

Hi Shipmates,

Please find below more snippets of information since circular #2016-25 went out on 31<sup>st</sup> 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.

***MNA National Contact Points***

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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 copy in Nigel Whitaker, Tim Brant & myself. If informing by e-mail send to:-* [membership@mna.org.uk](mailto:membership@mna.org.uk), [mna.nat.sec@gmail.com](mailto:mna.nat.sec@gmail.com), [t.brant@talktalk.net](mailto:t.brant@talktalk.net), [R546060@aol.com](mailto:R546060@aol.com)



The NERO made a bunkerstop in Gibraltar – Photo : Francis Ferro (c) NERO is one of the world's largest luxury motor yachts, measuring 90.1 metres in length. The design was inspired by J.P. Morgan's Corsair yachts. She was commissioned by Neil Taylor and built in China at Yantai Raffles Shipyard by Corsair Yachts in 2007 with architecture by IMT Marine Consultants. She features a master duplex suite with ensuite bath and shower rooms, a private sundeck and swimming pool. Guest accommodation includes two 'VIP' suites and two cabins.

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## MN Memorials

As a UK National Council Member of the Merchant Navy Association, one of my remits is to look after our website.

Every year memorial services are held throughout the world and UK dedicated to all those who have served not only in the Armed Services but the Merchant Navy and Fishing Fleets as well. Once the occasion is over, the Memorials are left with their own memories and the company of the many wreaths laid at their feet. However, through time some Memorials are neglected and unfortunately left to the sometimes unkind weather conditions and other elements.

If one looks on the internet there is very little information concerning Memorials dedicated purely to the Merchant Navy. With this in mind I am building a page on the MNA website dedicated to such Memorials. I am looking for good quality photographs from not just the UK but anywhere in the world where there might be a MN Memorial. Ideally the photographs should be without people in them in order to show their best aspect. Also, the photographs should be personally taken so as not to infringe any copyrights.

The page I am building is located at: <http://www.mna.org.uk/wp/mn-memorials/>

Thank you for your help.

Captain Terry Hughes FNI FRIN

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## Aged Veterans Counselling

I have spoken to Aged Veterans Counselling and the service is available to **all** Merchant Seafarers born before 1 January 1950. See their website - [www.agedveteranscounselling.org.uk](http://www.agedveteranscounselling.org.uk) . An application form can be downloaded.

Regards,

Tim Brant  
Events & Welfare Officer  
Merchant Navy Association

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## MNA National Councillors' meetings and Annual General Meeting dates

The following 2017 meetings will be held at the Ladywood Social Club, Ladywood Middleway, Birmingham B16 8SY, starting at 11.30 hours

Saturday, 21 January - National Councillors' meeting in upstairs room.

Saturday, 1 April - National Councillors' meeting in upstairs room.

Saturday, 8 July - National Councillors' meeting in upstairs room.

Saturday, 28 October - Annual General Meeting in large downstairs room.

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## Is it a Ship or a Submarine?



The **MARIETJE MARSILLA** navigating a choppy Mediterranean **Photo : Jan van Vuuren (c)**

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### Full Ahead deadline for Winter edition

Please have any items to John Rix for this edition by Sunday 20 November.

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### P&O Cruises

I have had an enquiry about Military benefits on P&O Cruises - please see:  
<https://ask.pocruises.com/help/PO/before-you-sail/military> .

Below is a copy of the page on P&O website:

Q. Do you offer military benefits?

A: Yes, military benefits are applicable to UK citizens only.

We are pleased to offer on board spending money to:

- retired and disabled veterans
- serving military

for the following service divisions:

- British Army
- Royal Navy
- Royal Air Force
- Reserves
- Royal Marines
- Merchant Navy

If you are eligible to receive these benefits please call our Customer Contact Centre on 0843 374 0111 quoting 'HMS' (calls cost 5p per minute plus your telephone company's network access charge).

I have contacted P&O Cruises and they say to take a copy of your Discharge Book to qualify for this benefit.

Regards,  
Tim Brant  
Events & Welfare Officer  
Merchant Navy Association

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### Bourbon Offshore stacks another 14 vessels by: Grant Rowles

France's **Bourbon Offshore** has stacked an additional 14 vessels during the last quarter according to its third quarter results. Bourbon now has 85 vessels stacked, made up of 59 shallow water offshore vessels, 22 deepwater offshore vessels and 6 subsea vessels.

The biggest loser was in the shallow water segment which saw 13 vessels stacked during the quarter. The company said the market in this segment deteriorated severely during the quarter. Positively, two subsea vessels were brought out of stacking during the quarter. Despite the rush of vessels into layup Jacques de Chateaufieux, chairman and CEO of Bourbon remained positive, commenting: "The expectations of a potential rebalancing of oil supply and demand in 2017 on account of the sharp drop in investment by oil companies, as well as the search for agreements between producer countries, may mark the start of a recovery in activity." De Chateaufieux added that cost control would remain a focus for the company. Revenues for Bourbon for the quarter were €259.1m, down 24.7% on last year. **source: Splash 24/7**

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### Loch Ness Monster Found (in Alaska)?

<https://gcaptain.com/loch-ness-monster-found-in-alaska/>

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### **New CEO for The Nautical Institute**

The Nautical Institute is pleased to announce that it has selected a new Chief Executive Officer after interviewing a competitive shortlist of six candidates. Captain John Lloyd MBA AFNI, currently the Institute's Chief Operating Officer, will take over from Philip Wake OBE RD\* MSc FNI, who is retiring in May 2017 after 14 years in post. John took up the COO post in November 2015 in which he has had overall responsibility for the Institute's specialised training services, including the industry-standard Dynamic Positioning Operator (DPO) accreditation and certification scheme. His 16-year seagoing career began in 1975, gaining command in 1987 and spending two years as a marine pilot at Walvis Bay. His extensive experience in maritime education has included senior positions at Warsash Maritime Academy and Flagship Training in the UK, CEO of Vanuatu Maritime College and Professor of Maritime Training at the Australian Maritime College in Tasmania. As Chief Executive of The Nautical Institute, John will be managing the resources of an organisation that has 7,000 members and over 50 branches around the world. He has been a member of the Institute for 30 years. On being appointed, John said: "I am thrilled and honoured to be given the opportunity to lead the next phase of development at the world's leading body for maritime professionals – The Nautical Institute." He continued: "The Nautical Institute makes a real difference to professionalism through our publications, our qualifications and the special projects we lead. It is essential we continue to foster the benefits of membership and to encourage younger, fresher minds to make constructive contributions to what we mean by a 'maritime professional' in the 21st century." John's appointment comes at a time of rapid change within the industry and increasing demand for the kind of professional standards and recognition that the Institute promotes. Part of his role will be to ensure that the organisation's governance structure – comprising committees, Council and Executive Board of Trustees – fully represents the interests of its members. "We will continue to engage positively, helpfully and constructively with individuals, regulators and employers in our ambition to make the maritime sector safer, cleaner and more effective," John pledged. He concluded: "I look forward to increasing our influence on matters of importance to our members and engaging with the worldwide community of maritime specialists." The Nautical Institute is an international representative body for maritime professionals involved in the control of sea-going ships. We provide a wide range of services to enhance the professional standing and knowledge of members who are drawn from all sectors of the maritime world. Please note: The Nautical Institute takes a capital T on The

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### **Robbery on Board Anchored Vessels Increasing at Puerto La Cruz Bay, Venezuela**

Recently we've registered a new increase of cases of robbery and pilferage on board anchored vessels overnight with persons armed with guns and rifles. At Puerto La Cruz, port of Jose and Guanta Bay anchor designated areas, we've recorded an increase of cases of robbery and pilferage on board anchored vessels. These recent incidents happen exclusively overnight with small boats (mostly like fishing boats) approaching vessels. The armed robbers get on board by climbing the anchor chain armed with guns and even larger rifles and grenades showing even the will to kidnap an entire ship if notice is given to the authorities. Most of the items they mainly look for are electronic devices and money in cash. However, there is a risk associated with drug trafficking as the crew may find it hard to determine if any bag or similar was left on board. The people that get on board in order to conduct a robbery or pilferage are usually under the effect of narcotics and may be willing to hurt or kill any crewmember who rejects their request for which is advised, in case of robbery on board, to provide full cooperation in order to preserve the crew members physical integrity. It's recommended to all vessels and crews to increase the patrolling on board during staying at anchor (that sometimes exceeds 10 days) and in case is possible, to hire private security that could stay on board during the ship's time at anchor and that could assure that none unidentified parties approach any vessel and to ensure the authorities and coast guard attend before any incident takes place. **Source: Japan P&I Club**

**Holland America Captain and Crew Awarded For Pilot Rescue at Sea**

The captain and crew of Holland America Line’s ms Veendam were honored by the Association for Rescue at Sea with a prestigious AFRAS AMVER Award for the 2015 rescue of a pilot who ditched his aircraft in the Pacific Ocean near Hawaii. The Automated Mutual Assistance Vessel Rescue System was implemented by the U.S. Coast Guard in 1958, and the AMVER Awards were created in 1971 to recognize vessels that participate in the program. Holland America Line received the award at the annual Coast Guard Award Ceremony Sept. 21, 2016, at the United States Capitol in Washington, D.C.

