on this investigation. **Source: nltimes**

---

### **Experts blame Houston Ship Channel pilot for 2015 collision**

Federal safety experts say errors by a Houston Ship Channel pilot likely caused the 2015 collision between two 600-foot vessels that led to a chemical spill. The Houston Chronicle reported Wednesday that the National Transportation Safety Board has urged Houston officials to improve channel safety — especially during heavy fog. The report called on Houston pilots to emphasize better bridge management and more timely communication. The NTSB concluded that the pilot's failure to communicate as he guided the Conti Peridot through thickening fog contributed to the collision with an outbound chemical tanker, the Carla Maersk. The March 9, 2015, accident caused about 88,000 gallons of a flammable chemicals to spill. Nobody was hurt. A spokesman for the Houston Pilots Association welcomed the recommendations and said the report will be reviewed. **Source: Host Madison**

---

### **Seychelles court sentences five Somalis to 12 years, concludes last piracy case**

- A last group of suspected Somali pirates that remained on trial in Seychelles has been found guilty of piracy offences and sentenced to 12 years in prison by the Seychelles Supreme Court on Friday. In the ruling delivered by Judge Gustave Dodin the five were convicted of two out of three counts of piracy brought against them by the prosecution. The Somalis stood accused of attacking a dhow and holding the Indian crew as hostages, as well as for using the dhow as a pirate ship to attack an oil tanker. The offences were said to have been committed in the Gulf of Aden between January 1 and January 18, 2014. The five suspected pirates were transferred to Seychelles on January 30, 2014 by French naval ship FS Siroco, which was part of the EU Naval Force, in collaboration with a Japanese air force plane. Their transfer to the Indian Ocean island nation for prosecution was thanks to a pirate transfer agreement signed between EU and the Seychelles in December 2009. In an interview on national television Friday evening, the principal state counsel David Esparon said the 12 year sentence imposed by the court was “a great victory for Seychelles and the international community.” He noted that the case had its element of difficulty, as it was not possible to bring the Indian crew saved during the operation led by the French naval ship to testify during the trial. In March Judge Dodin had ordered that the last piracy case standing before the Seychelles Supreme Court should be heard until the end, rejecting a motion filed by the lawyer of the five accused that there was ‘no case to answer.’ The lawyer was arguing that there’s no evidence that they were guilty of the piracy charges against them. Seychelles, a 115-island archipelago in the western Indian Ocean, ended up placing itself at the forefront of the fight against piracy as the scourge, which began to plague the Indian Ocean in 2005, had a direct impact on the country's tourism and fisheries sectors. Over the last six years the island nation has conducted nearly 20 piracy trials, convicted over a hundred suspected pirates, more than any other country in the region. The number of Somalis incarcerated at the Seychelles main detention facility, the Montagne Posée prison stood at 22 in March this year. This includes the last group of five sentenced on Friday. The 17 others had already been convicted and were awaiting transfer to continue serving their sentences in their homeland. According to the TV report, Judge Dodin has not made an order for the five Somalis sentenced on Friday to be transferred to their homeland to serve their 12 year sentence. **Source: seychellesnewsagency.**

---

### **Porthcawl's first female crew member among 8 RNLI volunteers recognised by Queen**

## Conrad and the Craft: Sea Stories for Real Sailors (part 2)

[https://gcaptain.com/conrad-craft-sea-stories-real-sailors-part-2/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29](https://gcaptain.com/conrad-craft-sea-stories-real-sailors-part-2/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29)

### New President plots course for The Nautical Institute

The newly elected President of The Nautical Institute, **Captain David (Duke) Snider FNI**, has pledged to ensure the mariner's voice is heard loud and clear within the maritime industry. Speaking at the Institute's annual general meeting in Aberdeen, Scotland, on 9 June, Captain Snider said that one of his first roles as President will be to champion the new five-year Strategic Plan, which was launched in March.



The plan, informed by responses from more than 1,400 members surveyed in a questionnaire, will see a renewed focus on human element projects aimed at building competencies for modern integrated ships. Command, manning and fatigue, mentorship and continuing professional development (CPD) were other themes identified for further development. In his acceptance speech, Captain Snider explained: "We will continue to work within our industry to promote the improvement in usability of shipboard equipment by

including seafarers in the human-centred design of systems and equipment." Too often, he suggested, design or regulation is introduced without sufficient thought being given to their effects on the mariner, particularly on their workload.

Captain Snider, an experienced ice navigator from Canada, joined The Nautical Institute in 1989 while studying for his Watchkeeping Mate's certificate of competency. He recalled his instructor telling him that the Institute was "the organisation that is about best practice in all the manner of going to sea as an officer". He was a founder member, and has long been a director, of The Nautical Institute's British Columbia Branch and has been an active and enthusiastic member of Council. He was elected Senior Vice-President at the 2014 AGM. The new President paid warm tribute to his predecessor in the post, Captain Robert McCabe FNI, and reminded his audience that the Institute's long-serving CEO, Philip Wake OBE FNI, will be retiring next year. He added a personal endorsement of the organisation he now leads: "Without The Nautical Institute I would not be the mariner I am today."

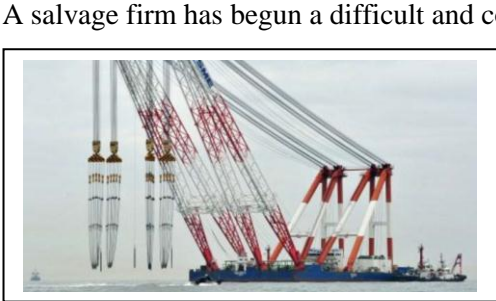
Captain Snider wrote Polar Ship Operations, the Institute's acclaimed work on the subject of ice navigation. During his time in post, he expects to see the start of the Institute's Ice Navigator Training Accreditation and Certification schemes, which complement the IMO Polar Code Polar Waters Training programmes. The Nautical Institute is the international professional body for qualified seafarers and others with an interest in nautical matters. It provides a wide range of services to enhance the professional standing and knowledge of members who are drawn from all sectors of the maritime world. Founded in 1972, it has nearly 50 branches worldwide and some 7,000 members in 120 countries. In 2015, the Institute was the proud recipient of the Investment in People award for its magazine *The Navigator* at the Seatrade Awards. <http://www.nautinst.org>

### Second U.S. Navy Aircraft Carrier Arrives in

**Mediterranean** The U.S. aircraft carrier USS Dwight D. Eisenhower entered the Mediterranean late on Monday, the U.S. Navy said, at a time when U.S. officials are raising alarm over Russia's maritime expansion. The Eisenhower, also known as the "Ike," will relieve the USS Harry S. Truman carrier strike group which later this month heads back to the United States after an extended eight-month deployment. BERLIN – June 13, 2016 by [Reuters](#)



**South Korea begins operation to lift sunken ferry**



A salvage firm has begun a difficult and costly operation to raise a sunken South Korean ferry which capsized at sea more than two years ago in a disaster that shocked and enraged the country. The Sewol was carrying 476 people when it sank off the southwestern island of Jindo in April 2014, with the loss of 304 lives — most of them schoolchildren. Bringing the ferry to the surface has been a key demand of some victims' families, who hope nine bodies still unaccounted for may yet be recovered. The Seoul Government last year announced plans to salvage the 6,825-tonne ship and selected a Chinese consortium led by state-

run Shanghai Salvage Co. to spearhead the \$98 million project. "The operation began at 2pm," Jung Seong-Wook, a bereaved family member who acts as a families' representative for the salvage project, said. Mr Jung was one of dozens of family members watching the work anxiously from fishing boats in foggy weather. Preparatory work was completed early in the morning, with the salvage firm's main crane positioned near the bow and several cables attached to the ferry. The lifting of the bow section — which will be conducted over the next two days — is seen as the most challenging part of the operation. "This operation takes up about 70 per cent of the overall salvage project," Mr Jung said. Once the bow is lifted, work to place 18 lifting beams beneath the ferry will begin. If the lifting operation goes announced smoothly, the Sewol may be brought to the surface by late July. The Sewol lies more than 40 metres beneath the surface, and officials say lifting the 145-metre-long vessel from the seabed without causing it to break up will be the main challenge. A naval architect involved in the project put the success rate at 80 per cent at a press briefing in April, saying lifting a wreck in one piece from such a depth had never been done before. The disaster was mainly due to human error — an illegal redesign of the ship, an overloaded cargo bay, inexperienced crew and a questionable relationship between the ship operators and state regulators. Captain Lee Jun-Seok was sentenced to life in prison for "murder through wilful negligence" and sentences ranging from two to 12 years were passed on 14 other crew members. **Source: Japan Times.**

*What happened to the Owners, Operators and State Regulators?*

**Survitec Group launches the pioneering Crewsaver Workvestlifejacket range, including the CrewfitXDLifejacket providing the ultimate in comfort, performance & buying flexibility**

Survitec Group is delighted to launch its pioneering Crewsaver single chamber Workvest range, ideal for the working marine market, at Seawork 14-16th June 2016. This new range uses the technology and expertise gained by Survitec Group through its work in the design and manufacture of lifejackets for the marine and aviation markets, to create a product range for the working marine market which offers the most advanced comfort and performance technologies to date. Feedback has shown that many operators are finding their current lifejackets too uncomfortable to wear for periods of time, using Fusion 3D technology Crewsaver now offers companies the opportunity to purchase 3D designed lifejackets, greatly increasing the users comfort over long and continued use. ....

