

Hi Shipmates,

Please find below more snippets of information since circular #2016-24 went out on 26th October 2016.

My thanks to 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.

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MNA Slop Chest, CLOSED

Change of Address???? *If any member has changed any of their contact details (Postal, E-mail or Telephone) it is important that you inform ROY GLENCROSS and TIM BRANT who hold the details and mailing list of all members. Please also copy me in if informing by e-mail R546060@aol.com*



Because of the 20th anniversary of the "Kunstmaand-Ameland (Frisian Islands)" in November, the lighthouse is transformed into an art object. It's also 20 years ago that she was painted for the last time. In December she will be repainted into her original white and red colored bands again (weather permitting).

Photo : GertJan Verbeek Hollum-Ameland ©

Mistakes in the previous edition of The Pulse

Mistake #1: It should have been numbered 2016-24 and not 2016-22, sorry folks...old age!

Mistake #2: Page 3 for des@snowow.co.uk read des@snowbow.co.uk, sorry again...typo!

Japan-Led Group Blocks Proposal for South Atlantic Whale Sanctuary



October 25, 2016 by [Reuters](#)

By David Spaic-Kovacic and Marja Novak PORTOROZ, Slovenia, Oct 25 (Reuters) –

Countries led by Japan on Tuesday blocked a move by South American and African states to create a



Photo credit: Australian Customs and Border Protection Service/Creative Commons

South Atlantic sanctuary for whales they say are endangered by hunting despite a global moratorium in force for 30 years.

The proposal brought by five African and South American countries would have needed the support of three quarters of the International Whaling Commission's 88 members. In the event, 24 countries were opposed, including Japan.

Japan is one of a handful of countries including Norway and Iceland that continue to hunt whales by making use of a loophole in the moratorium allowing the practice of "scientific whaling," where carcasses are examined before the meat, prized by many Japanese as a delicacy, is eaten.

Japan says the point of examining the carcasses is to determine the age of dead whales so as to increase awareness of what is needed to help preserve "sustainable" whale numbers.

Tokyo and its pro-whaling allies had no immediate comment on Tuesday. On Monday, Japanese envoy Joji Morishita said the IWC remained split between a majority backing a total whaling ban and countries "supporting sustainable utilization."

"Unless we solve this issue, or find a way out of this stalemate, no issue will be actually discussed in a constructive manner," Morishita said.

Pro-sanctuary countries says "sustainable utilization" is not good enough to protect endangered whale species.

"Brazil does not accept the practice (of scientific whaling). The (loophole) should not be there at all," Hermano Telles Ribeiro, the IWC envoy for Brazil said after the vote at the meeting held in a Slovenian seaside resort.

Ribeiro said it was high time to tighten the 70-year-old International Convention for the Regulation of Whaling.

"We are (now) 70 years beyond, so let's engage in conversations and see ... if there is common ground for the governance of the IWC."

The moratorium was introduced at the urging of environmentalists to preserve dwindling whale stocks in the world's oceans. The sanctuaries improved protection of whales from pollution and entanglement in fishing nets.

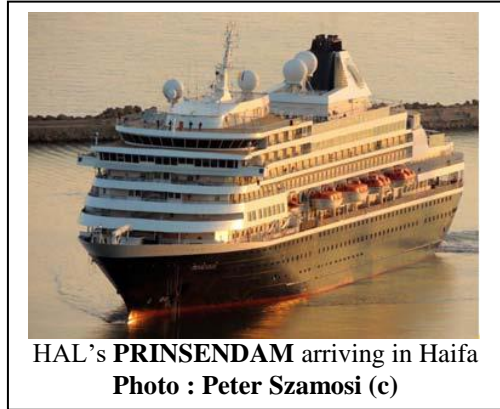
Scientists estimate that some 300,000 whales and dolphins die annually after being accidentally caught in fishing gear.

Environmentalists have said the South Atlantic is crucial to preserving whale diversity. "This is an area that is critically important to a wide range of whale species," said Matt Collis of the International Fund for Animal Welfare (IFAW).

(Reporting by David Spaic-Kovacic; writing by Marja Novak; editing by Thomas Escritt and Mark Heinrich)

Make the Most of Your Cruise Vacation: Here are Top 10 Tips from Cruise Experts

Officers in charge of hotel operations on cruise ships have seen it all: The first-time cruisers who come onboard big-eyed as they take in their impressive floating surroundings. Repeat cruisers arriving with plans to see and do everything. The overall joyful buzz as everyone begins a cruise vacation of a lifetime.



HAL's PRINSENDAM arriving in Haifa
Photo : Peter Szamosi (c)

Whether you're a newbie or a frequent guest on the high seas, here are 10 tips from the pros on how to be a better cruiser.

One tip from cruise experts is to plan on rising early on at least one day to enjoy the spectacular views and peacefulness of sunrise on the ship's top deck. One tip from cruise experts is to plan on rising early on at least one day to enjoy the spectacular views and peacefulness of sunrise on the ship's top deck.

Experience a sunrise and sunset. Getting up at dawn in a destination such as Alaska is not only impressively peaceful but brings your best opportunity to spot whales and other wildlife, says Adam Gorst, Princess Cruises hotel general manager on Emerald Princess. Grab your binoculars and

position yourself on your balcony or on an open deck and enjoy your first cup of coffee – with views. Later, do drinks while watching the sun setting over the sea. In between, you may want to take a power nap so you'll be prepared for the ship's full roster of late-night happenings.

Ask lots of questions. The crew has your best interests at heart and no question is too big or too small, says Jasper Wolthuis, hotel general manager on

Coral Princess. "Passengers shouldn't be shy about asking any crew member if they have a question. We can help maximize your time onboard," Wolthuis says. "If you really want to get the best experience possible, ask every single question that comes to your mind," adds Don Habits, hotel director on Holland America Line's newest ship, ms Koningsdam. "We are here to ensure that our guests have a wonderful time, and we encourage our guests to ask questions as we are happy to help."

Read the daily newsletter. The newsletter delivered to your cabin each evening has a full listing of activities and entertainment happenings for the next day. You'll find information on festivities, contests, lectures, dress codes, dining times, sales at the shipboard shops and more. Unfortunately, not everyone reads the information and it's not uncommon for people to hear about a shipboard activity after the fact, say the experts. Don't let this be you "Use the newsletter like you would a TV guide – circle or highlight everything you want to do so you don't miss out on anything," advises Alyn Baker, hotel general manager on P&O Cruises' Azura.



The SEABOURN ODYSSEY moored in Katakolon – photo : Harm Jongman (c)

Advise the ship on special needs. It's always advisable to alert the cruise line well in advance of your sailing. This applies to any mobility restrictions, health issues, allergies and dietary needs and requests. All of these can be best accommodated with advanced planning, the onboard experts say. The crew onboard ships does their best to take care of all needs, but if possible it is always best to avoid a last-minute scramble. Plan to try new things. On your cruise vacation you'll be exposed to new places, dining choices and activities. Plan to make the most of what's available, says Henk J. Mensink, hotel director on Holland America Line's ms Amsterdam.