Veendam’s Captain Eric van der Wal accepted the honor on behalf of the cruise line. “The pilot rescue in the Pacific Ocean is a proud moment in our company history, and we are honored to receive the AFRAS



AMVER Award from the Association for Rescue at Sea,” said Orlando Ashford, Holland America Line’s president. “We are proud to support the AMVER motto, ‘No Call for Help Goes Unanswered,’ and on behalf of Veendam’s captain and crew we thank you for the recognition.” The AMVER awards honor the heroism of those who take extraordinary measures to effect a successful rescue at sea. On Jan. 25, 2015, Veendam rescued a pilot 225 miles off the coast of Maui, Hawaii, who had to ditch his

single-engine aircraft after a malfunction with the fuel system. The plane had a parachute system, and the pilot was able to safely escape into a life raft from which he was retrieved by Veendam. The ceremony was hosted by California Rep. Duncan Hunter, chairman of the House Subcommittee on Coast Guard and Marine Transportation, with additional members of Congress and the Vice Commandant, Adm. Charles D. Michel, of the United States Coast Guard and his senior staff also in attendance. The AFRAS AMVER Award was inaugurated in 1996 by the nonprofit, charitable-status Association for Rescue at Sea, which is devoted to supporting services concerned with saving lives at sea and promoting the importance of safety in concert with other maritime and aviation organizations. Selection criteria for the award include seamanship, ship handling, degree of effort involved in the rescue and the ship’s initiative in responding. The Automated Mutual Assistance Vessel Rescue System, or AMVER, which is sponsored by the U.S. Coast Guard, is a computer-based voluntary global ship reporting system used worldwide by search and rescue authorities to arrange for assistance to persons in distress at sea. This was the third rescue at sea by a Holland America Line ship in 2015. On Jan. 3, ms Zuiderdam rescued eight crew members from a sinking vessel in the Caribbean, and on Jan. 4, ms Zaandam came to the aid of seven stranded crew members at the Arctowski Polish research station at King George Island in Antarctica.

**At least 12 dead and scores injured in blast at shipyard in Pakistan**

At least 12 Pakistani workers were killed and more than 50 injured on Tuesday after a huge blast ripped through an oil tanker at a ship-breaking yard, trapping others inside the vessel, local officials said. The leader of a ship-breaking workers union said fire had engulfed the vessel moored in Gaddani, 45 kilometres north-west of the port city of Karachi. At least 12 workers are dead and more than 50 others injured in an explosion in Gaddani, trade union officials say, adding that the death toll may rise "Things are really bad here," union president Basheer Mehmoodani said by telephone. "There's an unclear number of workers said to be trapped in the burning ship." Nasir Mansoor, a representative of the National Trade Union Federation of Pakistan, said the explosion sent pieces of metal flying up to two kilometres away. The blast occurred in the fuel tank of the ship, which was still on fire, he said. Firefighters from Karachi and from the air force and navy were attempting to put out the blaze, he said. Mr Mansoor said the firefighters would have to wait for the fire to die out "as they lack the foam required to douse it." The Gaddani ship-breaking industry has fallen on hard times recently and employs about 9,000 workers, fewer than in its boom years at the end of the last decade. **Source: Reuters**

## MEPC 70 Briefings

Environment Protection Committee (MEPC) held its 70th session from October 24 to 28. A full report of the meeting will be included in the next ABS International Regulatory News Update.

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## First Unmanned and Fully-Automated Offshore Vessel Planned for 2018

November 1, 2016 by [Mike Schuler](#)



An artist illustration of the unmanned and automated offshore vessel Hrönn. Image: Kongsberg

The UK's Automated Ships Ltd and Norway's Kongsberg Maritime have teamed up to build what they claim will be the world's first unmanned and fully-automated vessel for offshore operations. Kongsberg announced Tuesday that the two companies have signed a Memorandum of Understanding for the offshore vessel, dubbed *Hrönn*, which will be designed and built in Norway beginning in January 2017.

Testing of the new vessel will take place

in [Norway's newly designated autonomous ship test area](#) in the Trondheim fjord under the auspices of international classification society DNV GL and the Norwegian Maritime Authority (NMA). If all goes according to plan, the *Hrönn* could enter service as the world's first full-size unmanned ship as early as 2018.

"Currently, only small unmanned boats are being utilised for near shore operations but there are no technical limitations to constructing large, unmanned and automated systems," Kongsberg said in a press release. "The only impediments are regulatory, but with the participation of DNV GL and the NMA, and Norwegian and UK companies and institutions, it will be possible to rapidly and at low-cost be the first to market with a full-size unmanned ship."

Kongsberg describes the *Hrönn* as a light-duty, offshore utility ship designed to service the offshore energy, scientific/hydrographic and offshore fish-farming industries.

"Its intended uses include but are not limited to: Survey, ROV (Remotely Operated Vehicle) and AUV (Autonomous Underwater Vehicle) Launch & Recovery, light intermodal cargo delivery and delivery to offshore installations, and open-water fish farm support. The vessel can also be utilised as a standby vessel, able to provide firefighting support to an offshore platform working in cooperation with manned vessels. Automated Ships Ltd is currently in discussion with several end-users that will act as early-adopters and to establish a base-rate for operations and secure contracts for *Hrönn* offshore, in the near future," the press release said.

*Hrönn* is planned to initially operate and function primarily as a remotely piloted ship, in "Man-in-the-Loop Control" mode, but eventually will transition to fully automated and autonomous operations as control algorithms are developed "concurrently during remotely piloted operations."

The vessel will be constructed by Fjellstrand AS, a Norwegian shipyard with a history of building state-of-the-art aluminium fast ferries as well as a number of steel offshore vessels and aluminium workboats. Fjellstrand also known for building the world's first battery driven, [all-electric car ferry, 'Ampere'](#), which entered service in 2015.

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## PHOTOS: Explosion at Pakistani Shipbreaker

[https://gcaptain.com/photos-explosion-pakistani-shipbreaker/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29](https://gcaptain.com/photos-explosion-pakistani-shipbreaker/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29)

QUETTA, Pakistan, Nov 2 (Reuters) – Pakistani firefighters were battling on Wednesday to douse a fire still raging more than a day after a series of explosions on a decommissioned oil tanker, with the death toll rising to 17, and more than 20 workers missing, officials said..... At least 58 people were injured in the blasts, and between 20 and 25 people were still missing, Bokhari, added.

### Police charge captain over deadly Myanmar ferry sinking



Myanmar police said on Tuesday they have brought charges punishable by a long jail term against the captain of an overloaded river ferry that sank last month, killing dozens of people. A total of 73 people, including scores of teachers and university students, died when the boat capsized on the Chindwin River on its way to the central city of Monywa on October 15. Dozens of bloated corpses were swept downriver from the scene of the disaster, some 70 kilometres (45 miles) north of the city, while others were found when workers dragged the hull to the surface. Four people were

arrested at the time but the captain and the boat's owner fled the scene. The skipper, Zaw Myo Win, later turned himself in to Monywa authorities. He was charged with careless driving of a vessel and causing death by negligence, police said. The crimes are punishable by more than 10 years in prison. "We have now arrested him and charged him... and are investigating the case," said Tin Maung Myint, the head of police in Kani township where the boat sank..... Local MP Tun Tun Win said the region was now facing a shortage of teachers and health workers because so many died in the disaster. "The boat sank because it was overloaded, against regulations, but there are still many boats running in this region that are breaking the rules," he said. **Source : AFP**

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### SHORE BASED POSITIONS AVAILABLE IN MIDDLE EAST

Shore based positions available in the middle east region to work with a reputable marine contractor offering excellent tax free remuneration and flexible work rotation for a modern fleet of ASD tugs and other harbour crafts inviting suitable applicants of any nationality.