**What is Fusion 3D?** The innovative Fusion 3D technology moulds to the shape of your body and sits off the neck giving the user total freedom of movement – it's so comfortable you will forget you are wearing it, ideal for a busy working environment where the priority is ensuring that employees remain safe at all times. Crewsaver is a world-leading manufacturer of marine safety equipment and clothing for the commercial and leisure marine industries. Based in Gosport, Hampshire, the company designs and manufactures bespoke safety equipment for several countries' Special Forces, and the aviation and oil industries. Crewsaver is the only company to hold an exclusive contract to supply lifejackets to the UK government's Environment Agency and the Royal National Lifeboat Institution (RNLI). They are part of the Survitec Group. [www.crewsaver.com](http://www.crewsaver.com)



21<sup>st</sup> June 2016**Notice to all Mariners Serving on Vessels Subject to the STCW Convention**

The 2010 amendments to the STCW Convention will come into force on January 1, 2017. These amendments were incorporated into regulation as part of the final rule titled “Implementation of the Amendments to the International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers (STCW), 1978, and Changes to National Endorsements” (78 FR 77796). The rule included provisions that will have an impact on seafarers serving on vessels subject to the STCW Convention (vessels operating beyond the boundary line). This notice specifies the requirements that will become effective as of January 1, 2017.

**STCW Gap Closing Requirements**

Gap closing requirements are additional training requirements that must be met to facilitate full compliance with the STCW Convention by January 1, 2017. Mariners with an operational- or management-level STCW endorsement will not be able to renew their endorsement after December 31, 2016, without meeting the following additional training and assessment requirements:

**Deck Officers:**

Operational Level Deck Officers (OICNW) must provide evidence of meeting the standard of competence in leadership and teamworking skills as described in Table A-II/1 of the STCW Code and Navigation and Vessel Inspection Circular (NVIC) 12-14. This requirement may be met by completing one of the following:

- 1) assessment numbers 18.1.A through 18.5.A in NVIC 12-14; or
- 2) a course in Leadership and Teamworking Skills; or
- 3) the Leadership and Managerial Skills course.

Management Level Deck Officers must provide evidence of successful completion of training in Leadership and Managerial Skills as described in Table A-II/2 of the STCW Code and NVICs 10-14 and 11-14.

**Engineering Officers:**

All engineering officers must complete approved training in Engineeroom Resource Management, if not previously completed.

Operational Level Engineering Officers (OICEW) must provide evidence of meeting the standard of competence in leadership and teamworking skills as described in Table A-III/1 of the STCW Code and NVIC 17-14. This requirement may be met by completing one of the following:

- 1) assessment numbers 16.1.A through 16.4.A in NVIC 17-14; or
- 2) a course in Leadership and Teamworking Skills; or
- 3) the Leadership and Managerial Skills course.

Management Level Engineering Officers must provide evidence of successful completion of training in Leadership and Managerial Skills as described in Table A-III/2 of the STCW Code and Management of Electrical and Electronic Control Equipment. See NVICs 15-14 and 16-14.

**Electronic Chart Display Information Systems (ECDIS) Limitations**

A limitation of “not valid for service on ECDIS equipped vessels” will be placed on STCW deck officer endorsements if evidence of required ECDIS training is not provided after January 1, 2017. This limitation or the limitation “Not valid for service on ECDIS equipped vessels after December 31, 2016” can be removed at any time, free of charge, by submitting a credential application (CG-719B) requesting a modification and including your course completion certificate.

**Renewal of Certain STCW Endorsements on or after January 1, 2017**

There are new requirements that will take effect the first time a mariner renews an MMC with STCW endorsements on or after January 1, 2017. Renewal of basic training, advanced firefighting, and proficiency in survival craft requires evidence of revalidation training, refresher training, or a retake of the original training course.

**Basic Training (BT):**

To renew their BT endorsement, mariners must provide evidence of maintaining the standard of competence in basic training as found in 46 CFR 11.302(b) or 46 CFR 12.602(b) and further described in NVIC 08-14, as follows:



- 1) provide evidence of completing a BT training course; or
- 2) provide evidence of 1 year sea service in the previous 5 years and provide evidence of completing BT revalidation training; or
- 3) provide evidence of completing BT refresher training.

**Advanced Fire Fighting (AFF):**

To renew their STCW officer endorsement(s), mariners must provide evidence of maintaining the standard of competence in Advanced Fire Fighting as found in 46 CFR 11.303(b) and further described in NVIC 09-14, as follows:

- 1) provide evidence of completing an AFF training course; or
- 2) provide evidence of 1 year sea service in the previous 5 years and provide evidence of completing AFF revalidation training; or
- 3) provide evidence of completing AFF refresher training.

**Proficiency in Survival Craft (PSC):**

To renew their PSC endorsement, mariners must provide evidence of maintaining the standard of competence in proficiency in survival craft as found in 46 CFR 12.613(b) or 46 CFR 12.615(b) and further described in NVIC 04-14, as follows:

- 1) provide evidence of completing a PSC training course; or
- 2) provide evidence of 1 year sea service in the previous 5 years and provide evidence of completing PSC revalidation training; or
- 3) provide evidence of 1 year sea service in the previous 5 years and provide evidence of meeting the requirements for BT renewal as described above; or
- 4) provide evidence of completing PSC refresher training.

**Qualified Assessor (QA):**

All assessments of competence for STCW endorsements must be signed by a Coast Guard-approved QA in accordance with 46 CFR 11.301(a)(1)(i) and 12.601(b)(1)(i). QAs must be approved by the Coast Guard either individually or as part of a Coast Guard-approved or accepted course or training program, as described in NVIC 19-14. NVIC 02-14, (Grandfathering and Transitional Provisions for Merchant Mariner Credentials), Enclosure (2), allows for the acceptance of STCW assessments, performed for and signed by an assessor not approved by the Coast Guard, until December 31, 2016. Such an assessor must meet the professional requirements in 46 CFR 10.405(a)(3) to determine competence for the specific endorsement. **Source: USCG**

---

### **The Thome Group – Statement on cadets**

As a ship management company that invests in the next generation of seafarers, Thome has, for the past decade consistently recruited talented cadets to join its International Cadet Programme. This cadet programme has proved to be a resounding success with high retention rates recorded – in 2015, 97% of cadets continued with Thome following their training.

Claes Eek Thorstensen, President and COO of The Thome Group, spoke highly of the Korean officers and cadets Thome has worked with, when he said: “The Korean workforce working with us at Thome are invaluable. In order to keep pace with the ever-changing tides of the industry, we currently have 889 cadets in our Global Cadet Programme, out of which 33 are Korean deck and engine cadets. This reflects the 2015 BIMCO/ICS Manpower Report, which stated 28,168 of the total supply of seafarers are from The Republic of Korea.”

---

### **Bulk Carrier Hard Aground at Popular Dive Site in Philippines**

The Philippine Coast Guards says that a Panama-flagged bulk carrier has damaged hundreds of meters of coral reef off Cebu after running aground on Monday.

The PCG confirmed Tuesday that the MV *Belle Rose*, a 183-meter bulk carrier, ran aground June 13 at about 3 a.m. on Monad Shoal, a famous diving site known as one of the only places on earth where you can consistently spot thresher sharks in the wild.

**Maersk Slammed for Sidestepping EU Ship Recycling Law**

Indian and international environmental groups are taking Danish container ship giant Maersk to task for its statement that the company is considering flagging its end-of-life vessels out of Danish or any other European registry to circumvent the European Ship Recycling Regulation and break the ships in India. Owners of ships flying the flags of EU Member States must ensure that their ships are recycled only in ship recycling facilities that comply with strict requirements and are included on the European List.

..... **Source: Environment News Service**

**European Shipowners Back Maersk’s Stance on Alang** June 13, 2016 by [gCaptain](#)

European shipowners are speaking up in support of responsible ship recycling in Alang, India and the decision by several large shipowners to begin testing upgraded recycling facilities in Alang that are complying with international standards over safety and pollution prevention. The latest show of support comes from the European Community Shipowners’ Association, a trade group representing some 40% of the the world fleet, who says that responsible recycling in Alang is at crossroads of development and should be supported rather than dismissed by critics hanging onto general perceptions of the yards in Alang. .... [gCaptain](#)



June 2016

Dear friends of Snowbow & Maritime Memories.  
 Sorry it has been some time since we were last in touch, but you are always so much in our minds, and despite all the unpleasant things happening in the world today, we are continuously working to try to bring you some special moments of happiness.

To that end we are in production of a new ship DVD, which unbelievably is the 38<sup>th</sup> in the series, and even if we say so ourselves, an amazing achievement. Using more very rare film this one will take you to places we have never been able to cover in quite the same way before, from the complete construction of a passenger cargo ship to sailing all around the world on one, yes, sailing on a real working ship, which is how so many of us remember those wonderful days at sea.

So many of you have requested film of ferries so I’m pleased to say that this new DVD has great footage of them, covering the P&O/Stena operation and taking you on sailings in and out of Dover and Rotterdam, allowing you for the first time, to sit back and enjoy the whole ferry operation. Then to end with, more very rare film taking us on a voyage aboard one of the most beautiful ocean liners ever, the ex, Norwegian American Lines/Cunard and finally Saga’s, (Saga Rose) the ‘Sagafjord’. Now that’s an awful lot of fascinating film in one 60 min DVD programme, so we really hope you will enjoy it, because that is the reason we do all this work! Order your copy now by calling us on: 00 44 (0) 1273 585391 or 584470.