"The idea is, how do you know what you like until you try it?" Mensink says. "There is always something for everyone in our daily programming. Your personal entertainment is subjective, but our ability to entertain you is not." P&O Cruises' Baker adds that part of the fun of cruising is experimenting.

"You only get out of a cruise what you put in so why not try to learn something new such as juggling or ballroom dancing or attend one of the lectures by specialist guest speakers?" she suggests.



HAL's ZUIDERDAM in Malta Photo :
Capt. Lawrence Dalli -
www.maltashipphotos.com ©

Map out port days. Whether you are booking shore excursions or planning to explore independently, you'd be wise to do advance research on your ship's ports of call. "I am always a bit confused by those who reach a port and then ask at the gangway, 'What is there to do here?'" It pays to be ahead of the game," advises Jessica Schumann, hotel director on Holland America Line's ms Noordam. Plenty of information is available online, or check out the travel books in your local public library or bookstore. Once onboard you'll find port experts who can offer further advice. You may also want to pick the brains of your fellow passengers. "Many of Seabourn's guests are very well travelled and therefore they

may have excellent tips and suggestions of things to do and places to see," says Josef Schuppler, hotel director on the Seabourn Quest. Don't miss the ship. You may have heard horror stories of people heading off on their own in ports and then missing the ship. Such incidents are extremely rare, says Diane Belshaw, hotel operations & retail manager on P&O Cruises' Oceana. Still, it's important to listen to shipboard announcements and note what time to be back onboard (times are posted in daily newsletter and at the gangway). If you do miss the ship or run into other issues on shore, know that the cruise line has you covered with a port agent onsite to help. Consider pre-cruise overnights. If you have the time, most embarkation cities are great places to visit. Especially when traveling a long distance, you might consider arriving a day or two before your ship sails. "There are a couple of important reasons as to why," says Cees Tesselaar, hotel director on Holland America Line's ms Prinsendam. "First, there is so much to see in these cities and you won't get to know them on the transfer bus between the airport and the ship. Second, you won't arrive onboard the ship exhausted from the flight. You will have had a couple of night's rest."

Pre-book everything you can. You may be able to book shore excursions and make reservations for spa treatments and specialty dining well before you set foot onboard your ship. You are wise to use this option when available, advises Freddy Esquivel, hotel director on the

Carnival Sunshine. That's because some popular tours sell out and booking in advance is also a timesaver. "Rather than standing in line at the shore excursion desk, you can enjoy more time by the pool and doing other fun stuff," Esquivel advises. Take time to explore your ship. It pays to become familiar with your ship's layout and amenities, advises Holland America Line's Schumann. That's what she did when she and her husband (who happens to be executive chef on the **Noordam**) vacationed on German brand AIDA. "We spent our first day onboard exploring the ship from top to bottom to make sure we were not missing out on anything," she says. "The rest of our week was about enjoying all the ship and ports had to offer." **SOURCE Carnival Corporation**

Maybe I'm biased, but I prefer a small vessel with a maximum 400 – 800 passengers

The late Lieutenant Commander David Holbert RNR an old Harrison's man, please see below.

A very sad day for all David was a true gentleman and a true seafarer.

Dear friends

Funeral arrangements for the late **Lieutenant Commander David Holbert RNR** are as follows:

Tuesday 8th November 13.30 at St. James Church, Albion Street, New Brighton, Wirral CH45 then 15.00 hrs at Landican Cemetery, Arrowe Park Road, Woodchurch, Wirral CH49 5LW and afterwards at the Grove House Hotel, Grove Road, Wallasey CH45 3HF

An indication of numbers attending the Grove Hotel would be helpful for catering. Please send responses to me (not to Sue, she has other things to cope with)

Replies to geofcowap@gmail.com

Very best regards
Derrick Kemp

LR collaborates on collision avoidance research project for autonomous vessels

LR is participating in the MAXCMAS project, a £1.27million collaborative research project that aims to investigate, develop and implement real-time collision avoidance algorithms for autonomous maritime vessels. The MAXCMAS (Machine executable collision regulations for Marine Autonomous systems) project will be completed next year; it brings together expertise from LR, Rolls Royce as project lead, Atlas Elektronik UK, Queen's University Belfast and Southampton Solent University's Warsash Maritime Academy. The MProject MaxcmasAXCMAS project aims to develop COLREGs (International Regulations for Preventing Collisions at Sea 1972) compliant collision avoidance navigation for autonomous ships and other Unmanned Surface Vessels (USVs). Compliance with current and future regulations is instrumental to the wide-scale use of USVs at sea. Being able to demonstrate satisfactory autonomous operation that meets the COLREGs is also pivotal to maritime safety. The project also hopes to carry out comprehensive machine execution of the COLREGs and demonstrate these in part in real-world representative sea trials. With academic support, the industry participants aim to demonstrate autonomous control of a USV for Mine Counter Measure (MCM) operations and develop broader USV applications along with navigational support for larger conventional vessels. A key innovation will be the use of networked bridge simulators as a safe yet effective test environment in the first instance. These highly immersive simulators, ordinarily used for mariner training, will be used to rapidly iterate development in light of human reaction from the crew and real-world difficulties such as degraded sensors. Jesus Mediavilla Varas, Strategic Research Lab Lead Specialist and LR's lead on the project commented: "Lloyd's Register's main contribution is a number of safety assurance activities, including providing software assurance advice. The activities are aimed at identifying the challenges and solutions to assuring the safe implementation of the COLREGs principles and reducing the risk of operating autonomous vessels. The maritime industry is moving towards smarter and more autonomous vessels, and involvement in research projects like MAXCMAS allows us to better understand the technological risks and control measures associated with greater autonomy and to be equipped to provide assurance to our clients when the technology is ready." LR is also contributing to the distribution of the project results and the investigation of the business case for commercial autonomous ships. **Source: Lloyd's Register**

Maritime Media Awards 2016



MEDIA RELEASE

Maritime Foundation · 202 Lambeth Road · London SE1 7JW

Media Enquiries: t: 07919 010092 e: media@bmf.org.uk

www.bmf.org.uk · Registered charity No. 286784

News release from the Maritime Foundation, a charity promoting Britain's interests across the entire maritime sector.

Website: www.bmf.org.uk Registered charity number: 286784

Release date: October 27, 2016

New York Times reporter Ian Urbina lands 'best maritime journalism contribution in 2016' at London's Maritime Media Awards (WITH PICS)

Naval leaders and British peers gathered in London (October 25) for the Maritime Media Awards honouring the best of maritime literature, journalism and filmmaking in 2016.

More than 170 guests attended the Institute of Directors for the 21st anniversary of the awards.

It saw the Desmond Wettern Media Award for best Journalistic Contribution handed to New York Times reporter Ian Urbina for his influential investigative series ‘The Outlaw Ocean’ and for further features and a campaign to address the issues of lawlessness on the high seas.

The Mountbatten Award for best Literary Contribution – the Man Booker Prize for maritime – was awarded to Peter Hennessy and James Jinks for ‘The Silent Deep – The Royal Navy Submarine Service since 1945’; a book which the judges singled out as an outstandingly authoritative work with unrivalled insight into the geo-political context of naval warfare.

Meanwhile, the Donald Gosling Award for best Television Contribution was presented to WAG TV, for their documentary ‘Devonport - Inside the Royal Navy’ (see notes to editors for full list of winners).