**PORT CAPTAIN** Responsible for the entire operational management of the harbour vessels and craft including QHSSE and emergency response, previous experience as harbour Pilot and ASD tugs handling is necessary.

**PORT ENGINEER** Responsible for the entire technical management of the harbour vessels and craft including QHSSE and emergency response, previous work experience on WARTSILA marine engines and SRP is necessary Knowledge of French will be preferred.

**ELECT/ELECTRONIC ENGINEER** Responsible for maintenance/trouble shooting of electrical/electronic components. Experience required with modern marine automation and control systems while shipyard work experience will be preferred.

Please send your CV with cover letter to [farrukh.usmani@hotmail.com](mailto:farrukh.usmani@hotmail.com)

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### Maersk containership hit by fire off Las Palmas By: Grant Rowles

The 2,890 teu containership **MAERSK PATRAS** was hit by a fire in its engine room while sailing off the Canary Islands en route from Algeciras to Conakry, Guinea. The fire onboard the 1998-built vessel was quickly controlled by the crew, however due to the location of the fire the vessel had to be diverted to Las Palmas. The vessel is being towed by Posh tug **SALVANGUARD**. A Maersk Line spokesperson confirmed the incident to Splash, and said the company is working on a contingency plan for the cargo on board the vessel. Upon arrival in Las Palmas, Maersk said it will further investigate to establish the extent of damage and any impact to the vessel's seaworthiness. "The crew is safe, there have been no injuries, and there has been no environmental impact. We have informed the crew's relatives and the relevant local authorities," the spokesperson added. **Source : Splash**

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### New version of solid bulk cargoes guide available now

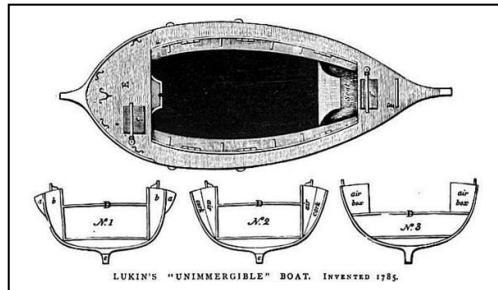
Lloyd's Register, UK P&I Club, and Intercargo have released an update to the popular **International Maritime Solid Bulk Cargoes (IMSBC) Code pocket guide**, designed for ships' officers and agents who arrange cargoes for loading. When bulk cargoes shift, liquefy, catch fire or explode due to poor loading procedures, the consequences can be critical – ships could capsize, lose stability or sustain severe structural damage.

## History of the Life-boat, and Its Work by Richard Lewis (1874)



As is frequently the case with great inventions, it is somewhat difficult to say who was the first designer of the Life-boat; for although Henry Greathead, a shrewd boat-builder at South Shields, has generally been credited with designing and building the first Life-boat about the year 1789, yet it is certain that Lionel Lukin, a coach-builder in Long Acre, London, had designed and fitted a boat for saving life in cases of shipwreck, which he called an "Unimmergible Boat," (*un-submergible*) some four or five years before Henry Greathead brought forward his plan for a Life-boat.

Lionel Lukin was a native of an inland town, Dunmow, in Essex, and not a resident in a seaport; he had nevertheless learned "that by the oversetting and sinking of both sailing and rowing boats many valuable lives had been lost," and was thus induced to turn his attention to the subject in 1784. The then Prince of Wales (George IV) who knew Lukin personally, not only encouraged him to test his invention experimentally, but offered to pay the whole expense of his experiments.



It appears that Lukin then purchased a Norway yawl, which he fitted up according to his plan and which he tried in the Thames. To the outside of the upper frame of the yawl he added a projecting gunwale of cork, tapering from nine inches amidships, off to very little at the head and stern, and, in addition to this, he formed within the boat from the gunwale to the floor a hollow water-tight enclosure, which gave the buoyancy that was required, the compartment running nearly from stem to stern. By these means the vessel had such a power of buoyancy in its upper part as to render

the specific gravity of the whole vessel and its contents less than the specific gravity of the body of water it would displace in sinking.

In order to give it weight or ballast sufficient to keep it upright, the patentee added a false iron keel, and he increased the buoyancy of the boat by two water-tight enclosures, one at its head, and another at its stern. Upon these principles several Life-boats were constructed, and found "to be strictly unimmergible." A patent for the design was taken out by Lukin on the 2nd of November, 1785 and the specification appeared in the third volume of the Repertory of Arts. The Rev. Dr Shairp, of Bamborough, hearing of the invention, and having charge of a charity for saving life and property at sea, sent a coble to Mr Lukin to be made "unimmergible." This was done, and satisfactory accounts were afterwards received of the altered boat, which was reported to have saved several lives in the course of the first year of its use.

Although the Prince of Wales had been the liberal patron of Mr Lukin, yet even his influence was not sufficient to bring the Life-boat into notice and Mr Lukin appealed in vain for encouragement to the First Lord of the Admiralty, to the Deputy Master of the Trinity House and to various Admirals and Captains of the Navy. With the exception of the Bamborough coble, not a single Life-boat on this plan was placed at any of the dangerous parts of our coast.

LUKIN retired from business in 1824, and ultimately went to reside at Hythe, in Kent, where he died in 1834 aged 92.

A stained-glass window to the memory of Lionel Lukin, inventor of the first lifeboat in 1784 was unveiled in Hythe Church, Kent. The church where his grave lies.

Source S.E. Queensland Viindicatriix & MN Mariiners Associatiion Inc [www.seq.viindicatriix.com](http://www.seq.viindicatriix.com)

*As a matter of interest* in the UK.....  
Over the course of 2015, **lifeboat** crews were called out on **2,228 launches**, rescued **7,973 people** and saved **348 lives**.  
Not only that, but RNLi **lifeguards** rescued **18,181 people** and saved **94 lives**.  
Whether battling rough storms or swimming out to sea to get to those in trouble, brave crews and lifeguards were always on call to save lives at sea – and that's all thanks to continued fundraising, involvement and support.





**Teekay Says Gas Carrier Attackers Carried ‘Substantial Amount of Explosives’** November 3, 2016 by [Reuters](#) By Jonathan Saul



LONDON, Nov 3 (Reuters) – Unknown assailants who opened fire on a gas tanker last week off the coast of Yemen were also carrying a “substantial amount of explosives,” the vessel’s owner said on Thursday, and a maritime source said it may have been an attempted suicide attack.

Security experts said the new details of the [Oct. 25 incident](#) would heighten concerns for shipping in the narrow Bab al-Mandab waterway at the entrance to the Red Sea, a major choke point in the world oil trade.

In an initial statement last week, shipping group Teekay said its LNG (liquefied natural gas) tanker Galicia Spirit had “experienced a suspected piracy attack” but no one had

managed to board it.

In an update on Thursday, Teekay said it had now conducted an investigation with security experts. This indicated that “the skiff (small boat) that engaged in an attack on the Galicia Spirit using small arms was also carrying a substantial amount of explosives.”

It added: “While the intentions of the attackers and the use of the explosives is unknown, the investigation findings indicate that the explosives would have been sufficient to have caused significant damage to the vessel.

“It appears, however, that when the skiff was approximately 20m (meters) from the vessel, the explosives detonated, destroying the skiff and ending the attack.”

No details have emerged of how many attackers there were, or what happened to them, but maritime sources said the information to date indicated this was probably not piracy.

“If the circumstances are as described, it was an ambitious attempt carried out by people who didn’t expect to survive,” said one source with detailed knowledge of the area.

“An LNG vessel also has a double skin (hull), but if the explosives were enough to penetrate the main hull, then it is certainly possible that damage would have been done to the inner skin and gas could have escaped and ignited.”

Teekay said the vessel suffered minor damage with no injuries to the crew.  REUTERS

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### **Caribbean Adventure (Tall Ships Adventures)**

We have a number of fantastic voyages early next year based out in Antigua. Sailing out of and back into Jolly Harbour, why not soak up the sun that the Caribbean has to offer.

Sailing around the Leeward (northern) Islands, hopping from port to port, some of the islands you might visit include; Barbuda, St. Barts & Guadeloupe. The perfect opportunity to enjoy the delights of the local food and scenery.