21<sup>st</sup> June 2016

“And there’s more!” As that funny Irish Comedian Jimmy Cricket used to say! Our wonderful friends at Voyages to Antiquity so enjoyed our company when they took us all the way down to Cape Town aboard their beautiful Aegean Odyssey, they’ve offered us another special voyage. This one starts in Venice on the 4<sup>th</sup> October, where we stay in the Hilton hotel for two great nights before embarking aboard this great little ship for what we know will be another fantastic voyage of Maritime Memories, ending with a two night stay in one of Rome’s top hotels, all of which is included in the fare.

They remember only too well what happened when they put us up in that great hotel in Lisbon, before sailing aboard the MV Discovery on that most memorable voyage down the East Coast of South America...didn’t we have a fantastic time? Well, this ship is owned and operated by the same people, so they know us and what we like and, they make sure we get it, so come on, let’s meet up and enjoy ourselves, as well as having a last helping of the old sunshine before winter strikes yet again.

Call us (Des and Ulla) if you want to discuss this voyage or call Voyages to Antiquity direct to book, for cabin availability is now limited and we really don’t want you to miss out. When you call make sure you emphasise that you are with Maritime Memories, so you get all the perks that go with this, and also let us (Ulla & Des) know, so we can make absolutely sure you are part of our special group.

We have negotiated a special deal for you, with fares starting from £2,825pp which includes practically everything including return flights, top hotel stays, shore excursions (which on their own can cost a small fortune) drinks with dinner, gratuities for cabin and restaurant staff and transfers overseas, plus a shore shuttle bus for those of us who just like to wander.

Then on top of all this you have all our usual Maritime Memory treats such as maritime talks, cocktail parties, special menus from the famous ships of yesteryear, previously unseen maritime films, bucket fulls of fun and laughter, and what we consider to be the most important thing of all, having the company of each other, which really does give us the best people in the world to be with.

I also hope I will be able to give you the very latest information on the work we have been doing to bring a classic ocean liner into London as a permanent hotel and importantly, to serve as a lasting reminder of our once great Merchant Navy and how London was the biggest and busiest seaport in the world. We are now so close to finalising.

As I’m sure you know, many cruises offer great deals but have so many hidden charges, all of which more than make up for the low fares they offer, whereas this really does cover everything and even the price of on board drinks is more as it used to be in the old days!

We are also working on several other new DVDs, including two about the ports and ship building in the North East of England... truly remarkable film; I thought I knew a lot about how great our Merchant Navy and ship building industries were, but the more of the precious maritime films we (Ulla and I) manage to somehow find and restore and look at, the more I realise how it was far, far greater than the knowledge of any one individual.

There are hundreds of ships and fascinating maritime scenes to be seen and enjoyed.

In one of the new programmes there is even film of one of our cargo ships engaged in (the UK’s) 1950s nuclear tests! You actually see the crews standing on deck, looking and waiting for the big bang! Total madness... No wonder some of us who served at sea in those days get the occasional headache!

Anyway, there are some tremendous films to look at and even one for all those people who have complained to us for not including film of the RFA. I don’t quite know how, but we’ve even managed to

do this as well and, not only will you sail on an RFA vessel, you'll also be transporting troops and equipment to troubled areas in the early 1960s. I don't know where those areas are because of the secrecy associated with such operations, which all makes this film so special, but I'm sure many of you will recognise the foreign terrain.

Anyway, as long as I'm not chained to the walls of a cell in the Tower of London for giving away military secrets, then we'll be looking forward to being with you, and just having a really nice, enjoyably relaxing time, turning back the clock to an age that was so special.

**Please see enclosed leaflet for more information and contact details.**

Really looking forward to seeing you soon.

Des and Ulla.

Snowbow website: [www.snowbow.co.uk](http://www.snowbow.co.uk)

*Our Beautiful little ship, the Aegean Odyssey*



**Cunard and P&O bosses given more control**

Cunard has named Simon Palethorpe as the line's new senior vice president as the brand prepares to take delivery of the refitted QM2. The reshuffle by parent company Carnival UK also sees Paul Ludlow take an identical role at P&O Cruises. Carnival said the changes meant it would bring the onboard hotel, brand and marketing functions together. Palethorpe was appointed as the line's senior VP sales and marketing in March, while Ludlow held the same post with P&O. Carnival UK chief executive David Noyes said the idea of bringing in more job functions was to create a seamless approach. "This end-to-end focus on guest experience will give us an unrelenting, joined up spotlight on our guests from the moment that they consider a holiday with us to when they return home and want to re-book. It is a complete circle of proposition, execution, fulfilment and follow up and gives us line of sight at every stage," he said. He added that the new approach meant a focus by brand, "because as our travel agent partners know and understand, a guest on Cunard is looking for a different holiday experience to a guest with P&O Cruises". Cunard's QM2 is coming to the end of a major refit in Hamburg and will resume service from Southampton on June 23. **Source: TTGmedia**

**Watch: Bulk Carrier Sinks During Loading**

The ship here is the MV Unison Vigor, which sank in 2011 after it was struck by MV Ocean Flavor while berthed at the port of Siam Seaport in Thailand.

[https://gcaptain.com/watch-bulk-carrier-sinks-during-loading/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29](https://gcaptain.com/watch-bulk-carrier-sinks-during-loading/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29)

## Ship Detained After Launching Drone in Suez Canal

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

A drone flies towards the Maersk Tankers ship to deliver a bag of cookies in March 2016 in what is



believed to be the first drone delivery to a ship at sea.

Photo credit: Maersk Tankers

A recent incident involving a drone in the Suez Canal is causing a marine insurance company to warn over their usage onboard vessels.

The P&I Club Gard issued an alert to its members last week after one of its vessels was detained following the launch of a drone in order to photograph the vessel proceeding through the Suez Canal.

The club did not identify the vessel, but says that shortly after the drone had been launched the Master was contacted by the Suez Canal Authority and told to drop anchor. During a subsequent inspection, the Egyptian

authorities confiscated the drone and its memory card and the vessel was detained in anticipation of further investigations.

Gard is now using the incident to demonstrate the unintended and sometimes serious consequences of launching drones from vessels, particularly when in port or sailing within a country's territorial waters.

"Although the intention when launching the drone was simply to document the vessel proceeding through the Suez Canal, this 'innocent act' may have been considered a threat to national security by the Egyptian Military Forces," Gard said in their alert.

Gard notes that while there are no common or international rules governing the use of drones, rules and regulations can change from one country to the next so it is up to the drone operator to adhere to local laws on their use at all times.

Gard's alert comes as drones are increasingly being used for a variety of tasks in the maritime industry, not just for photography, but also inspection, surveillance, emissions monitoring, and even [drone delivery](#).

"Members and clients are therefore advised to raise awareness of the use of drones among their Masters and crew, especially when a vessel is in port or is sailing within a country's territorial waters. Regulations concerning the use of drones differ from one country to another and failure to comply with any given legislation may lead to a criminal prosecution," Gard's alert added.

---

## CARNIVAL LIBERTY RETURNS TO GALVESTON AFTER CHILD FALLS DOWN STAIRS

A Carnival cruise ship returned to Galveston just hours after its departure after a three-year-old girl fell



down a flight of stairs, according to the company.

SkyEye was over the scene as the **CARNIVAL LIBERTY** docked and a paramedics loaded the girl into an ambulance. Sources tell abc13 a family from College Station was posing for family pictures by the rail when their young daughter somehow slipped through the rail and fell down the stairs from the 14th deck to the 12th deck. A Carnival Cruise Line

spokesperson said medical personnel took the girl to the ship's medical center for evaluation, and from there, a decision was made to return back to shore and transfer the child to a hospital. The spokesperson said the girl was alert and stable at the time she was transported. The ship has already left Galveston and will modify its schedule based on the delayed departure. **Source: ABC13**

## Cargo Ship Rescues Sailors Off New Zealand After Two Crew Die in Rigging Accident June 15, 2016

by [Mike Schuler](#)

A Singapore-flagged containership has rescued three people from their battered yacht several hundred miles from New Zealand after a rigging accident apparently killed two other people on board the boat.

The country's Maritime New Zealand has confirmed that two men and a woman were rescued Tuesday from their battered yacht, *Platino*, around 340 miles north of New Zealand by the crew of the container ship *Southern Lily*.

The crew of the *Platino* alerted Rescue Coordination Centre New Zealand (RCCNZ) at 11.20 a.m. Monday (June 13) reporting that one male had been killed and another man, aged 63, was knocked overboard after the 20-meter yacht lost its rigging in winds of up to 75km/h (40 knots).

By 12:30 p.m., an Orion P3 aircraft from the Royal New Zealand Air Force had located the boat and started searching for the missing man as commercial vessels in the area were diverted to assist the crew on the yacht.

Overnight the yacht's condition deteriorated as it lost steering and began taking on water. After arriving on scene on Tuesday, the

containership *Southern Lily* was able to attach a line to the yacht and get the three survivors on board at about 3 p.m. as the search for the missing man continued.

The body of the other victim remains on board the abandoned yacht because it could not be safely transferred in seas up to three meters. Before leaving the yacht the crew activated an EPIRB on the yacht to aid in tracking its location.

The search involving the P3 Orion aircraft was called off Wednesday after turning up empty.

The victim is understood to have been relatively lightly clothed and not wearing a lifejacket.