Presentations were made by Vice Admiral Ben Key at the annual event set up in memory of former Daily Telegraph naval correspondent Desmond Wettern.

Maritime Foundation and judging panel chairman Julian Parker OBE said the event celebrated excellence in the maritime media and arts sectors. “The Maritime Media Awards has become an event of national significance, acknowledging remarkable maritime related work which deepens understanding of Britain’s dependence on the sea,” he said.

Ian Urbina said: "I can't think of a more illustrious award for maritime journalism, and I'm deeply honoured to receive it. Such reporting is not easy, but it's direly important. Few places on the planet are more essential and less policed than the sea.

“Whether it's as the primary throughway for international commerce, the source of a large portion of the global food supply, the outer edge of national security, or the lungs of the planet - the oceans are as vital as they are unenforced. I'm hoping to keep attention on these issues and the people who work out there.”

Meanwhile, the First Sea Lord’s Digital Media Award was presented to The Marine Conservation Society for their engaging web site designed to embrace both volunteers and children which champions marine conservation.

The Maritime Foundation’s Maritime Fellowship Award was presented to Crispin Sadler for his production of complex and innovative maritime films especially those focussing on wrecks. His unrivalled photography and research have provided new insights into maritime commerce and warfare through the ages.

The Maritime Media Awards Judging Committee includes a panel of 17 eminent maritime personalities and further information can be found on the Maritime Foundation’s web site www.bmcf.org.uk

Public Demand for Commerce – Going “All In” To Eliminate Accidents

October 26, 2016 by [Editorial](#)

By Capt. George H Livingstone

I recently saw [the movie “Sully”](#), I recommend it to anyone with an interest in aviation or marine transportation. It is a Clint Eastwood Directed movie about [Capt. Chesley “Sully” Sullenberger](#)’s first ever (successful) emergency water landing of [Flight 1592](#). Something considered technically impossible prior to his successful execution of it on the Hudson River.

As a mariner, captain and pilot I was interested in the NTSB investigation as it played out in the movie which got me fact checking. In the movie, the NTSB investigating committee was critical of Capt.



Photo of [Flight 1549](#) Hudson River Rescue by BM2 Foster, USCG

Sully's decision to make a water landing, indicating a landing at one of the New York airports would have been a far wiser and safer decision.

Commenting directly on that, Mr. Malcolm Brenner (part of the NTSB's actual investigation of the accident), recently told Bloomberg News "There was no effort to crucify him or embarrass him"... "If there were questions, it was to learn things." In contrast, Capt. Sullenberger himself, told the New York Times that the investigation was "inherently adversarial, with professional reputations absolutely in the balance." Whatever the movie did or did not portray correctly, the NTSB and Capt. Sullenberger certainly have different takes on the actual investigation. Given the NTSB is *the National Transportation Safety Board*, perhaps there is a takeaway here for them?

It's a big world, mostly (70%) covered by water. There are thousands of ships and tens of thousands of smaller craft like tugs/barges working on it every day. Thousands of vessels, the world over, driven by one thing, *Public Demand for Commerce*. That's you, me, neighbors, friends, enemies, conservatives, liberals, environmentalists; everyone you know, have ever known or will know. Each of us are directly responsible for every mile traveled by every vessel on God's Blue and Green earth. Make no mistake, it is not someone else driving world trade, it's *you*.

In mid-October of this year, an American tug/barge unit went aground near Bella Bella, British Columbia in a remote part of the famed "Inland Passage" of Canada. In the same time period, a passenger ship hit the jetties while inbound to the port of Nice, France causing a hole below the waterline. A ship being maneuvered in the port of Houston suffered a loss of power causing it to ground on an underwater obstacle resulting in a spectacular explosion and fire. A semi-submersible being towed from Scotland to Turkish scrap yards broke free from the tug towing it and went hard aground in Scotland's Western Isles. Where am I going here?

1. Worldwide public demand for movement of commerce and people guarantees said movement - worldwide
2. Public demand for safety is certain. Responsible working professionals understand that
3. Safety is far more complicated than the general public realizes
4. National safety agencies like the NTSB (USA), ATSB (Australia), MAIB (UK) are not necessarily subject matter experts. For hundreds of years maritime accidents were adjudicated in Admiralty courts by Admiralty Judges. When those cases went to civil and criminal courts vital expertise was lost. Maritime professionals sincerely hope they can rely on the reputational integrity of national safety agencies to be unbiased, fair and expertly informed.

*Is it hypocritical to get in one's giant SUV, fill it with gas, drive the family to the airport for a European vacation and take no accountability for where the world presently finds itself regarding international transportation? Is it irresponsible for working maritime and aviation professionals in command not to acknowledge, "The Public Trust" is in their hands? Is it arrogant **if** national safety agencies conduct accident investigations under the *general assumption* they know better than the subject matter experts walking the walk every day?*

We are "**all in**" on this, whether public, working transportation professional or national safety & regulatory agency; all of us are accountable, no excuses. Although much effort is put into eliminating accidents, the probability is they continue. Let us all work meaningfully and effectively to reduce their impact on Public Safety and the planet.

Teekay Gas Carrier Attacked Near Key Shipping Lane Off Yemen

October 26, 2016 by [Reuters](#)



By Jonathan Saul

LONDON, Oct 26 (Reuters) – Unknown assailants attacked a gas tanker off the coast of Yemen close to the Bab al-Mandab waterway in the latest flare up in an area through which much of the world’s oil passes, shipping and security officials said on Wednesday.

The incident, the first attack on a commercial ship since July, followed missile attacks in recent weeks on military craft, including U.S. navy vessels, which were launched from Yemen that had already raised risks for merchant shipping.

Shipping group Teekay said its LNG (liquefied natural gas) tanker Galicia Spirit “experienced a suspected piracy attack whilst off the coast of Yemen” on Oct. 25.

“No third parties managed to board the vessel during the incident and all crew members are safe and have been accounted for,” Teekay said in a statement.

“As a precaution, the vessel had a Djibouti warship in attendance when heading away from the area. She has now left the high risk area without any further issues,” it added without further details.

Maritime security sources said the incident occurred near Perim Island, which is about 14 km from the southern Yemeni coast and the site of a lighthouse for ships passing through the Bab al-Mandab.

British maritime security firm MAST said a small vessel had approached the tanker and fired a rocket propelled grenade (RPG).

“MAST understands that the vessel had no armed security team on board, and that the vessel sustained small arms fire as well as the RPG,” it said. “It is unclear whether this is a terrorist attack or piracy.”

The Royal Navy’s UK Maritime Trade Operation said in a circular to mariners and seen by Reuters that the incident was still being investigated “as is the alleged use of RPG”.

The UK Maritime Component Command, responsible for Royal Navy activity in the Middle East, said in a statement on Wednesday “details are still emerging as to the exact nature of the incident event and investigations are still on-going”.

While shipping companies have yet to divert ships, the stakes are high given nearly four million barrels of oil are shipped daily to Europe, the United States and Asia via the Bab al-Mandab as well as other commercial goods.