Open to ages 18 -75, prices start from only £629 and with great prices currently available on flights through [Condor](#) don't miss out, book now. **Only a few spaces remain.**

[CC005 Antigua - Antigua 06 Jan - 13 Jan 2017](#)

[CC006 Antigua - Antigua 14 Jan - 21 Jan 2017](#)

[CC007 Antigua - Antigua 23 Jan - 02 Feb 2017](#)

[CC008 Antigua - Antigua 04 Feb - 14 Feb 2017](#) **NOW SOLD OUT**

<http://tallships.org/sail-with-us/book-online/challenger-yacht-voyages/challenger-yacht-voyages-adult/>

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### **Rise of Stowaway Attempts in South African Ports**

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### HUGO HALKES VOYAGE

Hugo Halkes was just 12 when he was killed crossing the road. The funds donated in Hugo's memory by his family have just funded the second **Hugo Halkes Voyage** – this year for 8 young carers and young people with special needs from where Hugo lived.



It's clear from their blog they had a memorable life-changing experience from learning to winch, sail at night, preparing meals, drawing a pilotage plan and navigating the route from Poole to the Beaulieu river. Congratulations to everyone involved and a huge thank-you to Hugo's Dad Nigel (middle back row) who welcomed the young people back and awarded the "Most Improved Crew" trophy to Shannon.

<http://tallships.org/support-us/fundraising-ideas/>

**WINTER WARMER VOYAGE, Rolex Fastnet Campaign 2017, Open Ship Weekend Liverpool**  
Enquiries to <http://tallships.org/>

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### Royal Marines Band to fill Truro Cathedral with the Sound of Drums – and More!



At 7.30pm on Sunday 20 November the Band of Her Majesty's Royal Marines Plymouth will be in concert with the Culdrose Military Wives Choir in the magnificent Truro Cathedral.

Local soprano Saffron Jones, whose father was a Royal Marine, will be making a guest appearance.

Tickets are available from the Hall for Cornwall Box Office (Back Quay, Truro, TR1 2LL, phone 01872 262466, [www.hallforcornwall.co.uk](http://www.hallforcornwall.co.uk)) or on the cathedral door before the performance.

Proceeds go to Seafarers UK, the charity that supports seafarers in need and their families, across the Royal Marines, Royal Navy, Merchant Navy and Fishing Fleets.

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### Man blames Carnival Cruise Line for unsecured ladder

A passenger is suing Carnival Corporation, d/b/a Carnival Cruise Line, a cruise ship company, alleging negligence and insufficient measures taken to prevent injuries. Paul Neal filed a complaint on Oct. 18 in the U.S. District Court for the Southern District of Florida Miami Division against the defendant, alleging that the cruise ship company failed to properly design or secure a bunk bed ladder to the floor or the frame of the bed. According to the complaint, the plaintiff alleges that on Nov. 13, 2015, he suffered a fall that caused him physical injuries due to the ladder not being properly secured. The plaintiff holds the defendant responsible for the alleged hazardous condition and failure to provide warning. The plaintiff seeks all damages, economic damages, medical expenses, all legal fees and interest, plus any other relief this court deems just. He is represented by John H. Hickey of Hickey Law Firm, P.A. in Miami. **source: flarecord**

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## EU NAVFOR: Somali Pirates Attack First Ship in Two and a Half Years

November 4, 2016 by [Mike Schuler](#) Source: gCaptain



Somali pirates launched their first attack on a merchant vessel in more than two and a half years, the European Union's counter piracy operation Naval Force Somalia (EU NAVFOR) has confirmed.

The attack occurred Oct. 22 when a group of six armed pirates in a skiff chased and fired upon the UK-flagged chemical tanker *CPO Korea* approximately 330 nautical miles off the east coast of Somali.

EU NAVFOR confirmed the attack after a thorough investigation into the incident.

"During the attack a number of shots were exchanged between the six armed men, who were in a fast-moving skiff, and the armed security team on board *CPO Korea*," EU NAVFOR said in a statement. "The suspected pirates

eventually broke away after *CPO Korea's* crew successfully implemented self-protection measures by increasing speed, altering course and rigging fire hoses to thwart the attack. *CPO Korea* was able to continue her transit in the Indian Ocean, with no casualties reported."

This is the first reported attack on a merchant vessel off the coast of Somalia since early 2014. It comes after 26 hostages from fishing vessel, *Naham 3*, were [released Oct. 22](#) after being held by Somali pirates for four and a half years.

Pirate attacks in the Gulf of Aden and Indian Ocean surged in 2008 and by January 2011 over 700 hostages and 30 vessels were being held by Somali pirates, according to EU NAVFOR. In recent years however piracy activity in the region has fallen to close to zero due to counter piracy naval patrols, shipboard security teams, and other self-protection measures implemented by the shipping industry. Currently there are no vessels and sailors still being held captive.

Nevertheless, the threat of piracy in the region remains a concern. EU Naval Force (Somalia), Major General Rob Magowan CBE, has reiterated the need for continued vigilance at sea after this latest attack. "This attack shows that pirates still have the intent to attack ships for ransom and cause misery to seafarers and their families," says Major General Magowan. "It is imperative that the international community remains vigilant. The EU Naval Force is working with counter-piracy partners to coordinate efforts to ensure pirates do not once again terrorise the waters off the Somali coast."

The counter-piracy military operation EU NAVFOR Somalia, also known as Operation Atalanta, has been active sea off the Horn of Africa and in the Western Indian Ocean since 2008. The mandate for operation is currently runs to December 2016.

The 52,000 dwt CPO Korea is managed by Germany's Offen Tankers.

"[We] would like to express our appreciation and thanks to the crew and security team for safeguarding the crew, vessel and the environment by defending this pirate attack in a very professional manner," Offen Tankers said. "Despite the decreasing number of attacks in the region the imminent risk of Somalian piracy still exists and needs to be addressed accordingly by owners and charterers alike."

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## RMT protest held in Aberdeen over Northern Isles ferry wages



A protest has been held in Aberdeen over claims some staff on Northern Isles cargo boats are being paid almost half the minimum wage. The freight vessels **HELLIAR** and **HILDASAY** are operated by Seatruck, which is contracted to run the service by Serco Northlink. The RMT union has said some workers were being paid less than £4 an hour. Seatruck said the national minimum wage was not applicable to the crew, many of

whom are non-UK residents. RMT members were at Aberdeen harbour on Friday morning as part of an ongoing campaign. Source: BBC

## RNLI to scrap main lifeboat at Poole harbour, world's second biggest



The RNLI has sparked outrage with a decision to axe its main lifeboat from the world's second biggest harbour.

From next week, Poole in Dorset - home to one of the busiest lifeboat stations in the UK - will no longer have an all-weather boat for major rescues after the charity decided to scrap it from its fleet. The 47ft Tyne-class vessel is being replaced by a D-class lifeboat that will cover the 14 square miles of harbour - second only in size to Sydney - and surrounding bay along with the existing 28ft inshore lifeboat. A new faster all-weather

boat based eight miles away in Swanage will deal with any major incidents the two smaller craft cannot attend. The volunteers and their families work so hard to keep the lifeboat in pristine condition and to have that hard work thrown in their faces now is dreadful. Locals have expressed fears the controversial decision will cost lives as seafarers in need of help could potentially have to wait longer to be rescued. The RNLI has also been accused of showing a lack of compassion to the volunteer crew of the Poole all-weather boat, the **CITY OF SHEFFIELD**, many of whom have the charity's long service award. One of them is Johnathan Clark, whose 18-year voluntary role as coxswain has been axed. The only full-time job at the station, that of its mechanic, has also been scrapped - meaning the venue is now closed to the public as a result. Carol Evans, a former mayor of Poole and long-time supporter of the RNLI, described the decision as "dreadful". Mrs Evans, 68, said: "The lifeboat will be such a great loss to Poole, which is the busiest coastal lifeboat station in the country. It has been there since the 1900s so there is obviously a need for it. "It is the wrong decision and it will cost lives. There are several islands in the harbour and if one of them had to be evacuated in an emergency it would fall on the all-weather lifeboat to help, but now it will have to come from further away." The volunteers and their families work so hard to keep the lifeboat in pristine condition and to have that hard work thrown in their faces now is dreadful." The coxswain, Mr Clark, is dedicated to the role. It is his life. I think he will be bereft. I will not donate to the RNLI again." Mr Clark, who has spent 33 years as a lifeboatman following in the footsteps of his father before him, spoke of his regret at the decision. He said: "I am very proud to have been the coxswain and I will miss going out on the lifeboat, but that feeling of pride and honour of all that we have done will always remain with me - you can't take that away." The RNLI, whose headquarters are coincidentally in Poole, said most rescues in and around shallow Poole Harbour are to small crafts, which are dealt with by the inshore lifeboat. But speaking at a public meeting earlier this year, Brian Traves, a former RNLI fundraising chairman, said the loss of the City of Sheffield was "ill-judged". He said at the time: "Poole lifeboat station is the busiest coastal station year after year and must have full services available. "As a very loyal supporter of our superb institution I shall be extremely concerned should any loss of life occur - and it will." That responsibility lies on the very wide shoulders of our beloved RNLI whose purpose is to save lives at sea." An RNLI spokesman insisted that scrapping the Poole all-weather lifeboat would not endanger lives. He said: "This decision follows a regular five-yearly coast review during which factors such as the changing demand for search and rescue and the improving capabilities of modern lifeboats are considered." The review team concluded that having a Shannon class all-weather lifeboat at Swanage will ensure the RNLI's strategic performance standards can be met without the need to station an all-weather lifeboat inside Poole harbour." The team also concluded that, with Poole harbour's history of high incident numbers and large areas of shallow water, a D class inshore lifeboat would be allocated to Poole lifeboat station. "We have been totally committed to saving lives at sea for 191 years and remain so today. That is why we respond to changing patterns of sea use and lifeboat need. The RNLI doesn't take decisions like this lightly and would certainly not contemplate removing a lifeboat if lives would be put at risk." The institution pays tribute to the selfless commitment of the team at Poole RNLI and thanks them for their continued support, dedication and commitment to saving lives at sea." According to the latest figures for January to October 2015, there were 99 emergency launches from Poole; 74 by the inshore lifeboat and 25 with the all-weather lifeboat. In all 135 people were rescued; 30 by the all-weather lifeboat and 105 by the inshore lifeboat crews. Since it came into service in 2001, the **CITY OF SHEFFIELD** has launched 557 times and saved 650 people. **source: Telegraph**