RCCNZ search and rescue mission coordinator John Dickson praised the master and crew of the *Southern Lily* for he said was a difficult operation.

"It was not easy to get the three crew members from the yacht to the much larger ship in those sea conditions – they've done a tremendous job," commented SAR coordinator John Dickson. "We are obviously disappointed that it was not safe to transfer the body of the deceased crew member, but safety must come first. We will keep track of the position of the yacht."

Following the rescue the *Southern Lily* continued its voyage to Auckland, where it was expected to arrive sometime Wednesday.

RCCNZ has issued a notice to ships traveling through the area to be on the lookout for the man.

"At this point, we are satisfied that we have taken all possible steps to find the missing man – but sadly we have found no trace of him. Expert advice indicates the maximum survival time for a person in the water in this area has now been exceeded. We have therefore made a decision to suspend the search," said Ramon Davis of his decision to suspend the search.

"This is obviously an extremely difficult time for the family and our thoughts are with them."



Photo Credit: Maritime New Zealand



Overnight the yacht's condition deteriorated as it lost steering and began taking on water. Photo: New Zealand Defence Force

**Search Vessel Finds EgyptAir Wreckage in Mediterranean** June 15, 2016 by [Reuters](#)



CAIRO, June 15 (Reuters) – The “main locations” of wreckage from the EgyptAir jet that crashed in the eastern Mediterranean last month have been identified by a vessel owned by Deep Ocean Search, the Egyptian-led investigation committee said Wednesday. The John Lethbridge, a search boat contracted by the Egyptian government, is working against the clock to locate the “black boxes” that investigators say will help explain why Flight MS804 crashed on May 19, killing all 66 people on board.

Signals from the flight data recorders needed to track them down on the seabed are expected to expire on June 24.

The John Lethbridge has provided the first images of wreckage to investigators. A search team on board along with investigators will now draw a map of the wreckage’s distribution spots, the committee said in a statement.

It was not immediately known which parts of the plane had been found, nor whether the two flight recorders were nearby. The recorders, one for voice and another for data, were contained in the tail of the Airbus A320.

Previously collected debris will also be handed over to the investigation committee after “standard procedures” are completed by prosecutors who are currently holding it for forensic evidence, the statement added.

To recover the black boxes some 3,000 metres (10,000 feet) below the sea surface, investigators will need to pinpoint the signals to within a few metres and establish whether the pingers are still connected to the recorders. (Reporting by Eric Knecht and Tim Hephher; Editing by Mark Heinrich)



RV John Lethbridge. Photo: MarineTraffic.com/GIBFRAN46

**Watch: Cruise Ship AIDA Prima Construction Time-Lapse** (8 minutes)

[https://gcaptain.com/watch-cruise-ship-aidaprima-construction-time-lapse/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29](https://gcaptain.com/watch-cruise-ship-aidaprima-construction-time-lapse/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29)

**Lightship PLANET is in distress in Liverpool.**

Hello Sir

Just to inform you that the Lightship PLANET is in distress in Liverpool.

Planet is presently in a severe lack of funding situation and is being threatened with the scrapyard unless we can get more funding ASAP to keep her here in Liverpool, she is a historic vessel and served at the River Mersey bar, she was the last thing we saw when sailing out of Liverpool and also the first thing we saw when returning from voyages home to Liverpool.

The owner Alan Roberts and the volunteers who help out MRMS (Marine radio museum society) have recently setup a special website for donation to this very worthy cause to help save the lightship planet. Please could you include this information in your news items.

The website for donations is <https://www.chuffed.org/project/savetheplanetliverpool>

Many thanks in anticipation

Best regards john hudson ex M.N.Radio officer and MNA member



---

## EU poem - sort of rings true eh?

‘Won’t you join our Common Market?’ said the spider to the fly,  
It really is a winner and the cost is not too high’  
I know De Gaulle said ‘Non’, but he hadn’t got a clue.  
We want you in, my friends and I, for we have plans for you.

You’ll have to pay a little more than we do, just for now,  
As Herr Kohl said, and I agree, ‘we need a new milch cow,  
It’s just a continental term, believe me, Mon ami,  
Like ‘Vive la France’ or ‘Mad Anglais’ or even ‘E.E.C.’.

As to the rules, don’t worry friend, there’s really but a few.  
You’ll find that we ignore them - but they all apply to you.  
Give and share between us, that’s what it’s all about,  
You do all the giving, and we all share it out.

It’s very British, is it not, to help a friend in need?  
You’ve done it twice in two World Wars, a fact we must concede,  
So climb aboard the Market Train, don’t sit there on the side,  
Your continental cousins want to take you for a ride.

---

## EU, Britain and the Sea event raised key Brexit issues

The Maritime Foundation says the message from a top-level briefing last week is that, whatever the outcome of the UK referendum on the EU, both Britain and Europe must wake up to the value and vulnerability of its vital maritime sector in the rapidly changing and increasingly dangerous world of geopolitics.

The Maritime London member, which promotes the UK’s interests across the maritime sector, held the briefing *The EU, Britain and the Sea – fisheries, shipping and maritime security* at the Naval Club in London, last Thursday. It was organised to heighten awareness of the maritime dimension. Around 50 experts gathered to discuss a wide range of subjects all linked by the sea and European policies.

Julian Parker, chairman of the Maritime Foundation opened the briefing by remarking:

“The sea is vital to Europe just as it is vital to Britain. It is the principal medium of international and inter-regional trade. The seas around Europe sustain an essential resource of fish and shellfish which supports a major fish processing industry: so maritime security is a vital issue.”

David Balston, UK Chamber of Shipping director of policy, said: “The EU has been helpful in the removal of barriers to trade, customs duties and tariffs. It has created the world’s largest single market worth £11 trillion – bigger than US and Japan combined; in addition there is international recognition of seafaring qualifications and a maritime security strategy.”

But he added: “Where the EU is unhelpful is with burdensome regulations: so for example in the international shipping market ship owners cannot afford EU rates of pay in spite of owner union agreements. Under these conditions the only option for owners is to flag out.”

He continued: “The EU is now making a third attempt to regulate port services when they are not needed, being already well run. Likewise, it is trying to regulate passenger liner and ferry operations, and introducing yet more unnecessary environmental regulations, which are unwanted. The EU could do more to guarantee state aid rules, cabotage rights, ballast discharge and pilotage. Most worryingly is the making of maritime laws by people who know nothing about shipping.”

Results from a straw poll at the conclusion of the briefing on how delegates intended to vote in the EU referendum were: 53 per cent to remain in the EU and 47 per cent to leave. **Source: Maritime London**

---

### MNA National Office closures

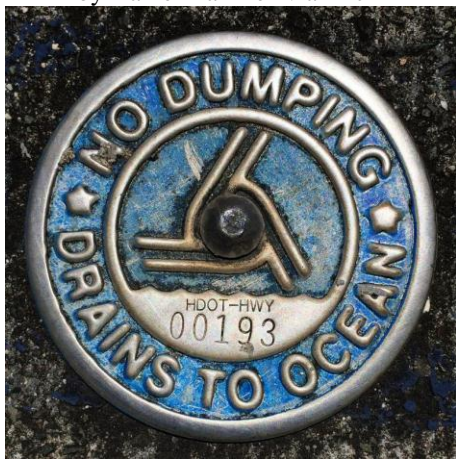
The office will be closed on Wednesday, 29 June and will reopen on Wednesday, 6 July, also on Friday, 8 July and Tuesday, 12 July.

Regards,

Tim. Mobile: 07948 393934

### Seas of Plastic June 16, 2016 by [Editorial](#) By Jaquelyn Burton (Coeval, Inc.)

No Dumping – Drains to Ocean  
by Daniel Ramirez via Flickr



Garbage is a problem. But, plastic is the real disaster – it is as valid on land as it is on the seas. In fact, a lot of the plastics in the seas came there by way of the cities and towns that are along the coastlines of the world. The trash that blows into the harbor and bays – that which comes from alongside the beaches. The garbage bags that are ripped open by seagulls – and the trash that blows in the wind. That garbage ends up in the sea. It becomes the plastics that fish ingest, that entraps turtles, and that snares birds.

Some have blamed ships for contributing to this herculean plastic problem. Ships have been prohibited from disposing of any and all forms of plastics at sea since 1988. There is some evidence that some ships have disposed of plastics at sea against the regulations that were in place at the time and still are. However, increasing legislation does not stop the unscrupulous from illegal dumping – it didn't then and

doesn't now. Fines and laws also don't stop everyone from littering.

Marpol or [The International Convention for the Prevention of Pollution from Ships](#) was adopted in 1973 that with the latest amendment enacted in 2011. According to the IMO “ The Convention includes regulations aimed at preventing and minimizing pollution from ships – both accidental pollution and that from routine operations – and currently includes six technical Annexes. Special Areas with strict controls on operational discharges are included in most Annexes.” It covers not only the disposal of garbage at sea, but also the handling and disposal of Oil, Nauseous liquid substances, Air pollution.....

According to the IMO “ The Convention includes regulations aimed at preventing and minimizing pollution from ships – both accidental pollution and that from routine operations – and currently includes six technical Annexes. Special Areas with strict controls on operational discharges are included in most Annexes.” It covers not only the disposal of garbage at sea but also the handling and disposal of oil, nauseous liquid substances, harmful substances (marine pollutants), air pollution and sewage.