Yemen’s civil war continues to escalate, pitting the Iran-aligned Houthi movement, backed by troops loyal to former President Ali Abdullah Saleh, against the internationally recognised government of Abd Rabbu Mansour al-Hadi, backed by Saudi Arabia.

The United States carried out cruise missile strikes on Oct. 15 against radar sites in Houthi controlled areas of Yemen after two confirmed attempts to hit U.S. Navy destroyer USS Mason with coastal cruise missiles close to the Bab al-Mandab. The Houthi movement has denied firing on the USS Mason.

The Houthis have confirmed a separate earlier attack on a United Arab Emirates vessel in the area.

“While small boats were implicated in these military attacks, there is no evidence that they are connected with this latest incident,” said Michael Edey, head of operations with British security firm Dryad Maritime.

“I would suggest that this attack was by locals from southern Yemen rather than the Houthis.” (Editing by David Evans)



Watch: A Ship’s Displacement Visualized

https://gcaptain.com/watch-a-ships-displacement-visualized/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29

German Shipping Companies Plead Guilty in ‘Magic Pipe’ Pollution Case

October 26, 2016 by [Mike Schuler](#)



Two German shipping companies are the latest to plead guilty in U.S. federal court to environmental crimes related to the use of a so-called ‘magic pipe’ aboard one of their vessels.

The U.S. Attorney’s Office for the Southern District of California said Tuesday the vessel owner and operator, two units of Germany’s W. Bockstiegel Reederei GmbH, pleaded guilty in federal court to one felony violation of the Act to Prevent Pollution from Ships for failing to accurately maintain an oil record book for their owned and operated vessel MV Nils B. In doing so, the companies also failed to disclose that oil contaminated water had been discharged into the ocean without the use of pollution prevention

equipment.

According to a plea agreement, on August 5, 2014, U.S. Coast Guard inspectors boarded the MV Nils B after its entry into the Port of San Diego, California. Once onboard, the Coast Guard discovered that the crew had failed to keep an oil record book and that modifications had been made to piping coming from the oil water separator. Oil was also discovered in discharge piping that should not have been present. The defendants acknowledged that Coast Guard examiners took oil samples from the oil water separator’s overboard discharge valve and from the vessel’s sludge tank, later proving the samples from the two locations matched.

The Coast Guard also discovered a black hose near the oil water separator, known in the shipping industry as a “magic pipe” or “magic hose,” that contained slightly weathered light fuel oil mixed with lubricating oil.

The defendants, in pleading guilty, admitted that the oil record book on board the vessel did not disclose any discharges of sludge since the vessel dry docked in June 2014.

The company and the United States agreed to recommend that the court impose a total criminal penalty of \$750,000.00, including a \$250,000.00 community service payment. Sentencing for this case has been set for November 3.

CMA CGM Chairman Says More Casualties Possible Container Shipping

Shakeout October 26, 2016 by [Reuters](#)



COPENHAGEN, Oct 26 (Reuters)

– Other container shipping firms may join Hanjin Shipping Co Ltd in receivership before the industry emerges from its current shakeout, the vice chairman of world number three player CMA CGM said on Wednesday.

South Korea’s Hanjin filed for protection from creditors in late August, stranding \$14 billion in cargo and sending shockwaves through global trade networks. (nL3N1BC18V)

Outlining his predictions for the next three to five years for an industry struggling with overcapacity and sluggish demand, CMA CGM Vice Chairman Rodolphe Saade said consolidation was “the name of the game”.

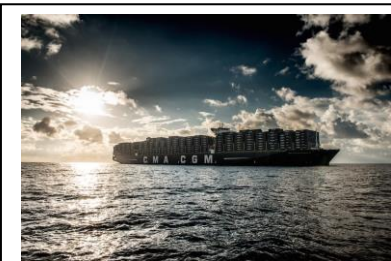


Photo credit: Malmif
Photography/CMA CGM

Bringing freight rates down to rock bottom was not the answer, however.

“There will be a price war but we need a ‘decent’ price war,” he said in a presentation at the Danish Maritime Forum in Copenhagen.

The French group was founded in 1978 by Rodolphe Saade’s father Jacques. (Reporting by Nikolaj Skydsgaard Writing by John Stonestreet; Editing by Mark Potter)

BOSKALIS AWARDED CONTRACT FOR HORNSEA OFFSHORE WIND FARM PROJECT ONE

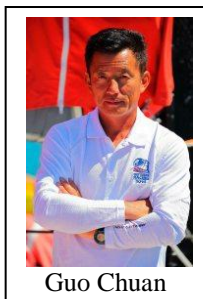
Royal Boskalis Westminster N.V. (Boskalis) has been awarded a contract by DONG Energy Wind Power A/S for the transport and installation of the foundations for a part of the Hornsea Offshore Wind Farm Project One. The entire wind farm will generate a total capacity of 1,200 MW and is located approximately 120 kilometers off the Yorkshire coast (UK). The transport and installation of the foundations will be executed by Boskalis' new offshore transport and installation crane vessel for which an existing F-class heavy transport vessel is currently being converted. The vessel will be equipped with a 3,000-ton mast crane, dynamic positioning (DP2) and additional accommodation for up to 150 people. Boskalis' strategy is aimed at benefitting from key macro-economic factors which drive worldwide demand in our markets: expansion of the global economy, increase in energy consumption, global population growth and the challenges that go hand in hand with climate change. This project is related to the development of generating renewable energy due to climate change and increasing energy consumption.



View of propeller in dry dock at Brest (Sobrena)
Photo : Emmanuel Godillon <http://larmes-de-rouille.piwigo.com> ©

Search Called Off for Professional Solo-Sailor Missing in the Pacific

October 27, 2016 by [Mike Schuler](#)



Guo Chuan

The U.S. Coast Guard has suspended the active search for a professional Chinese sailor who is believed to have fallen overboard while sailing his 97-foot racing trimaran solo across the Pacific.

Guo Chuan, 50, departed San Francisco aboard his trimaran, *Qingdao China*, on October 18 aiming to set a non-stop solo trans-Pacific sailing world record to Shanghai in 18 days. He was reported missing to the Coast Guard on Tuesday after his team had not heard from him in 24 hours. A U.S. Navy ship located the *Qingdao China*, which was actively transmitting on an automatic identification system, on Wednesday about 620 miles northwest of Oahu. A boatcrew eventually boarded the vessel and confirmed that Chuan was not on board, although his life jacket remained

with the vessel.

Guo Chuan is regarded as a very experienced sailor and is reportedly in good health. He is co-founder of Guo Chuan Racing and holds number of world records for sailing, including leading a non-stop voyage through the Arctic's Northeast Passage in 2015 aboard the *Qingdao China*.

Chuan's racing team offered two possible scenarios (see below) for what could have happened, although the team said he would have been wearing his life jacket with a safety line and a beacon during each.



Guo Chuan departs San Francisco aboard the *Qingdao China*, Oct. 19, 2016. Credit: Guo Chuan Racing

The Coast Guard said on-scene assets searched a total area of more than 4,600 square miles over the two-day period.

The Coast Guard reports that the *Quindao China* remains adrift, the mainsail has been doused and the vessel has been marked. A broadcast notice has been issued to mariners in area alerting them to the potential hazard.