### **Boxships with a capacity of 26,000 TEU may be viable: industry opinion**

BUILDING 26,000-TEUers is possible, though ship size eventually reaches a point of diminishing returns and especially on shuttle services between two ports. opinion expressed in Maritime Executive of Fort Lauderdale indicated that such supersize ships would be too big to sail through the new, expanded Suez Canal and would be relegated to sailing a few routes such as the trans-Pacific routes between Asian and west coast American ports, as well as sailing via Cape Town. Industry discussions have focused on alliances between ship companies that could realise the economic benefit from sailing supersize ships. To be viable, supersize ships may need to sail between major transshipment ports and interline with smaller vessels at both ports.

A transpacific supersize ship may theoretically sail between a Japanese transshipment port and a west coast American transshipment port. At the Asian end of the voyage, interlining ships will carry containers from Shanghai, Busan, Hong Kong and Taiwan. At the American end of the voyage, interlining vessels will carry containers to several other west coast ports. A supersize containership could theoretically sail from an Asian transshipment port to a future transshipment port located in the Gulf of Panama. Upon arrival, it would interline with smaller vessels that sailed across the Panama Canal as well as from South American Pacific ports. After exchanging containers, the supersize vessel would return to Asia while the smaller ships sail to their respective destinations in South America and across the Panama Canal to North American east and Gulf Coast, Central American and Caribbean destinations. However, the frequency of service may be insufficient to warrant construction of a Nicaragua Canal. For westbound sailing involving a supersize containership, smaller ships may sail from Japanese ports, Busan, Shanghai, Taiwan and Hong Kong to transshipment ports at Singapore, Malaysia or even Colombo from where the supersize ship will sail towards Cape Town. The number of containers destined for South American Atlantic ports as well as West African ports as far north as Monrovia, Liberia, may be sufficient to warrant the operation of a ship of 26,000 TEU to a transshipment terminal located near Cape Town where it will interline with ships serving West and East African ports as well as South America. The volume of containers destined for South America will determine as to whether the giant ship would sail westbound across the South Atlantic or return to major Asian transshipment terminals carrying containers from West Africa, South America and the southern region of South Africa. Sailing the giant ship to South America invites evaluation of a future transatlantic container market. Brazil's economy is currently in a downturn, but future economic recovery and growth could produce an increase in trade between Brazil and Asian nations, between east coast South America and east coast North America as well as between east coast South America and Europe. A future transshipment terminal near Santos would offer connections to Buenos Aires, Montevideo and several Brazilian Atlantic ports. Competitive transportation costs aboard the supersize ship could extend its future sailing range or those of the interline ships to include the southern and south-eastern Caribbean region. A series of alliances and agreements amongst shipping operators could create market application for such large ships on the Indian, Pacific and Atlantic Oceans. Further independent market research will be required to determine the ship's future applicability. **source: Schednet**

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### **Man on jet ski ploughs into ferry off Southampton Coastguards described the collision as a 'glancing blow'**

A man on a jet ski escaped injury after ploughing into a high-speed ferry in Southampton Water. The man was photographed on a collision course with Red Jet 4 as it passed Fawley oil refinery, near Southampton, at lunchtime. Coastguards described the crash as a "glancing blow" and said the man - who was uninjured - was picked up by a companion on another machine. The incident was captured on camera by **Richard Bache**, from Sandown, who was on board a Red Funnel car ferry to the Isle of Wight. Coastguards said, after the collision, the Red Funnel vessel turned around to ensure the man had been rescued before continuing its journey. A report is being prepared for the Marine Accident Investigation Branch. **source: BBC**



### **Family of tragic fisherman raise thousands for lifeboat by Rita Campbell**

The family of a fisherman who died in the Western Isles' worst fishing disaster for half a century have raised thousands of pounds for a local lifeboat. Martin Johnstone, 29, from Halkirk in Caithness, died alongside two crew mates when **MV LOUISA** sank off Mingulay on April 9. Mr Johnstone's family has donated £8,750 to Barra Lifeboat Station after organising a line dancing fundraiser. A statement from his family said: "We had a huge amount of support here from family, friends and the local community to do the fundraiser in August and we are just delighted at how much everyone was willing to give to support such a worthy cause. "We know that nothing can bring Martin back, but to do something to help the crew and station to help others in the future gave us something positive to focus on and the response was certainly worthwhile." The fundraiser was held in the Royal British Legion, Thurso, when about 20 line dancers took part in a marathon toe-tapping session. A total of 14 friends and family helped out on the day and eight local artists provided evening entertainment. Skipper Paul Alliston, of Lewis, aged 42, and Chris Morrison, 27, of South Harris, also perished in the disaster. **MV LOUISA** flooded and went down at anchor some 13 miles south of Barra. Lachlan Armstrong, from Stornoway, survived after managing to swim to shore. He was found the following morning clinging to rocks by Barra Lifeboat. Mr Armstrong hailed his lost crew mates as "heroes" for their calm, collective response in working together when their only life-raft failed to inflate when the 50ft vessel flooded and rapidly sank. The wreck of the crabber was brought ashore as part of the Marine Accident Investigation Branch (MAIB) inquiry into the disaster. The crew of the Louisa were asleep when it started to flood. They woke up to find the boat sinking in the early hours and scrambled up on deck. Barra Lifeboat a flotilla of boats were involved in the searches for Mr Alliston, who's body has still not been found. **source: pressandjournal**

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### **FPSO Explosion: Vessel May Have Had Product On Board**

On Friday, the blaze aboard the partially scrapped **FPSO ACES** finally burned out. The decommissioned vessel exploded and burned at a beaching scrapyards in Pakistan on November 1. The hull is still too hot to permit responders to enter and search for casualties, local media say. Sources indicated that firefighters did not have foam extinguishing agents and could not affect the pace of the fire. They may have departed the scene of the fire on Thursday, electing to let it burn out instead, reported DAWN. The death toll had risen to 22 as of Friday, with over 50 wounded and between six and 130 missing. Sources vary widely on the precise number of individuals who are as yet unaccounted for; unions and labor activists put the number much higher than the official figures. Sources also vary on the source of the explosion. Local outlet DunyaNews reports that the blast was caused by cutting torch sparks igniting petroleum residues in tanks which had not been properly cleaned. Advocacy group NGO Shipbreaking Platform said that the blast was caused by "several gas cylinder explosions." Several outlets raised the possibility that the **ACES** was still carrying petroleum. Pakistan's Ary News reported that the vessel had "hundreds of tonnes of oil" on board at the time of the blast. In a similar vein, Federal Minister of Ports and Shipping Hasil Bizenjo suggested that the Aces may have been carrying illicit cargo – gasoline and lubricants – which could have been smuggled into Pakistan by loading up the vessel before beaching. "There were reports of petrol smuggling through the ship-breaking yard," he said, speaking to Geo News. None of the assertions could be immediately confirmed. Authorities are on scene investigating the circumstances of the accident. Union leaders and activists drew a parallel between the shipyard accident and a fire at a garment factory in Baldia Town, Karachi four years ago, which claimed the lives of 255 workers who were trapped by locked doors. Nasir Mansoor, deputy-general secretary of Pakistan's National Trade Union Federation (NTUF), asserts that a lack of government oversight leads to unnecessary fatalities in Pakistani industry in general, and shipbreaking in particular. The police in Gadani have arrested the head of the local shipbreaker's association and the job foreman at the **ACES** scrapping site. They have also opened cases against two additional suspects; Mansoor called for criminal charges against the shipbreakers' association as a whole. NGO Shipbreaking Platform says that working conditions are generally poor at South Asia's lightly regulated beaching yards, and that injuries and fatalities are far too frequent. Pakistani, Indian and Bangladeshi yards handle about 70 percent of shipping's outdated tonnage. **source: MAREX**  
**See Video at <https://www.youtube.com/watch?v=M7IzAFjo11o>**