The current iteration of these regulations has restricted in addition to the old regulations on the disposal of plastics – also the dumping of glass, metal, paper, rags, natural fibers, paper, and in some cases the disposal of food waste. Some of the arguments for the increased restriction is that it could be possible that there might be some plastic tape or other residual plastic combined with one of the previously permitted items – such as packing tape that had not been removed from a box.

While possible that some of the plastic that is marine pollution could have resulted from an amount of plastics that were disposed of with paper or other refuse. It seems that the majority of the plastics problem is not the result of it. The bulk of the problem is coming from storm drains and litter in coastal cities and beaches. According to the [United Nations Joint Group of Experts on the Scientific Aspects of Marine Pollution in a 1991](#) study land-based sources account for eighty percent of the world's marine pollution!



Still, the regulations are here to help. As well-intentioned as they are, the bans on the dumping of biodegradable and inert substances is not helping to clean the oceans or reduce the number of plastics that are in the oceans, rivers, and bays.

The regulations are not provided to help mariners, nor even the sea and its creatures – the only help they seem to offer is to companies with port monopolies on disposal. For every port a ship pulls into – the garbage must be sorted, weighed and accounted for – including logs for incinerated garbage and the ashes from it. Most of this garbage ends – as most garbage does worldwide – in a landfill or an incinerator. Hours of sorting, all to go in the truck or launch – in a single skip – off to a big hole in the ground, or burned to ashes and air pollution.

Mariners don't want to see the sea polluted, or fish and whales die, but, the regulations on garbage are becoming a bit excessive. Now in many areas of the oceans it is prohibited to throw un-comminuted food waste overboard. Now everywhere it is forbidden to throw paper, or glass or even wood. Paper biodegrades in [water in six weeks](#). Glass is inert – it may as well be a rock on the sea floor. Wood washes off the land and out of forests from all parts of the world daily. The only items that cause lasting damage to the marine environment are plastics, oils, and some chemicals – excluding air pollution of course.

The regulations restricting food waste, papers, metals, and glass – seem to go directly to the pockets of those lucky enough to own the port monopolies on garbage discharge.

The waste that does not go to a landfill is incinerated instead – so on top of the existence of the waste – it has the added environmental impact of additional transportation to a waste management facility – where it is either landfilled or incinerated. The incineration in itself causes air pollution – which in the case of paper, wood or other biodegradables is unnecessary.

The garbage that goes to incinerators is collected by companies that are not only paid to pick up and dispose of the waste, but they use it for fuel during incineration and sell the power generated by the heat. They are being paid to provide electricity and to pick up the fuel they use to make it.

Thousands of dollars are paid by the ships each time they need to discharge garbage and waste oil. But, imagine if it were free? Or better still if vessels were paid by the incinerators/generators to provide fuel in the form of waste oil, plastics and refuse that could be used to generate power.

If ships were paid to deliver the garbage, it might become economical for ships to clean the oceans while they are in transit. Some ships might become full-time ocean cleaners if it were economical to do so. We certainly have the technology and ability to...

– Find out more about us at <http://Coeval.us> training for the #modernmariner.

---

## **All Safe After Passenger Ferry Becomes Pinned Against Pier in Italy – VIDEO**

<https://gcaptain.com/all-safe-after-passenger-ferry-becomes-pinned-against-pier-in-italy/>

---

## **Subsea Explorers Mapping Legendary Andrea Doria Shipwreck**

[https://gcaptain.com/subsea-explorers-mapping-legendary-andrea-doria-shipwreck/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3AGcaptain+%28gcaptain.com%29](https://gcaptain.com/subsea-explorers-mapping-legendary-andrea-doria-shipwreck/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3AGcaptain+%28gcaptain.com%29)

---

## **Cockpit Voice Recorder from Crashed Egypt Air Plane Retrieved**

June 16, 2016 by [Reuters](#)



By Lin Noueihed and Ahmed Aboulenein



The French Navy's survey vessel Laplace (A 793) picked up pings from EgyptAir File photo: French Navy

CAIRO, June 16 (Reuters) – The cockpit voice recorder from EgyptAir flight MS804 has been retrieved by search teams in a breakthrough for investigators seeking to explain what caused the plane to crash into the sea killing all 66 people on board.

The Airbus A320 plunged into the Mediterranean early on May 19 on its way from Paris to Cairo.

Since then, search teams have worked against the clock to recover the two black box recorders crucial to explaining what went wrong, before they stop emitting signals in about a week.

Egypt's investigation committee said in a statement that a specialist vessel owned by Mauritius-based Deep Ocean Search was forced to salvage the device in stages because

it was extensively damaged, but was able to retrieve the memory unit.

“The vessel’s equipment was able to salvage the part that contains the memory unit, which is considered the most important part of the recording device,” the statement said.

Egypt’s public prosecutor ordered that the recovered device be handed over to Egyptian air accident investigators for analysis.

Two specialist vessels, John Lethbridge and Laplace, are continuing to search for the second black box, which contains the flight data recorder. They have yet to detect signals from that device but have identified the location of the main parts of the wreckage.

The black boxes are usually located in the tail, so finding the wreckage and one of the devices narrows the search.

The investigation committee said on Monday the black boxes were expected to stop emitting signals around June 24. That would make the second device harder to find because the plane crashed in some of the deepest waters of the Mediterranean, about 3,000 meters (10,000 feet) below the surface.

With only limited amounts of wreckage and human remains found before Thursday’s breakthrough, Egypt’s investigators have had little to go on.

They said on Monday that radar imagery obtained from the Egyptian military had confirmed previous reports based on Greek and British radar data indicating that the plane had swerved sharply to the left, then spun 360 degrees to the right before disappearing from radar.

That conclusion is important, one aviation source has said, because it goes some way to excluding the possibility that the plane was brought down by a mid-air explosion.

No group has yet claimed responsibility for bringing down the plane, but investigation sources have said that it was too early to rule out any explanations, including terrorism.

The crash is the third blow since October to Egypt’s travel industry, which is still reeling from the 2011 uprising that ended Hosni Mubarak’s 30-year rule.

A Russian plane crashed in the Sinai Peninsula last October, killing all 224 people on board in an attack claimed by Islamic State. In March, an EgyptAir plane was hijacked by a man wearing a fake suicide belt. No one was hurt. (Editing by Dominic Evans)

---

## Subsea Explorers Mapping Legendary Andrea Doria Shipwreck

[https://gcaptain.com/subsea-explorers-mapping-legendary-andrea-doria-shipwreck/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29](https://gcaptain.com/subsea-explorers-mapping-legendary-andrea-doria-shipwreck/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29)

---

## Russia Informs Germany of WWII Submarine Found in Barents Sea

**The sides have agreed to continue the joint work to search for and commemorate fallen servicemen.** "On June 15, at the initiative of the Russian Defense Ministry, a meeting with the Defense Attache of Germany Brig. Gen. Reiner Schwalb was held. Russian military experts gave the German side materials related to the discovery of the location of a sunken World War II U- 307 submarine in the Barents Sea," the press release by the ministry reads. **Source : sputniknews**

## **Platino recovery - Family confirms that tug has made rendezvous**

**by Richard Gladwell, Sail-World**

Reports in social media by family and friends of Nick Saull, the crew member killed during a catastrophic incident aboard the 66ft yacht **PLATINO**, say the salvage tug which left on Tuesday night has made a rendezvous with the abandoned yacht earlier than expected. The Facebook message says the tug, the 23.5m **SEA PELICAN**, was making good progress. The weather in the area has eased and with a more favorable outlook. They say the tug has arrived at the Platino's location early Friday morning. That is about a day ahead of earlier predictions by NZ Police but more in line with Sail-World's calculations, based her speed from AIS of 7.5kts over the ground and the 370nm distance to from Whangarei to the last known position of the **PLATINO**. The **SEA PELICAN** is tasked with recovery of Nick Saull's body, and if possible to bring the Platino back to New Zealand. Initially Maritime NZ reported that there was plenty of diesel aboard the yacht and it may be possible for her to motor back to NZ Wind conditions in the area, according to Predictwind are for the winds to drop a little down to a steady 20kts on Friday, swinging from the East to SE, more in line with the 10ft swell from a Southerly direction - not aligned with the wind. The swell height is only an average with periodic waves being up to 50% higher. As **PLATINO** is in international waters, any investigation into the incident is at the discretion of the NZ authorities. Maritime NZ told Sail-World that 'Platino is an NZ registered vessel (Class B pleasure craft), so it is NZ's jurisdiction.' 'In this instance, there is no legal obligation placed on Maritime NZ or TAIC (Transport Accident Investigation Commission) to investigate. The Coroner is lawfully required to investigate and discharges that obligation, in part, through the Police as agents to the Coroner.' 'Maritime NZ is making inquiries to establish whether there are grounds for further investigation – i.e. possible safety lessons that can be learned.' 'The process is in its very early stages. Arrangements will be made to talk to the surviving crew members when they have had time to recover.' At the time of publication, the name of the missing crew member has not been publicly confirmed, although he has been named in social media. Maritime NZ says the timing of the announcement is the responsibility of the NZ Police. Steve Rendle of Maritime New Zealand explained that the aerial search for the missing crew member had been maintained for two days after the Rescue Co-ordination Centre of NZ (RCCNZ) had taken 'expert advice on survival times and the search was suspended only when that time had passed.' 'Water temperature in the area was estimated at 20-22 degrees. As a guide, maximum survivability for a person in the water wearing a life jacket with a water temperature of 22 degrees is 45 hours. 'It is believed the missing crew member was only lightly clad and was not wearing a lifejacket. However this has not been confirmed. Also it has not been confirmed if any lifesaving equipment was deployed by the Platino crew at the time of the incident. The remaining three crew members, Tory and Harry McKeogh and Ross McKee arrived back in Auckland late Wednesday night aboard the container ship Southern Lily. The **PLATINO** incident is the third mishap resulting in loss of life involving yachts navigating in the SW Pacific in early June with shorthanded crews. On June 2, 1994, a cruising rally en route from Auckland to Tonga, in about the same vicinity as the **PLATINO**, was hit by a weather bomb consisting of 100kt winds and 10-15 metre seas. Seven boats were abandoned, one sank, and three lives were lost. On June 6, 1983, the yacht Lionheart was lost trying to enter Whangaroa Harbour in heavy seas in an easterly gale, and seven lives were lost. **Source: Sail World**