Chuan's racing team is making arrangements to recover the vessel.
Two Scenarios

Scenario 1

Guo was sailing with 1 reef on mainsail and gennaker in about 13 to 20knts wind downwind which is a reasonable sail configuration for these conditions.

At the end of the day he decided to furl the gennaker in order to sail even safer for the night. After that he tried to drop it on windward side (which becomes a tricky maneuver in stronger winds for a solo sailor). Holding the halyard and restraining the gennaker at the same time, he lost the control of the halyard and the gennaker finally fell brutally down far away on the leeward side of the boat. As he was trying to restrain the gennaker to fall in the water he got pushed and ripped out of the boat either at the side of the starboard float or in front of the starboard front beam.

Scenario 2:

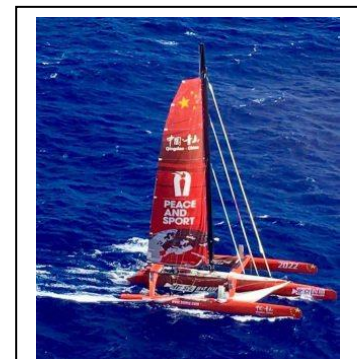
Guo was sailing with 1 reef on mainsail and J1 in about 13 to 20knts wind downwind which is the safest sail configuration for sailing at night.

The gennaker was furled and still hoisted. For an unknown reason the halyard or the gennaker cable broke. Guo first furled the J1 in order to slow down the boat before taking care of the gennaker that has fallen in the water.

He then began to get the gennaker back on the net close to the starboard float. By manipulating the very powerful gennaker (which was drifting in the water) out of the water, he had at a certain moment to unhook his safety lifeline in order to change his position on the boat. A bad wave throw the gennaker back in the water and pushed Guo out of the boat. Guo had most probably a life jacket with a safety line and a beacon for these maneuvers. In the first scenario, you need to unclip the the safety lifeline at one point.

Quindao China Details

- Length Overall: 29.70 m
- Length of floats: 24.5 m
- Beam: 16.5 m
- Weight: 1 t
- Upwind sail surface: 350 m²
- Downwind sail surface: 520 m²
- Mast height: 32 m



U.S. Coast Guard image taken Oct. 26, 2016. Credit: Coast Guard

SPOTD – Rolls-Royce Unified Bridge Aboard The Stril Luna

https://gcaptain.com/spotd-rolls-royce-unified-bridge-aboard-stril-luna/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28GCaptain.com%29

IMO Sets Regulations to Cut Sulphur Emissions by Ships from 2020



October 27, 2016 by [Reuters](#)

By Jonathan Saul

LONDON, Oct 27 (Reuters) – The United Nations’ shipping agency set global regulations on Thursday to limit the amount of sulfur emissions from vessels and said they would come into force from 2020.

A session of the International Maritime Organization’s (IMO) Marine Environment Protection Committee in London set the new requirements, which will see sulfur emissions fall from the current maximum of 3.5 percent of fuel content to 0.5 percent.

The move will add extra costs to the shipping industry at a time when parts of it are going through their worst ever downturn. Analysts estimate the additional costs for the container shipping sector alone could be \$35-\$40 billion.

And some also questioned whether refiners would undertake lengthy and costly investments to produce lower sulfur fuel, and so whether there would be enough produced to meet demand.

Environmental groups welcomed the outcome, as well as the 2020 start date. The IMO had considered the option of delaying introduction of the regulations until 2025.

“This is a landmark decision and we are very pleased that the world has bitten the bullet and is now tackling poisonous sulphuric fuel in 2020,” said Bill Hemmings of campaigner Transport & Environment.

“This decision reduces the contribution of shipping to the world’s air pollution impact from about 5 percent down to 1.5 percent and will save millions of lives in the coming decades.”

The shipping industry is among the world’s biggest sulfur emitters, with sulfur oxide content in heavy fuel oil up to 3,500 times higher than the latest European diesel standards for vehicles.

‘MUCH TO DO’

About 90 percent of world trade is transported by sea.

“There will be much to do between now and 2020 to ensure that sufficient quantities of compliant marine fuel of the right quality will indeed be available, and that this radical switch over to cleaner fuels will be implemented smoothly ... without distorting shipping markets or having negative impacts on the movement of world trade,” said Simon Bennett, director of policy and external relations with the International Chamber of Shipping association, which also welcomed what it said was the clear decision by IMO member states on the 2020 date.

Switzerland-based MSC, the world’s No.2 container line, estimated its own additional annual fuel costs at \$2.02 billion. The group said it had invested in energy and environmental protection in recent years.

“We fully support the industry’s initiatives to reduce emissions,” MSC chief executive Diego Aponte said.

“We are, however, mindful of the challenges involved in achieving full compliance, particularly when the industry is facing some exceptionally difficult times.”

Refiners will also be affected. Around 3 million barrels per day of high-sulfur fuel oil go into bunker fuel for ships, and most of that will be replaced with lower-sulfur distillates.

“The big thing that is unknown is the implementation roadmap. That will determine how disruptive this is going to be,” said Alan Gelder, head of refining research with energy consultancy Wood Mackenzie.

“The refineries will need to run in a way they have never run before.”

Refineries that do not have the ability to convert the fuel oil into higher quality products will struggle to remain profitable as this big outlet for lower-quality fuel disappears.

“Refiners will not invest to de-sulphurise fuel oil and there is not enough low-sulfur fuel oil to meet demand from the shipping sector,” said Robert Campbell, head of oil products research with consultancy Energy Aspects. (Additional reporting by Libby George and Ron Bousso; Editing by Susan Thomas and Mark Potter)

1117 - 10/16 - Shipments of Yellow Peas and Rape Seed, Odessa - Ukraine

Date: 21/10/2016

Signum Services are currently investigating a case involving large scale theft of cargo involving shipments of Yellow Peas and Rape Seed from Ukraine to India, Pakistan and Bangladesh.

Each 20 foot container was stuffed with up to 25 tons as bulk cargo. To date we have uncovered in excess of 200 containers arriving at their destinations with over 95% of cargo missing. The full extent of this crime is not fully known as there may still be containers on route to many destinations by various shipping lines. Close examination of the containers reveal up to six small circular holes (each 4 inches in circumference) drilled into the floor of the containers. Containers were not weighed on entering the port of loading and relied on shippers' declaration as shown in the Bill of Lading. All indications are that these thefts occurred before the containers entered the port. These shortages could not have taken place in the port.

This investigation is still very active and this message is circulated to UK Club members as an urgent warning to exercise extreme caution when shipping these types of cargo in bulk, in containers from Odessa. In cases of doubt, please ensure that the containers are weighed at the port before loading on to a vessel.

A further update will be sent when more information becomes available.

Source of Information Signum Services, Thomas Miller & Co.

1116 - 10/16 - USCG - Safety Alert Regarding Samsung Smartphone - USA

Date: 20/10/2016



The US Coast Guard has issued an updated Safety Alert reminding Members of the recall of Samsung Galaxy Note 7 Smartphones.

Bringing these phones on vessels is strongly discouraged and, if brought aboard, they are to be turned off and disconnected from any charging equipment. Maritime operators should review potential fire hazards related to the recall, especially for operations that include checked baggage or unattended vehicles, as on ferries.