## **YOUR HELP IS NEEDED**

### **Cape Verde Islands & The Battle of the Atlantic**

We are seeking stories of survivors who, after their ship having been lost, took to the lifeboats and eventually made landfall in the Cape Verde Islands. If you have any such stories of these enforced voyages, either first hand or more probably of relatives or friends who have since crossed the bar, please get in touch with me. References to true stories recounted in books on the subject would also be appreciated. (Malcolm Mathison [R546060@aol.com](mailto:R546060@aol.com) 01472 277 266).

Thanking you in advance,  
Malcolm

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### **Maritime Monday for November 7th, 2016: The Storm with No Name**

[https://gcaptain.com/maritime-monday-november-7-2016/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29](https://gcaptain.com/maritime-monday-november-7-2016/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29)

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### **Inaccurate and/or Missing AIS Information is a Safety Concern.**

Transport Canada has released Ship Safety Bulletin - Automatic Identification System (AIS) - SSB Number: 10/2016 to remind ship owners, masters, and navigational officers of the importance of proper AIS installation, testing, and maintenance in order to ensure the transmission of accurate information. It has come to Transport Canada's attention that there have been occasions where a vessel's AIS information has not been accurate. Some of the information, such as ship's position, may be incorrect because the ship's global navigation satellite system (GNSS) antenna and AIS antenna reference points were not correctly set on installation. This correct system installation is critical to ensure the vessel's position, and its relation to other vessels is accurately displayed. Other potential discrepancies could be caused by input errors from the operator (i.e. destination, estimated time of arrival (ETA), cargo, draught) and/or poorly configured or calibrated ship sensors (i.e. speed, heading, course over the ground). **Source: Transport Canada**

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### **Aberdeen before Sumburgh Chinook disaster anniversary BY LYNSEY BEWS**

THE annual service of commemoration for all those who have died while working offshore was held in Aberdeen's Kirk of St Nicholas on Saturday. DOZENS of people who died offshore have been remembered at a service held the day before the 30th anniversary of the worst helicopter disaster in the oil and gas industry's history. A total of 45 people - 43 passengers and two crew - lost their lives when a Chinook helicopter crashed while approaching Sumburgh Airport in Shetland on November 6 1986. The annual service of commemoration for all those who have died while working offshore was held in Aberdeen's Kirk of St Nicholas on Saturday. The service included an act of remembrance, where the names of those added to the book of remembrance were read out, followed by a piper's lament and a minute's silence. Rev Pauline Nixon, whose husband Neville died in the Sumburgh disaster, offered a reflection, while Josh Watson, five, whose grandfather was killed, lit a candle. Elderly couple rescued by coastguard after rivers burst banks and floods claim earth of Perthshire Among others being remembered is Iain Stuart, 41, who was killed in a crash off the coast of Norway in April this year. Rev Gordon Craig, chaplain to the oil and gas industry, said: "It is really important for families to realise their loved ones are still being remembered and respected by the industry. The service is an opportunity to commemorate all those no longer with us." Thirty years on from the Chinook crash may seem like a long time but the memories are still vivid for those who lost their loved ones suddenly and tragically. The pain may be more manageable but there will still be times when the loss is felt deeply."

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### **ICS: IMO Needs to Agree Ambitious CO2 Commitments for Shipping by 2018**

[https://gcaptain.com/ics-imo-needs-agree-ambitious-co2-commitments-shipping-2018/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29](https://gcaptain.com/ics-imo-needs-agree-ambitious-co2-commitments-shipping-2018/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29)

### **Injury In Heavy Weather**

It was morning and the vessel was sailing through heavy weather at beaufort 8 with large waves hitting the bow. The swell and waves were as high as 12 meters with average waves about 7 meters. Because of the bad weather the Master had ordered that no one went out onto the outside decks. The normal routine was that the bosun came up on the bridge around 0700 to discuss the day's work with the chief officer. The chief officer didn't have any specific orders for the day except the normal jobs from the PMS (planned maintenance system). The bosun said he needed some paint from the paint locker by the bow so he could do some maintenance on the passageway. The chief officer told the bosun it was not a good idea to go forward with large waves hitting the bow and washing over the deck. The bosun said he would walk in the passageway and just sneak out quickly and reach the paint locker. The chief officer told him not to do it in the morning but in the afternoon when the heavy weather had calmed down and do some other jobs instead. The bosun left the bridge and went down to the deck office and told one of the ABs that he would go forward to the paint locker to pick up some paint and that they would meet in the deck office afterwards. The bosun proceeded forward in the passageway and opened the door by the bow to enter the deck and walk over to the paint locker. Just when the bosun entered the deck a big wave hit the vessel from the side and knocked the bosun into the bulkhead beside the door. The bosun lost consciousness and was knocked into the bulkhead a couple more times. The AB had picked up some tools and was waiting in the deck office. After a while he started to wonder where the bosun was and called him on the UHF but there was no response. He called a couple more times but got no answer so he proceeded forward to the paint locker. He noticed that the door was not closed in the passageway and when he walked out on deck he could see the bosun's body lying by the railing risking being washed overboard as huge waves were hitting the vessel. The AB ran over and pulled the bosun into the passageway and sent an alarm to the bridge about the accident. The bosun had been wearing a hard hat but was bleeding from his head. A rescue team was assembled and took the bosun to the medical room. The bosun never regained consciousness and passed away a couple of hours later as the vessel was too far from shore for a medical evacuation, and the weather would have made that impossible anyway. The vessel had a breakwater on the bow but it was not protecting the deck from major waves like this and sometimes waves were hitting the vessel from the side.

Issues to be considered after the discussion

- It is important to understand the risk and consequences of heavy weather. The master had issued an order not to go onto the open decks until the weather had calmed down, but this was ignored by the bosun who didn't appreciate the risks.
- In a situation like this it is also safer to wait for assistance instead of running out on deck and trying to save an injured crew member, because the risk of the sole rescuer being injured is very risky. **Source:**

### **The Swedish Club**

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#### **Drone film: Breakbulk in Rotterdam @ Rhenus Port Logistics**

Rhenus Port Logistics in Rotterdam, Europe's number 1 port, is an independent port terminal operator. We work with and for metal & steel traders and producers, project and general cargo forwarders, offshore companies, manufacturers, heavy lift and breakbulk shipping companies and agents.

<https://www.youtube.com/watch?v=xygs6WR63xs&feature=share>

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#### **Batam boat accident: 36 dead, 24 missing**

The death toll from a boat accident off an Indonesian island rose to 36 on the third day of a search for survivors, police said, with hopes fading on Friday for 24 people still missing. A packed speed boat carrying 98 Indonesian migrant workers, most of them illegal, and three crew sank off Indonesia's Batam island at around dawn on Wednesday, having departed from Malaysia's southern state of Johor.

Airlangga, a police spokesman for Riau Islands, which includes Batam, put the latest death toll at 36. Police say 41 survivors have been found. A crew member has been detained on suspicion of a shipping violation, and police were looking for the captain, who had fled. The fate of a third crew member was unknown. **Source : Asiaone**

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## Dutch Dredging wins ten-year maintenance contract in New Zealand



The TSHD ALBATROS moored in Cayenne/Degrad des Cannes, French Guyana.  
Photo : Menno Koper/Iskes Towage & Salvage (c)

Dutch Dredging is to sign a ten-year deal to carry out maintenance work for five New Zealand port authorities. The contract will be signed in Auckland today (9 November), in the presence of King Willem-Alexander and Queen Maxima of the Netherlands, and the Dutch and New Zealand ministers of Economic Affairs, Henk Kamp and Steven Joyce. This long-term deal covers the

ports of Napier, Taranaki, Timaru, Lyttelton and Tauranga. It is significant that a tender for the maintenance contract was issued jointly by these competing ports, so that a dredger could be permanently stationed in New Zealand over this period.