---

**RNLI launch new free text service which hopes to save lives**

The RNLI has launched a free text message service to try and stop people getting caught out by the tides when travelling to Coney Island in Co Sligo Sligo Bay RNLI has responded to numerous incidents around Coney Island that relate to tidal cut off, and activities around the sandbanks and tidal channels It's hoped the new text messaging system, along with signage with the numbers to text, will help prevent further incidents. Speaking at the launch of Text Coney today, Rogan Wheeldon, RNLI Community Incident Reduction Manager said: "This is a perfect example of a community on the coast identifying a risk and working collaboratively to help save lives at sea." Joe Henderson, Sligo Bay RNLI Coastal Safety Officer added: 'Over recent years our lifeboat crew at Sligo Bay RNLI has been called out many times to rescue people who have been caught out by the tide.' As part of the RNLI's work in prevention of accidental drowning we now have this wonderful texting system in place with good signage here at The Causeway and we really want to make people aware that is here and encourage locals and visitors alike to get texting when planning a visit to the beautiful Coney Island." **Source: breakingnews**

### **Bulk Carrier Hard Aground in Mauritius After Fight On Board**

<https://gcaptain.com/bulk-carrier-benita-hard-aground-in-mauritius-after-fight-on-board/>

### **Fears for future of Oscar Wilde ferry out of Rosslare Port By : David Tucker**

Wexford Mayor Cllr Ger Carthy is calling on Irish Ferries to guarantee that the Rosslare Port to France cruise ferry service will be maintained once the company's new superferry is introduced out of Dublin port.



The OSCAR WILDE moored in Rosslare  
– Photo : Willem Hoogendijk ©

'There are concerns amongst employees of Iarnrod Eireann that the OSCAR WILDE will be taken out of Rosslare once the new ferry starts,' said Cllr Carthy. 'This would be a disaster for Rosslare Port and Wexford which is trying to attract more tourists.. taking the boat out of Rosslare Port is something that we can't afford to do,' he said. 'I am calling for a meeting with the CEO of Irish Ferries, Eamonn

Rothwell, and the Minister for Transport to make sure this doesn't happen,' he said' There's no smoke without fire and Irish Ferries needs to allay the fears of the staff and the people of Rosslare Harbour.. we can't afford to have that kind of business leave Rosslare Harbour.. it would be another nail in the coffin for the community here,' said Cllr Carthy. Rosslare Port is currently serviced by two regular ferries travelling to France, the OSCAR WILDE and the STENA HORIZON. Asked to respond to Cllr Carthy's expressed concerns, Irish Ferries said it had no comment to make. The company announced last week that it had ordered a new €144 million ferry that is due to go into service in 2018. The cruise ferry will accommodate 1,885 passengers and crew with 435 cabins and with a capacity for 2,800 lane metres (165 freight vehicles) plus an additional dedicated car deck with capacity for 300 vehicles. Irish Ferries says it is likely that the new ferry will be introduced on route out of Dublin currently served by the chartered ship MV EPSILON, which services Dublin to Holyhead midweek and France on weekends. **Source; Gorey Guardian**

### **Japan voices concerns over China naval ships' recent moves**

Japan's government expressed increasing concerns on Friday about "escalating" moves by Chinese warships, following recent repeated entries into Japanese territorial waters, or those nearby."The Chinese military has been unilaterally escalating its actions in the waters near our country," Foreign Minister While similar remarks were also heard from the government's top spokesman Yoshihide Suga and Defense Minister Gen Nakatani, China warned Japan not to hype up tensions as its naval activities were "fully in line with the relevant principles of international law." **Source: Philippines News Agency | Kyodo**

### **18% of the world's cargo ships are sitting idle**



In the aftermath of the 2008 crash, international shipping sank to record lows — but container ship companies kept on building, turning out some of the biggest ships the seas have ever seen. Slack demand and increased supply means that the price of a shipping a full container has declined by 50% in the last quarter. What's more, though the shippers are focused on bigger vessels, the biggest efficiency savings are in small engines, making these new behemoths even less competitive. Not to mention that the losses from a foundered or plundered mega-ship are up to \$1B, making them prohibitive to insure and protect. Even more expensive are the port costs for the new generation of mega-ships, from dredging to cranes and warehouses. This limits the ports where the ships can put in, and increases the port-fees associated with them. There's a reckoning coming. Under such circumstances, you'd think that ship owners would start to steer clear of big boats. But, fearful of falling behind the competition and hoping to put smaller operators out of business, they're actually doing the opposite. Global capacity will increase by 4.5 percent this year, and by another 5.6 percent in 2017 — almost entirely due to new mega-vessels like the **CMA CGM BENJAMIN FRANKLIN**. Mergers and consolidation, which some shippers are pursuing, might offer a chance to keep those big ships steaming. But sooner or later, even the biggest operators will have to accept that the era of super-sized shipping has begun to list. **Source: Bloomberg**

---

### **Lifeboat crew rescues disabled trawler off north Kent coast**

Lifeboat crews have rescued a trawler crew which became stranded in the main shipping lane off the north Kent coast. Crews battled in a six-hour rescue mission to help the disabled trawler The mission started in the afternoon when coastguards were contacted by onshore representatives of an 11m trawler which had reportedly suffered gearbox failure. The trawler, with two people on board, was seven miles north of Margate in the main shipping lane. Margate's all-weather lifeboat took the trawler and crew - who were all safe and well - to Ramsgate harbour. **Source: kentonline**

---

### **Hull Rupture Delays South Korea's Sunken Sewol Ferry Refloat**

SEOUL - The operation to refloat South Korean ferry Sewol, which sank in 2014 causing more than 300 deaths, has been delayed again owing to a partial rupture in the front portion of the hull, the Ministry of Oceans and Fisheries announced Friday. The salvage operations, scheduled for July, will now be pushed back to at least August due to this setback, a representative of the ministry told EFE. The Chinese consortium **Shanghai Salvage** managed to lift the bow of the vessel Sunday from a depth of 37 meters (121 feet) at the bottom of the sea, southwest of South Korea, to begin installing platforms to help raise it to the surface. However, owing to strong waves, the cables that were being used to lift the ferry, caused two cracks of up to seven meters (23 feet) long and 50 centimetres wide to appear in the frame of the deck, leading the company to lower the front part of the hull into the water once again to prevent any more damage. It will install a reinforcing material in the cracks in the next few days to try hoisting it again. The operation is set to pick up again within a week, with the placement of platforms under the ship, which takes three to four weeks, and will also require the ship to be partially lifted. The structure will then be secured to a marine crane that will lift the ferry to the surface and place it on a floating structure to transport it to the port of Mokpo to enable the authorities to search for the nine bodies that could not be located during rescue operations on April 16, 2014. South Korea's worst human tragedy in decades killed 304, mostly high school students. The cost of the operation to refloat the Sewol is estimated at \$72 million. According to an official investigation, Sewol capsized due to structural faults and overloading, coupled with other man-made issues, including serious flaws in the evacuation process. **Source: Latin America Herald tribune**

---

**No man succeeds without a good woman behind him.  
Wife or mother, if it is both, he is twice blessed indeed.**

---

**SOME 4,000 KILOS COCAINE CAUGHT AT ROTTERDAM PORT**



by **Janene Pieters**

Customs officers in Rotterdam found some 4 thousand kilograms of cocaine hidden in a pineapple container on June 1st. According to the Public Prosecutor, this is one of the largest cocaine catches ever in the port of Rotterdam. The cocaine was imported from Costa Rica and arrived in Rotterdam on the same day. The Customs officers discovered the drugs during a routine check. A total of about 3,780 packages with a gross weight of 4,252 kilograms were hidden in between the pallets of fruit. The container was intended for a company in Westland, but would eventually end up in a storage and transshipment company in Barendrecht, according to the Prosecutor. The HARC-team – a joint venture between Customs, FIOD and the Seaport Police – is investigating the smuggling. No arrests were made so far. **Source ; NL times**

---

## **OFFSHORE CHARTERING MANAGER**

**Kotug** is looking for an **Offshore Chartering Manager** to organize and manager effective operations activities and build strong and effective relationships with clients and agents. This position will be based at the Kotug HQ in Rotterdam.