Members can read the full safety alert [here](#).

Source of Information

George Radu

Thomas Miller Americas Inc.

george.radu@thomasmiller.com

Weymouth and Portland parking passes for our Memorial unveiling

Shipmates

Weymouth and Portland BC have given me some parking passes for our Memorial unveiling. We can park behind the Pavilion. Go to the Memorial site on the Esplanade DT4 7RN.

Paul Cooper will be there with the permits you can drop your members anywhere on the sea front and then park in the in the car park. They are not valued for any other parking space but it is all day. Please put an MNA sign in each car.

There will only be one wreath lay on the day, i.e. representing the whole MN and Fishing fleets. This will be laid by our Veteran and the Daughter of local fisher man who lost his life 2 years ago off Portland. However there will be a garden of remembrance with MN crosses available to plant.

We look forward to seeing you on Wednesday 9th November.

Yours aye
Paul

The following appointments were made 28th October at the MNA-AGM

The following members stood down: Rev Philip Auden as National Councillor. Eric Brown as National Councillor. Tim Brant as National Secretary.

New appointments: Tim Brant as National Events & Welfare Officer. Hugh Harding as National Councillor. John Turner as National Councillor. Michael Wootton as Vice President.

Nigel Whitaker will take over steadily as National Secretary over the next months. His contact details are:
Email: mna.nat.sec@gmail.com Tel: 01253 858259

Regards,

Tim Brant
National Events & Welfare Officer
Merchant Navy Association Charity Reg. No. 1135661

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2016 MNA ANNUAL GENERAL MEETING

29 OCTOBER 2016

PRESIDENT, VICE PRESIDENT, EXECUTIVE & NATIONAL COUNCILLORS' APPOINTMENTS

POSITION	MEMBER APPOINTED
President	Vivien Foster
Vice President	Don Hunter
Vice President	Michael Wootton
Vice President	VACANT
Vice President	VACANT
National Chairman	John Sail
National Vice Chairman	Malcolm Mathison
National Secretary	Nigel Whittaker
National Treasurer	Willie Macfarlane
National Membership Secretary	Roy Glencross
National Events & Welfare Officer	Tim Brant
National Councillor	Rod Anderton
National Councillor	Brian Gray
National Councillor	Hugh Harding
National Councillor	Terry Hughes
National Councillor	Gareth Peaston
National Councillor	John Rix
National Councillor	Alan Speight
National Councillor	John Turner
National Councillor	Michael Wootton



Click [Maritime FEEDBACK](#) to download the latest edition, now available from our web site; this with 44 past editions can be found using the 'Newsletter' tab.

If the link fails then go to <https://www.chirpmaritime.org/wp-content/uploads/2016/10/MFB-45.pdf>

World's largest marine park created in Antarctic Ocean

Twenty-four countries and the European Union agreed on Friday to create the world's largest marine park in the Antarctic Ocean, covering a massive 1.55 million square km (600,000 square miles) of ocean. The Commission for the Conservation of Antarctic Marine Living Resources, meeting in Hobart, Australia, said the Ross Sea marine park would be protected from commercial fishing for 35 years. The Ross Sea is seen as one of the world's most ecologically important oceans. The sanctuary will cover more than 12 percent of the Southern Ocean, which is home to more than 10,000 species including most of the world's penguins, whales, seabirds, colossal squid and Antarctic tooth fish. Fishing will be banned completely in 1.1 million square km (425,000 square miles) of the Ross Sea, while areas designated as research zones will allow for some fishing for krill and sawfish. Scientists and activists described the agreement as a historic milestone in global efforts to protect marine diversity. "The Ross Sea Region MPA will safeguard one of the last unspoiled ocean wilderness areas on the planet – home to unparalleled marine biodiversity and thriving communities of penguins, seals, whales, seabirds, and fish," U.S. Secretary of State John Kerry said in a statement, referring to the marine park authority. Scientists said the marine park would also allow a greater understanding of the impact of climate change. Russia agreed to the proposal, after blocking conservation proposals on five previous occasions. The 25-member commission, which includes Russia, China, the United States and the European Union, requires unanimous support for decisions. "They all have diverse economic, political interests and to get them all to align - especially in the context of there are divergent economic interests - is quite a challenge," Evan Bloom, director at the U.S. Department of State and leader of the U.S. delegation, told Reuters. **Source : Reuters (Reporting by Colin Packham; Editing by Michael Perry, Robert Birsell)**

\$20 Million Cocaine Haul Intercepted

385Kg of cocaine being smuggled aboard the Hamburg-Sud container ship **Rio De Janeiro** has been intercepted by authorities, reported FleetMon. Italian authorities intercepted the shipment while it was en route from Spain to Italy, 17nm off Giola Tauro. The coastguard began tracking the movements of the Hamburg-Sud on October 18 and moved in after 17 bags were thrown overboard. When recovered, they were found to contain 350 bricks of cocaine, totalling 385kg, with a street value of close to US\$20 million. The shipment was thought to be ultimately destined for the Ndrangheta mafia, who would have picked up the bags had the authorities not intervened. Nine of the 24 crew members, all of Kiribati origin, were arrested after having been searched and found to be involved in the crime. The vessel was allowed to continue from port on October 21 after the investigation had taken place. PTI recently reported another cocaine seizure aboard a container vessel by Mexican authorities. **Source : porttechnology**

Viterra Hosts Grand Reopening of Pacific Terminal at Port of Vancouver

Mistreatment of crew on sub-standard ship leads to detention

A vessel which had already been detained following a Port State Control inspection by MCA (Maritime and Coastguard Agency) surveyors in Cardiff, Wales, has been issued with a further detainable deficiency notice after it was discovered the crew had not been paid for many months. “The state of the vessel is bad enough from a maintenance point of view,” explained International Transport Workers Federation (ITF) inspector Tommy Molloy. “It is self-evident that no money is being spent on the basics and, as is usual with such shipowners, the crew are also not being paid.” The Malta-registered Svetlana has been in Cardiff since 8 October 2016. The MCA had suspended their inspection and detained the vessel for a number of deficiencies and returned when the owner claimed to have rectified matters. However, it was then discovered that the Russian, Ukrainian and Bulgarian crew had not been paid wages and a further deficiency notice was issued. The MCA made a request for the ITF to attend in order to aid the crew and assist with the calculation for owed wages. Mr Molloy then discovered that since the crew had joined, only small, infrequent cash payments had been received. “One man had not been paid since he transferred to the ship in June and had not been paid the three months wages he was owed from his employment on the ship he was transferred from.” Mr Molloy also discovered that wages were the lowest he had seen for a long time and were certainly below the International Labour Office (ILO) minimum referred to in the Maritime Labour Convention 2006 (MLC)*. He calculated the wages owed at the ILO minimum level and submitted the claim to the company, along with other amounts for additional work for which payment had been promised but never materialised. The crew had also been forced to purchase their own personal protective equipment such as safety footwear and overalls, before joining, which is totally unacceptable. The owners were invited to enter into discussions to sign an ITF agreement which would provide acceptable minimum employment standards for the crew. The company responded by accusing the inspector of acting illegally, of blackmail and by insisting they would only pay what was written on contracts, however low. Unfortunately the MCA have appeared reluctant to push for payment of ILO minimum wages and the flag state, Malta, has declined to respond. “To me it is clear,” said Mr Molloy. “The MLC requires member states that have ratified to establish procedures for determining minimum wages for seafarers and that when doing so they should give consideration to those set by ILO. I have asked how low wages can be set before it becomes an issue for the Malta shipping register.” Worse still, he has learnt from maritime welfare organisations in Cardiff that the third officer has now been sacked. “It seems the company has determined that as he is the only claimant who speaks fluent English it must have been him who called the ITF to complain about not getting paid. This is his reward. In fact he did not call us. The request to visit came from the MCA.” “We have had similar dealings with this operator before. They have been described as being at the very low end of the industry, and the MLC was designed to give seafarers protection against exactly this kind of sub-standard outfit.”