Dutch Dredging is to deploy one of its trailing suction hopper dredgers ‘ALBATROS’ for the task. “We’re absolutely delighted about winning the order,” says Kees van de Graaf, managing director of Dutch Dredging. “As a family business we focus on the long term, so a ten-year contract fits in perfectly with our philosophy. This is a great example of how a long-standing partnership between parties can be brought about and illustrates once again that the Netherlands is more than capable of holding its own on the world scene. Of course, for us, the attendance of the King and Queen at the signing ceremony represents the proverbial icing on the cake.” Dutch Dredging is a medium-sized dredging company based in Sliedrecht, the Netherlands. Our activities centre on dredging and performing surveying and other marine-related operations in the widest sense of the word. The family business has been in existence for over 50 years and has expanded in that time to become an organisation with 150 employees and 30 vessels today.

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## World’s Biggest Shipping Line Falls Amid Fears of Trade Wars

November 9, 2016 by [Bloomberg](#) REUTERS/Aly Song By Christian Wienberg (Bloomberg) — A.P. Moller-Maersk A/S, the owner of the world’s biggest container shipping line, saw its shares fall on Wednesday as the outcome of the U.S. presidential election fanned concern there will be a shift toward policies that are hostile toward global trade.

Maersk sank as much as 5.6 percent to trade 3.4 percent lower at 9,215 kroner at 11:29 a.m. in Copenhagen. The company’s Maersk Line unit commands almost 16 percent of the global market for transporting goods by sea. Executives at Maersk have already signaled alarm at the prospect of a world in which some of the biggest political powers adopt a more protectionist tone in their trade policies.

“The risk of increased protectionism may derail a recovery in global trade,” David Kerstens, an analyst at Jefferies International, said in a note on Wednesday. He listed Maersk as one of the companies “most affected” by the threat.

Investors woke up to a mass selloff across markets amid panic and confusion over what a White House led by Donald Trump will mean for trade and geopolitical stability. The Republican nominee’s victory confounded expectations built on pre-election polling.

A Trump presidency would also be bad news for the Danish economy, where Maersk is the biggest company by revenue, according to Danske Bank. About one-third of Denmark’s current account surplus is directly dependent on the U.S. and global sea trade, “so an anti-trade policy will clearly be a problem,” Las Olsen, chief economist at Danske in Copenhagen, said in a note.

Speaking to reporters in Copenhagen after the results were clear, Danish Prime Minister Lars Lokke Rasmussen said Trump’s victory puts into question the future of U.S.-European trade relations.

“It’s uncertain what the fate of TTIP will be,” Rasmussen said. .... **Source : gCaptain**

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### **South Africa: Urgent Stowaway Advice**

Despite our previous loss prevention advice, stowaways continue to board vessels in South African ports far too frequently. These attacks have increased significantly over the last two months. The South African authorities have made it abundantly clear they will not change their attitude and therefore the ship must combat unlawful individuals boarding the ship. The current ruling in South Africa is as follows:

Should any unlawful person gain access onto a ship in a South African port, the person will automatically be deemed to be a stowaway unless the vessel can provide photographic, video or third party evidence (terminal security) that the stowaway attempted to board the vessel in Durban. The ship owner will be



liable for the full costs of repatriating the stowaway. It is essential therefore that the stowaway does not gain access onto the ship in any way. We are now approaching Christmas and we believe that the rise in stowaway cases will increase as individuals look for free passage home. We understand that ship owners are battling in the current economic conditions and do not wish to use private security and rely on the crew to police the ship.

Stowaway attacks occur as follows:

- Late at night or early hours of the morning
- Clothing easily blends-in with stevedore gangs wearing stevedore clothing hardhats and reflective jackets
- Colours not easily seen at night
- Generally climb up berthing ropes, gangways and hide in empty containers and log-ships
- Many personnel working on vessel enables stowaway to blend in
- They bribe terminal security to enable them to get aboard vessel
- Carry provisions for part of the journey

**Crew took pictures of the stowaway attempting to board the ship up the mooring lines**

We recommend the following measures:

- The owner should try and employ private security to patrol the quayside. One security guard should be positioned on the forward mooring lines and one on the stern lines. Security on board is ineffective as the guards tend to fall asleep on board.
- Ideally a crew member must stand at the bottom of the gangway and check that every person boarding the vessel is in possession of a TNPA port permit.
- They must not allow anyone on board the ship who does not have a port permit.
- Every visitor should have ISPS clearance.
- All visitors should surrender their port permit to security and they should collect the same when they leave the ship.
- If anyone does not have a port permit, they must call the terminal/berth security in order to identify the individual and ascertain who is the individual and why does the individual not have a TNPA port permit. The visitor should be in possession of photographic identification.
- They must not allow any individuals to push past them on the gangway. We have had repeated cases where individuals have run past security at the top of the gangway. This is too late and the local authorities will deem the individual as being a stowaway.
- Where possible raise the gangway and only lower it and allow the visitor on board after a crew member has got to the bottom of the gangway and verified who the visitor is as outlined above. **Source: P&I Associates (PTY) Ltd – Durban South Africa, through Skuld**

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### **Clyde shipbuilding boom confirmed to start next summer as Type 26 frigates get green light –**

**The cutting edge warships could keep the Scottish shipyards in business until 2034, securing 3000 jobs at Govan and Scotstoun.**

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**MPA's Revised Maritime Frequencies And Channelling Arrangements  
IMPLEMENTATION OF AMENDMENTS TO RADIO REGULATIONS CONCERNING THE  
REVISED MARITIME FREQUENCIES AND CHANNELLING ARRANGEMENTS**

1. This circular informs on the implementation of revision of frequencies and channelling arrangement for the maritime High Frequency (HF) and Very High Frequency (VHF) made by the World Radiocommunication Conference 2012 (WRC) to appendices 17 and 18 of the Radio Regulations.

2. One revision relates to changes to the assigned frequencies for narrow-band direct-printing (NBDP) telegraphy in the marine HF bands where the numbers of frequencies assigned to the HF NBDP were reduced to free up frequencies for other uses. The other revision includes changes to the current four duplex VHF channels CH19, CH20, CH78 and CH79) to eight new single-frequency channels (CH1019, CH2019, CH1020, CH2020, CH1078, CH2078, CH1079 and CH2079) as well as the display and indication of the four-digit number channels.

3. In consideration that GMDSS equipment should be in compliance to the Resolution A.803(19) on "Performance Standards for shipborne VHF radio installations capable of communication and digital selective calling", the International Maritime Organization (IMO) has issued MSC.1/Circ.1460 on "Guidance on the validity of radiocommunications equipment installed and used on ships" which states that HF radiocommunication equipment capable of operating NBDP should be updated by the first radio survey after 1 January 2017. Other radiocommunication equipment may be updated appropriately in accordance with the decisions of the Administration.

4. To comply with the amended Radio Regulations, Singapore ships equipped with HF NBDP radiocommunication equipment shall be updated by the first radio survey after 1 January 2017. 5. In the event that the HF NBDP radiocommunication equipment cannot be updated to comply with the amended Radio Regulations, the following are to be complied with:

i. Ships operating solely within Sea Area A1+A2+A3 and equipped with non-compliant HF NBDP radiocommunication equipment shall by the first radio survey after 1 January 2017:

a. Replace with a HF NBDP radiocommunication equipment that complies with the new requirements; or  
b. Install an additional Inmarsat C. The installation of Inmarsat C is deemed to satisfy the Sea Area A3 requirements for duplication Inmarsat C solution. In this case, the NBDP function of the MF/HF radio telegraphy will no longer be required and should be decommissioned from the system, leaving the MF/HF radiotelephone and DSC in place. The Record of Equipment for Cargo Ship Safety Radio (Form R) shall be updated to reflect the changes to MF Radio installation and INMARSAT SES as the "Primary System".

ii. For ships operating within Sea Area A1+A2+A3+A4, the non-compliant HF NBDP radiocommunication equipment shall be replaced with compliant equipment by the first radio survey after 1 January 2017.

6. Owners of ships equipped with HF NBDP equipment are advised to contact the equipment manufacturer to ascertain whether the equipment installed onboard can be updated to comply with the amended Radio Regulations.