### **Job description:**

- Co-develop strategy business plan and fleet portfolio for Offshore Chartering, Special services and Salvage, subdivided in different global areas, and ensure implementation and execution;
- Explore and analyze market trends and identify business opportunities with new and existing customers;
- Develop and implement marketing and chartering strategies to provide integrated services that meet clients' requirements and provide sustainable income/growth for the company;

### **Profile description:**

- Proven AHTS experience as captain (nautical background)
- 3-5 years onshore experience with Offshore and Salvage management
- Extensive knowledge of international Offshore, Salvage and chartering market
- Strong organisational, planning and time management skills (able to multi-task)

### **Interested in this positon?**

View full job description on [www.kotug.com](http://www.kotug.com) or our LinkedIn page and apply online. For more information please contact **Sandra Schikker** ([s.schikker@kotug.com](mailto:s.schikker@kotug.com) or +31 (0)10 217 02 41).

---

## **Passenger Kicked off Cruise Ship for Flicking Cigarette off the Side of the Ship by Ben Souza**

The Daily Mail is reporting that a passenger was kicked off a cruise ship earlier this week after flicking a cigarette butt off of the side of the ship. The incident happened during a P&O 10 day cruise to Bali when a security officer witnessed a passenger flick his cigarette butt off of the side of the ship. The passenger was told to return to his cabin where he immediately apologized and regretted when he had done. Since fire on board is the number one concern for safety on a cruise ship, the captain had no choice but to remove the 57 year old man from the cruise at the next port of call. The P&O health and safety video states that "passengers are never to throw cigarette butts, matches, or cigar ends over the side of the ship or from a cabin balcony. They could easily be blown back onto the ship and start a fire. Remember, you can only smoke in designated smoking areas." **Why is Cruise Fever reporting about this incident?** We feel it is an important reminder on what could happen from a small, careless act from a passenger. In 2006, a fire was started on board the **STAR PRINCESS** due to a smoldering cigarette. One passenger died, 11 others were injured and over 100 staterooms were burned. Our goal is spread the joy of cruising to the world and the safety of the passengers, crew members, and cruise ships needs to remain the #1 priority. **Source: cruise fever**

---

## **Mutiny attempt leads to mass brawl and grounding of bulker off Mauritius**

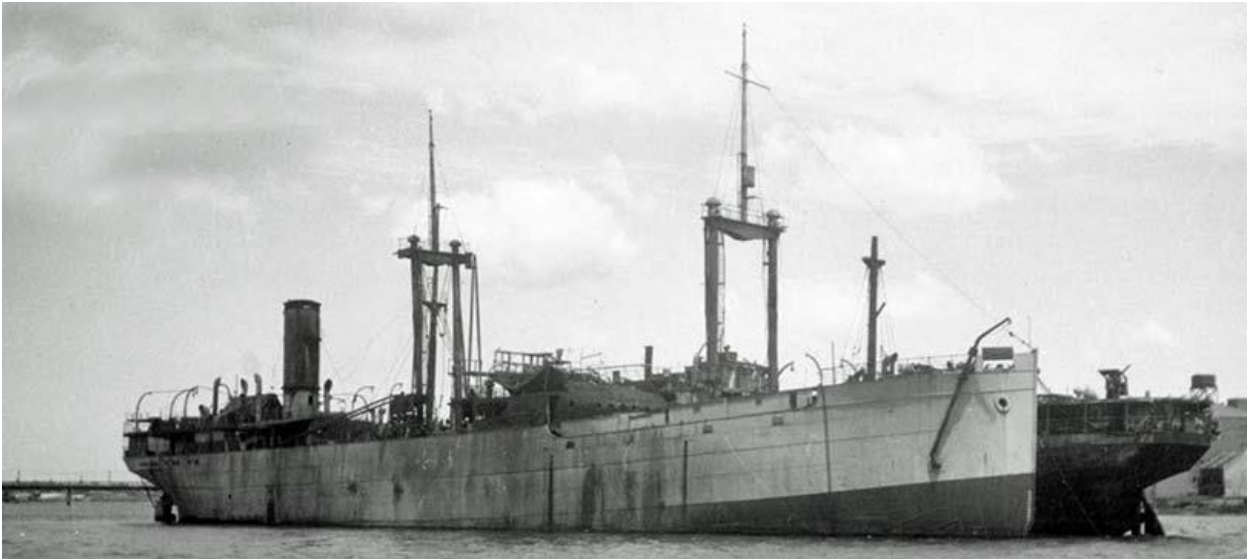


Local media in Mauritius is reporting an attempted mutiny, followed by a huge fight among the all Filipino crew of the bulk carrier **BENITA** led to its grounding in the Indian Ocean Senior staff from the ship – en route from Paradip to Durban – radioed into local authorities that it was in trouble late the previous night. The fight that broke out saw the engines cut off and the ship drifted onto the rocky shoreline of the southeast coast of Mauritius. An engineer was medevaced from the ship this morning in a serious condition. Local authorities have boarded the vessel, but efforts by the police to survey the ship via helicopter have been hampered by a number of drones flying in the area. Police have asked that all drones be moved from the area. A salvage team is in place and there are not yet any reports of an oil spill. The 1998-built, 44,183 dwt ship is owned by Greece’s Bluefin Maritime. **Source: Splash 24/7**

**Ban for ferry firm after second accident of 2016**

A FERRY company has been banned from using a direct route from Guernsey to Herm at extreme low tides following its second accident this year. Last week passengers on board the **TRIDENT V** had to be transferred to a lifeboat after the vessel struck the seabed. The same boat suffered a similar accident in April. The vessel is expected to be out of action until at least early next month, as the only spare part available was used after the boat’s first accident. **Source: Jerseyeveningpost**

**OLDIE – FROM THE SHOEBOX**



Recently **Ian Edwards** scanned this very old neg and discovered it was taken in 1946. It shows the Koninklijke Paketvaart-Maatschappij (KPM) ship **BANTAM**. Built in The Netherlands in 1930 ,she was chartered to the U.S. Armed forces in W.W.II and in March 1943 she was sunk by Japanese forces in Oro Bay New Guinea. Salvaged and refloated by Royal navy salvage teams and towed to Sydney. Shown in the photo at anchor in Sydney Harbour near Birkenhead Point, she was loaded with 9000 tonnes of surplus wartime equipment and was scuttled off Sydney on the 24 September 1946 . **Photo: Ian Edwards - [www.shipphoto.com.au](http://www.shipphoto.com.au) ©**

**Indonesian navy fires on Chinese boat, Beijing says one injured**

An Indonesian naval vessel fired on a Chinese fishing boat on Friday, injuring one person, China's foreign ministry said, the countries' third reported confrontation this year near a chain of islands as regional tensions mount in the South China Sea..... **Source: Reuters**

**TWO European citizens rescued from the English Channel are being questioned by police on suspicion of people smuggling, it has been reported.**

The RNLI and Border Force were called just before 8.15am to a 15 foot boat in difficulty about four miles from the coast of Dover. It is not currently known where in Europe they are from or how they came to get in to trouble in the Channel. There had been earlier reports that the men were migrants trying to get to Britain, but an RNLI spokesman has since confirmed this was not the case. The spokesman confirmed two Europeans were rescued and were safe, and have been handed over to Border Force officers. Border Force are investigating, and it is understood the two men are being questioned on suspicion of people smuggling, Sky News reported. Last month a group of 18 Albanian migrants were among 20 people rescued from the English Channel just yards from Kent after their inflatable boat started sinking. The group, which included two children and a woman, was within striking distance of British shores when a call for help was made to the UK Coastguard. The dingy was the second to reach the same location on the Kent coast in just two weeks. The RNLI and Border Force were called to four miles off the UK coast. In the aftermath President of the French coastguard, Bernard Barron, said: "It's starting to become a very similar situation to that seen in the Mediterranean and my biggest fear is that the same kind of tragedies we see in Greece or Italy will start to repeat in the Channel." They operate across the length of both the French and Belgian coastlines, between Ostend and into Normandy, finding new positions from where they can send their clients - the migrants - towards England." **Source: Express**

**Another vessel runs aground on Barrier Reef**

The damages caused to the Belize Barrier Reef have yet to be assessed after an American registered 39-foot vessel ran aground in front of San Pedro Town. However, because of the location where the vessel was lodged, it is suspected that the damages to the delicate coral topography will be significant. The grounding happened sometime around 7:30 Wednesday night while the vessel named **Connie Sue** was making its way from Guatemala to the United States. Elements from the Belize Coast Guard were deployed to assist after getting a call from Belize Port Authority. The vessel was captained by 66-year-old American Roger Day. **Source: breakingbelizenews.**

**Ortega Submersibles sea trials**



In Croatia (**pictures made by Daan**) of the latest successful sea trials of the Ortega Submersibles Mk1A (single seater) took place. Two other models are available: the Mk1B two seater and the Mk1C three seater. For more information: Inspired by the 'Sleeping Beauty' submersible canoe dating back to World War II, Ortega Submersibles has utilized, resurrected and redefined a historically revolutionary vessel and profoundly advanced naval construction for the use of the modern marine world. Powered by eco-friendly, electric motors and constructed for both over and under water activity, fully equipped with a trimming tank, on-board breathing apparatus and HUD navigation system, each vessel can also have integrated 3D sonar, magnetometers, underwater A-GPS, FLIR, extra air supply (closed loop) or cargo extensions of up to 450 litres; all on board equipment supporting dive depths of up to 95 metres / 310 feet. [http://www.ortega-](http://www.ortega-submersibles.com/)

[submersibles.com/](http://www.ortega-submersibles.com/)