Drunk captain jailed By: Sam Chambers

A ship’s captain has been sent to jail for eight weeks and fined £150 for being drunk in charge of a 2,500 dwt ship in UK waters. Sergey Safronov was so inebriated he had to hand over control of the **PUR-NAVOLOK** bulker to his chief mate. When breathalysed Safronov was found to have 80mg of alcohol in his breath – the legal limit for shipping is

25mg. The ship was sailing up the River Fowey in Cornwall last month when concerns were raised.

Source: Splash 24/7

Maritime Monday for October 31st, 2016: Junk Bonds

https://gcaptain.com/maritime-monday-october-31-2016/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29

Asylum Seekers Arriving By Boat Face Lifetime Ban In Australia

<https://gcaptain.com/asylum-seekers-arriving-boat-face-lifetime-ban-australia/>

Plymouth lifeboat joins flotilla paying respects to 13 heroes lost in Salcombe disaster

Lifeboat crews, sailors and seafarers formed a flotilla to pay a poignant tribute to 13 lifesaving heroes who gave their lives in a bid to rescue others a hundred years ago. Plymouth Lifeboat joined other local crews and a host of seafarers on the water to honour those who lost their lives in the Salcombe Lifeboat disaster in 1916, on the day of the tragic anniversary. A flotilla of six lifeboats led by the Salcombe's all weather and inshore lifeboats, Plymouth's all weather lifeboat and a number of former, retired lifeboats headed to



Salcombe Bar where the wreath laying ceremony took place. A 13-gun salute rang out across the calm waters of Salcombe, during a commemoration that brought together the community, many of whom observed a minute's silence. A maroon broke the silence to mark the end of the minute of quiet reflection as crowds of people took part in the events. The Rt Rev Nick McKinnel, Bishop of Plymouth, led a service of commemoration in the morning at Salcombe Holy Trinity Church before seafarers ventured to the scene of the disaster on October 27, 1916, for a wreath-laying

ceremony. Other seafarers attended on leisure crafts and members of the public lined the shore to watch. The Coastguard helicopter 924 also joined the lifeboats for the ceremony. A lone piper aboard Salcombe's all-weather lifeboat, The Baltic Exchange III, led the flotilla back into the harbour. Andrea Hemsley, the granddaughter of James Canham, one of the crew members lost in 1916, said: "My mum was only four and a half when her father died, but she remembered the day clearly. She talked about it all of her life, it deeply affected her and her family and had a devastating impact on the community in Salcombe. "It's been incredible to come back to commemorate and hear such stories, it brings the whole thing to life. "It's emotional and upsetting but my mother, if she was around would have been so thrilled that the anniversary is being marked in such a fitting way. On behalf of all the descendants I would like to say thank to all the people involved in the organisation." The events marked the day that 15 men launched the Salcombe lifeboat into a severe gale but, forced to return an abortive mission, tragedy struck as they made their way back to harbour. Only two survived after their lifeboat, the William and Emma, was flipped over by a powerful wave, battering them into the sand of the notorious Salcombe Bar and drowning the rest of the crew. The lifeboat had been called out to give assistance to the Western Lass, wrecked in a storm near Prawle Point, in the years during the First World War. The gun salute was fired by a small arms detachment from Britannia Royal Naval College in Dartmouth, who stepped in to the role after Plymouth-based frigate **HMS Sutherland**, which had been due at the service, was called away on an urgent operational task so could not attend. The salute rang out from the gardens of The Bolt at South Sands – one shot for each of the lives lost. **source: plymouthherald.**



Abu Sayyaf got USD 7.3 million from kidnappings

Philippines President Rodrigo Duterte has ordered troops to destroy Abu Sayyaf, known for its brutality, and he has ruled out the possibility of any peace talks with them. He has instead pursued talks with two other larger Muslim insurgent groups. Militant outfit Abu Sayyaf pocketed at least 353 million pesos (\$7.3 million) from ransom kidnappings in the first six months of the year and have turned to abductions of foreign tugboat crewmen as military offensives restricted the militants' mobility, a confidential Philippine government report said. The joint military and police threat assessment report seen by The Associated Press on Thursday said the offensives have reduced the number of Abu Sayyaf fighters slightly, although the group remains capable of launching terrorist attacks. Government offensives have reduced the number of militants to 481 in the first half of the year from 506 in the same period last year but they managed to carry out 32 bombings in that time — a 68 per cent increase — in attempts to distract the military assaults, the report said. They wield at least 438 firearms and managed to conduct a number of terrorist trainings despite constant military assaults.

No talks, kill them: Duterte

President Rodrigo Duterte, who took office in June, has ordered troops to destroy Abu Sayyaf, known for its brutality, and he has ruled out the possibility of any peace talks with them. He has pursued talks with two other larger Muslim insurgent groups. Mr. Duterte's peace negotiations with communist rebels have led to ceasefire declarations that have halted years of fighting with Maoist guerrillas, which freed up the thousands of troops now redeployed to wage one of the largest offensives ever fought against the Abu Sayyaf in southern Sulu and Basilan provinces. "The group shifted in targeting vulnerable foreign-flagged tugboats and their crew due to the focused military operations against the group," the report said, adding the group was expected to intensify its kidnap-for-ransom assaults in the busy waterways around the southern Philippines, Malaysia and Indonesia. Abu Sayyaf's attacks on tugboats this year and the kidnappings of their Malaysian and Indonesian crewmen have raised security alarms from those countries, whose officials have tried to map out a strategy to protect commercial and passenger ships. "Lucrative payoffs from KFR (kidnappings for ransom), the report said, "enabled the group to procure firearms as well as ammunition." Of the estimated 353 million pesos in ransom received by the Abu Sayyaf from January to June, the bulk was paid in exchange for the releases of 14 Indonesian and 4 Malaysian crewmen who had been held at Abu Sayyaf jungle bases in Sulu province, the report said. The militants got 20 million pesos (\$4,13,000) in ransom for freeing Marites Flor, a Filipino woman who was kidnapped last year with two Canadians and a Norwegian from a yacht-berthing resort on southern Samal island. **Source : Asia-Nikkei**