---

## Back and BETTER than EVER: Cunard's 'remastered' Queen Mary 2 returns to Southampton



The **QUEEN MARY 2** finished trials at sea after drydocking and is seen inbound to Hamburg from the Jan de Nul TSHD **BARTOLOMEU DIAS**. **photo: Jeroen Bos © CUNARD'S** Queen Mary 2 is due back in Southampton this week for its first transatlantic crossing to New York after a 25-day dry dock "remastering". The flagship liner sails on Thursday with significantly updated staterooms and restaurants. In particular the self-serve Kings Court buffet area has been

totally transformed with a new layout. The Todd English restaurant is replaced by The Verandah restaurant and the Carinthia Lounge will replace the Winter Garden on Deck 7. Ten more kennels have been added to the ship's onboard cat and dog kennel area, the only one of its kind at sea. But possibly the most impressive part of the update was when a new structure of additional staterooms was lifted into place onto a previously open section of one of the upper decks to create several more balcony staterooms and purpose-built single staterooms. There have been several other significant refits this year on some of the cruise-world's best-loved ships. Regent Seven Seas has continued its two-year fleet refurbishment plan by updating Seven Seas Navigator with a redesign of several public lounges and spaces as well as its suites. Navigator's Compass Rose and La Veranda restaurants were part of the refresh programme this spring, which also included the casino. SeaDream Yacht Club's SeaDream I has also been spruced up this year, in line with sister luxury cruise yacht SeaDream II's update last year. And Holland America, which launched its first new ship in 10 years - ms Koningsdam - in May, has a refit programme continuing this year and into 2017. Oosterdam, Nieuw Amsterdam, Westerdam, Zuiderdam and Noordam have all been earmarked for refurbishment this year, with Amsterdam, Rotterdam, Volendam and Zaandam expected to be updated next year. Similarly, Princess Cruises have had several ships in dry dock: Ruby Princess, Emerald Princess, Coral Princess and Sun Princess - with Majestic Princess being launched in spring 2017 for the Chinese market with cruises to Japan and Korea. **Source: Express**

---

## Seafarer falls to his death in the Houston Ship Channel

A seafarer died from a 20 m fall on Saturday afternoon while trying to connect a pipe to a crane on a vessel in the Houston Ship Channel. The name of the worker and the ship involved have not been revealed. Federal investigators are looking into the accident. Source : Splash 24/7

---

## Ship Scrapping To Set New Record

[https://gcaptain.com/ship-scrapping-to-set-new-record/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3AGcaptain+%28gcaptain.com%29](https://gcaptain.com/ship-scrapping-to-set-new-record/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3AGcaptain+%28gcaptain.com%29)

---

## Crossed the Bar

### The late Alan Phipps

It is with deep regret that we have learnt of the death of Alan Phipps (Midlands Branch).

Alan was very knowledgeable about World War II shipping and was a recognised expert on this subject by the World Shipping Society. He had written a number of articles for "Full Ahead".

Alan will be sadly missed and we offer his wife, family and friends our deepest sympathy.

The funeral will take place at 14.30 hours, Friday 24 June at Worcester Crematorium, Tintern Avenue, Worcester WR3 8HA.

Regards,  
Tim

## **Bulgaria Rejects NATO Fleet in the Black Sea, Romania Hurriedly Backs Off**

Bulgaria's prime minister firmly ruled out his country's participation in the proposed NATO fleet in the Black Sea aimed at countering Russian forces in the area. "I don't need war," the politician said after Russia promised a response; meanwhile Romania's president, one of the initiators, has hurriedly backed off. "I always say that I want the Black Sea to see sailboats, yachts, large boats with tourists and not become an arena of military action... I do not need a war in the Black Sea," Bulgarian Prime Minister Boyko Borissov said on Thursday referring to the proposal for the NATO fleet in the Black Sea made by Romanian President Klaus Iohannis while visiting Bulgaria on June 15-16. "Our country will not become part of the Black Sea fleet being prepared against Russia," Borissov said as quoted by EurActiv.com website. "To send warships as a fleet against Russian ships exceeds the limit of what I can allow," Borissov told reporters in Sofia on Thursday, as cited by Bloomberg. "To deploy destroyers, aircraft carriers near [the resort cities of] Bourgas or Varna during the tourist season is unacceptable." Klaus Iohannis has quickly backed off, insisting that "the Black Sea naval initiative regards joint training and exercises and that NATO cannot and does not want to keep a fleet in the Black Sea," Romanian news agency Agerpres reported on Thursday. "The initiative I introduced to the Bulgarian President and Prime Minister is an initiative designed for cooperation in the area of joint exercises and joint training of the Romanian, Bulgarian and Turkish naval forces. This is the so-called naval initiative, and it does not comprise all naval forces, just joint exercises and training," the agency quotes the Romanian leader as saying in response to recent statements by the Bulgarian prime minister. The Romanian president apparently said that "the initiative should be deployed under the NATO umbrella, because all the three Black Sea countries — Romania, Bulgaria and Turkey — are NATO allies." "Where the misunderstanding probably emerged was in relation to the concept of a NATO fleet. Nobody creates a NATO fleet. That would be nonsense. NATO cannot and does not want to keep its own Black Sea fleet," Agerpres quotes Iohannis as explaining "We will board the ships, we will waive our flags, but only Bulgaria and Romania", the Bulgarian prime minister said, adding that any other scenarios could lead to a military conflict. After the **USS PORTER (DDG-78)**, armed with assault cruise missiles and an Aegis Ballistic Missile Defense System (primary weapon: Standard Missile 3), entered the Black Sea last week, Moscow promised "response measures" to Washington. "If a decision is made to create a permanent force, of course, it would be destabilizing, because this is not a NATO sea," Andrey Kelin, head of the Russian Foreign Ministry's European Cooperation Department then said. War ships of the NATO Standing Maritime Group-2 take part in a military drill on the Black Sea, 60km from Constanta city March 16, 2015 Under the Montreux Convention, countries which don't have a Black Sea coastline cannot keep their warships there for more than 21 days. NATO members Turkey, Romania and Bulgaria are all Black Sea Basin countries. Earlier reports of the Balkan Insight website however suggest that Bucharest is urging NATO to create a permanent alliance fleet in the Black Sea in a "move aimed to counter Russia's strong involvement in the region. The website said that as early as February Romanian Defense Minister Mihnea Motoc announced that Romania is taking the first steps to negotiate with NATO to set up a regular multinational naval patrol in the Black Sea. "The possibility of creating such a fleet might be discussed at the next NATO summit in July," Motoc then said. He added that Romania must be ready by then with a clear plan and proposal. The outlet also added that the regular flotilla might include ships from NATO countries bordering the Black Sea, namely Bulgaria, Romania and Turkey, but also from Germany, Italy and the United States. The Bulgarian prime minister was not that optimistic. He said that his country was among the most loyal EU countries and was doing what was expected from the European family. But he added that there was no way that Bulgaria would be attacked by Russia. "You remember how our nuclear reactors from the Belene central left for Turkey. Not a single colleague spoke in my defense when President Putin, in the presence of Erdogan, waived his finger at me, saying that Bulgaria lost everything", EurActive quotes Borissov as saying. The website adds that "indeed, under Western pressure, Bulgaria abandoned plans to build a nuclear central with Russian technology, and gave up the South Stream gas pipeline project. Putin made strong statements against Bulgaria, and in January 2015, Borissov warned that his country faced an energy catastrophe." The International Court of Arbitration at the International Chamber of Commerce in Geneva ruled in favor of the Russian



21<sup>st</sup> June 2016

Atomstroyexport company and ordered to pay €620 million in compensation from Bulgaria to Russia.

Source ; Sputniknews

***OOPS .....***

Hello Bob,  
This is Alan next door. I am sorry buddy, but I have a confession to make to you. I've been riddled with guilt these past few months and have been trying to pluck up the courage to tell you to your face, but I am at least now telling in text as I can't live with myself a moment longer without you knowing. The truth is, I have been sharing your wife, day and night, when you're not around. In fact, probably more than you.

I haven't been getting it at home recently, but that's no excuse I know. The temptation was just too much. I can no longer live with the guilt and I hope you will accept my sincerest apologies and forgive me. I promise that it won't happen again. Please come up with a fee for usage, and I'll pay you.

Regards, Alan.

**Actions**

Bob, feeling insulted and betrayed, grabbed his gun, stomped next door and shot his neighbour dead. He returned home where he poured himself a stiff drink and sat down on the sofa. He took out his phone where he saw he had a subsequent message from his neighbour.

**Second Message**

Hi Bob,  
This is Alan next door again. Sorry about the slight typo on my last text. I expect you worked it out anyway, but as I'm sure you noticed that my smart phone's spell check feature changed "Wi-Fi" to "Wife". Technology hey?!? Hope you saw the funny side of that.  
Regards Alan

---

*That's all for now folks.*

*Armed Forces Events*

*Weymouth last weekend*

*Cleethorpes this weekend – be happy to see you at the MNA gazebo near the Boating Lake*

*Good Health, Fair Winds and Calm Seas. Take Care and "Keep your Finger on the Pulse".*

*Yours Aye,  
Malcolm*

Malcolm Mathison  
National Vice-Chairman  
Merchant Navy Association  
email: R546060@aol.com  
[www.mna.org.uk](http://www.mna.org.uk)  
Registered Charity No. 1135661

*If you do not wish to receive this e-Circular in future, please reply to this email stating 'unsubscribe'*



MNA CIRCULAR 2016-14

21<sup>st</sup> June 2016

---