EU Warships Do More Than Just Anti-Piracy Patrols Around Horn of Africa

The warships of the EU NAVFOR anti-piracy patrol always graced our pages with articles detailing their actions against brigands preying on the worlds shipping as it passed around the Horn of Africa and through the Red Sea. That battle now has been largely won, or at least deferred, with pirates forced to cease operations all the while the effective patrols are in place. However, sailors in the taskforce also contribute to the local region in more ways than just providing security. During her port visit to Djibouti earlier this week, sailors from Spanish warship, ESPS Relampago, visited the school Couvent de la Nativité, managed by Franciscan Missionaries of Notre Dame. The Spanish sailors were shown around the school and introduced to the children, and the commanding officer donated money which had been collected by 'Caritas Castrense' and 'Asociacion Nuestra señora del Carmen', two religious associations in Spain. As well as the monetary donation, the Spanish crew also gave over school materials, such as pencils and books, which were donated by students of Colegio de Huerfanos de la Armada, a Spanish Navy school in Madrid. After the visit, Relampago returned to sea to start her counter-piracy patrols with Operation Atalanta to deter pirate attacks and help ensure seafarers remain safe. According to the NAVFOR there hasn't been an attack in its area of responsibility since 2014 nor a successful vessel seizure of a ship by pirates since 2012. **Source: handyshippingguide**

Russia sends naval destroyer Smetlivy to Syria

U.S. Coast Guard seizes drug-running submarine filled with cocaine By Ed Adamczyk



The U.S. Coast Guard seized more than 5,600 pounds of cocaine from a custom-built, drug-running submarine, it announced at its naval base in San Diego. The vessel, a "self-propelled semisubmersible" or SPSS, was captured Sept. 6 in Pacific Ocean waters off the coast of Central America by the Coast Guard Cutter **Waesche**, based out of Alameda, Calif. Five suspects were also

apprehended while attempting to scuttle the vessel by sinking it. USCG boarding parties found a hold 8 feet deep containing cocaine wrapped in plastic bags and on pallets. Before the vessel sank, officials recovered about 2.8 tons of cocaine, about a third of what they believe was in the hold. It was the sixth drug-running sub seized by the Coast Guard during the fiscal year ending Sept. 30. The **Waesche** transferred 19.5 tons of cocaine to shore Thursday in an event at which it was announced a record 416,000 pounds of cocaine was recovered in 260 drug interdictions during the year. The estimated value of the cocaine was \$5.6 billion. "With every interdiction, we learn more about transnational organized crime networks that generate profit and proliferate power from a laundry list of illicit activities," said Vice Adm. Fred Midgette, commander, Coast Guard Pacific Area. Added Capt. James Passarelli, commanding officer of the **Waesche**, "Our Coast Guardsmen face significant risks posed by dangerous criminal organizations. Our crew preserved valuable evidence and kept millions of dollars of illicit narcotics off America's streets." The cocaine is typically sent by custom-built submarines from Central America to Mexico, where it is smuggled into the United States overland. The **Waesche** patrols an area of the Pacific Ocean twice the size of the continental United States and known as the Western Hemisphere Transit Zone, where the Coast Guard seized 69 percent of ocean-delivered narcotics in the past year, it said. **source:UPI**

Shipyard workers urged to speak up as asbestos deaths in Barrow are TRIPLE national average

THE widow of a shipyard worker who died from lung cancer linked to asbestos exposure wants to know why more wasn't done to protect him as figures predict fatality rates will peak by 2018. Kay Eccles from Broughton lost her husband Sam, 85, in February following a year long battle with lung cancer. At the inquest held in Barrow on September 14, a coroner ruled that the painter and decorator's cause of death was industrial disease sparking an appeal from his family who are now urging former Vickers Armstrong employees to come forward and speak up about asbestos. The appeal has come just as new figures released by the Office for National Statistics revealed that mortality rates in Barrow are almost three times the national average for mesothelioma deaths. According to the ONS, there are 4.51 deaths for every 100,000 people - in Barrow this figure is 11.57. Mrs Eccles said: "Sam was always a fit and active man and was in great health until early 2015 when he was diagnosed with lung cancer. "The diagnosis took us all by surprise and it was extremely hard for us to see his health deteriorate as he battled against the disease. "We want to know why more wasn't done to protect him from the risks asbestos posed to his health by Vickers Armstrong and hope that taking legal action will help us secure justice in Sam's name." Mr Eccles spent more than 20 years on board ships and submarines, often for long periods of time. His wife explained that many other tradesmen such as joiners and ladders were also in the dusty environments where asbestos was used to insulate pipework. The family hope other workers can come forward and share any information relating to Mr Eccles' exposure to asbestos or the safety measures put in place by the firm, and the warnings provided to staff about the health risks associated with asbestos. Neil Sugarman, president of the Association of Personal Injury Lawyers said: "Areas such as Barrow, which has a high rate of deaths from mesothelioma, are no doubt seeing the effects of past industry where workers were negligently exposed to asbestos." People went to work and came home with a death sentence because their negligent employers exposed them to asbestos. **Source : NW Evening Mail**

Fishing boat crew rescued by RNLi's Peterhead lifeboat after vessel suffers night-time breakdown

Five men have been rescued after their fishing boat broke down in darkness off the north-east coast of Scotland. The RNLi said its Peterhead lifeboat was called out to the vessel around three miles south east of the Aberdeenshire town on Friday night. The volunteer crew then towed the boat, which had five men on board, into Peterhead harbour after finding it had no power or hydraulics. The operation was launched at around 9.50pm and ended at around 12.15am on Saturday, an RNLi spokesman said. Aberdeen Coastguard confirmed it co-ordinated the rescue from its operations centre. **Source: heraldscotland**

U.S. Coast Guard Medevacs Passenger from HAL's Rotterdam Posted by Jim Walker

The U.S. Coast Guard medevaced a 63-year-old woman from a Holland America Line (HAL) cruise ship approximately 60 miles east of Virginia Beach yesterday morning. HAL's **ROTTERDAM** was sailing from Boston to Fort Lauderdale, Florida when it requested the Coast Guard to medically evacuate a passenger who was reportedly suffering from stroke-like symptoms. At about 8:30 a.m. yesterday, a **MH-60 Jayhawk** helicopter launched from the Coast Guard station in Elizabeth City, North Carolina. The aircrew arrived at the cruise ship around 9 A.M and hoisted the ill woman and her husband to the helicopter. The Coast Guard flew the woman and her husband to Sentara Norfolk General Hospital. **Source : Cruiselawnews**

IMO holds port security training exercises in Argentina



An IMO workshop on advanced port security drills and exercises has been held in Buenos Aires, Argentina on 25-28 October 2016. Participants from national port facilities, recognized security organizations and various authority officials are being trained to plan, conduct and evaluate security exercises, so that IMO maritime security measures can be better implemented, the

organization said in its press release. Specifically, the measures specified in the International Ship and Port Facility Security (ISPS Code), taking into account the recommendations contained in the Asia-Pacific Economic Cooperation (APEC) Manual of Drills and Exercises. The workshop is organized by IMO, in collaboration with the Argentine Maritime Authority (Prefectura Naval Argentina). IMO is represented by Javier Yasnikowski and a team of consultants. **Source: portnews**

That's all from me now folks.

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

*Yours Aye,
Malcolm*

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