7. For existing VHF radio communication equipment onboard, in consideration that the GMDSS's important channels are not amended and many other existing VHF channels are available for communication between the new and existing VHF equipment, the VHF radio communication equipment is deemed suitable for continued use, unless otherwise required by the ship's port of call operating the upgraded VHF channels or until such time when replaced or repaired which involve its replacement, shall then comply with the new channelling requirements.

For complete Shipping Circular, please click go to <http://www.mpa.gov.sg/web/portal/home/port-of-singapore/circulars-and-notices/detail/913ac880-aa66-4747-b0ee-09c36b996cee> **Source: MPA**

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**Gales of November – A Look at the Storm that Sank the Edmund Fitzgerald  
41 Years Ago Today**

[https://gcaptain.com/gales-november-look-storm-sank-edmund-fitzgerald-41-years-ago-today/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29](https://gcaptain.com/gales-november-look-storm-sank-edmund-fitzgerald-41-years-ago-today/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29)

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**Listen to Gordon Lightfoot's 'The Wreck of the Edmund Fitzgerald' on Today's 41st Anniversary of the Tragedy**

[https://gcaptain.com/listen-to-gordon-lightfoots-the-wreck-of-the-edmund-fitzgerald-on-the-41st-anniversary-of-the-tragedy/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29](https://gcaptain.com/listen-to-gordon-lightfoots-the-wreck-of-the-edmund-fitzgerald-on-the-41st-anniversary-of-the-tragedy/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29)

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**New guidelines launched for crew transfers to offshore wind turbine towers**

The International Marine Contractors Association and the National Workboat Association have agreed new guidelines on the optimum design and configuration of boat landings for accessing wind turbine foundations from crew transfer vessels. The wide ranging document includes sections on crew transfer to offshore wind turbines; the questionnaire; data analysis; fender impact loading, safe clearances; as well as the executive summary, introduction, conclusion and recommendations. IMCA is the international association representing offshore, marine and underwater engineering companies. The International Marine Contractors Association's Renewable Energy Workgroup had identified this as one of the areas where there could be benefits, both in terms of cost reduction and safety improvement for marine operations for renewable energy. Richard Benzie, IMCA Technical Director, explained: "In order to undertake this task, a questionnaire was issued to all the operators of European offshore wind farms to gather information on existing boat landing geometries. At the same time, feedback was sought on the experience of CTV operators, fender manufacturers and structure designers "A significant volume of data and feedback was gathered. On analysis of the data it has been possible to develop a recommended geometry for a standard boat landing that is consistent with the G+ Global Offshore Wind Health & Safety Organisation (formerly G9) guidelines. "One critical area where data was lacking was on the design impact forces for the boat landing This information was not as readily available as expected, with only two out of twenty-four projects originally being able to supply it. Looking in detail at how the design codes address impact loads, a number of areas of challenge and further research have been identified. "Based on the feedback, several other potential areas for research have been identified in our extensive document. It is now recommended that these are taken up by the relevant research bodies." Companies and organisations which took part in the research included Centrica Energy; DONG Energy; E.ON; SSE, Statoil, Statkraft, Scottish Power, RWE, Vattenfall and the Energy Institute. **source: Scottish Energy News**

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**SAR team concludes search operation to find boat accident victims in Batam**

The joint Search and Rescue Team on Wednesday called off its search operation to look for victims of the boat accident in Batam waters even though a few passengers were yet to be accounted for. The boat was carrying illegal Indonesian migrant workers. The head of the Search and Rescue Team (Basarnas) of the Riau Islands, Abdul Hamid, said here on Wednesday that although the search operation has been concluded, the authority will have some elements of the SAR team on standby. They will continue to patrol using a boat near the last coordinates where the ship reportedly sank. "We will also have coordination with the marine security officers. Any fishermen can inform the local Basarnas or authority if they find any of the missing victims," Hamid added. Rescuers had until Tuesday recovered 95 of the 101 passengers on board the boat transporting illegal Indonesian migrant workers. At least 40 of the 54 dead passengers have been identified at the Bhayangkara Hospital of Riau Islands Police Office. The 41 passengers who survived the accident included 39 illegal Indonesian migrant workers. The rest two were crew members of the ship. One crew member has been arrested at the Riau Islands Police Office, while the other one is still on the run. The boat transporting these illegal Indonesian migrant workers capsized and sank after it was hit by a big wave on the Batam waters at dawn of Wednesday. The chief of Riau Islands Police, Brigadier General Sam Budigusdian, pointed out that according to the survivors, there were 101 people on board the ill-fated boat. However, there was no official record about the number of passengers in the boat, he added. The Riau Island Police and the National Police are still identifying the rest of the bodies. Meanwhile, most of the survivors have returned to their home in various regions of Indonesia **source: Antara**

## CHANGES AND CHALLENGES ARE TOUGH ON THE WORLD'S SHIP MASTERS



from L to R: **Michael Chalos**, Partner at K&L Gates LLP (New York); **Jeff Lantz**, Director of Commercial Regulations and Standards at the US Coast Guard; **Faz Peermohamed**, Partner and Head of Global Shipping at Ince & Co; Chairman of the panel **Lord Clarke of Stone-cum-Ebony**; **Michael Kelleher**, Director of West Of England P&I Club; Debate Moderator **Capt Kuba Szymanski**, Secretary General at InterManager

Bullying, micro-management of his activities and the threat of going to jail while doing his job, remain major pressures for the Masters of merchant ships - and the situation is getting worse. 'Masters Under Attack – Authority and Responsibility in an Age of Instant Access' was the topic discussed by an expert panel at the Cadwallader Debate, organised by the London Shipping Law Centre (LSLC), at Drapers' Hall, London. The panel, chaired by Lord Clarke of Stone-cum-Ebony, consisted of Debate Moderator Captain Kuba Szymanski, Secretary General of InterManager; Michael Chalos, Partner at K&L Gates LLP (New York); Michael Kelleher, Director at West of England P&I Club; Jeff Lantz, Director of Commercial Regulations and Standards at the US Coast Guard; and Faz Peermohamed, Partner and Head of Global Shipping at Ince & Co. Whenever there is an accident in the United States Masters face the possibility of going to jail just for doing their job, according to Mr Chalos addressing the packed hall of maritime professionals. He said: "If you are the Captain and you have an accident and a spill, you are liable. It's that simple. It's very hard to defend such cases. Every Master who comes into the US faces the possibility of going to jail after an accident. The same thing is happening around the world. "With high visibility, press and politicians get involved and Captains get charged and convicted. They are sometimes held for an inordinate amount of time, while the authorities investigate and pursue the matter." With the rise of modern technology onboard, Mr Chalos pointed out that "every crew member becomes an agent for the US Government," given the considerable incentive offered to whistle blowers. "They have these cell phones and modern technological equipment. If a Chief Engineer does something illegal, these guys record and film what's going on. They then turn the material over to the US authorities and get 50 per cent of any fine. We always thought the Master was safe from being prosecuted in these circumstances," Mr Chalos said. Mr Peermohamed referred to Masters as the "poor relations," at the event held on 26th October. He asked: "Does the perception reflect quality? Is the Master truly under attack? Do the commercial pressures on the Master impinge more significantly than previously? Are the legal burdens on the Master more significant than before? Is there bullying? Is there interference by the authorities? Is criminalisation on the rise? "Sadly having been involved in many significant casualties, I have to tell you that the perception is indeed the reality in many parts of the world. Masters are often treated as poor relations. In my view, their treatment is different to that, which would be afforded to an airline pilot in similar circumstances." He asserted that Masters' activities were sometimes being micro-managed, leading to a lack of trust. Mr Lantz spoke about how Masters' responsibilities had become more shared with others over the years. He said: "The burden of the Master is higher than that of other ship entities in the management operation chain. However, there are now laws and regulations which spread that authority and responsibility." Mr Kelleher highlighted the role P&I Clubs play. He explained how clubs were wary of providing specific financial support for Masters in the early stages of a case as the authorities' intentions and the culpability of parties involved were by no means clear. Clubs could protect Masters more by providing training for members to assist them in learning lessons from events – even near misses.

### **Kongsberg orders unmanned offshore vessel**

Written by [Ines Nastali](#)

UK's Automated Ships (an M Subs subsidiary) and Kongsberg Maritime are to build the world's first unmanned and fully-automated vessel for offshore operations. Named Hrönn, it is a light-duty, offshore utility ship, which will service the offshore energy, scientific/hydrographic and offshore fish-farming industries.



The vessel can be used for surveys, support remotely operated vehicle operations, launch & recovery, light intermodal cargo delivery and delivery to offshore installations, and open-water fish farm support. It can also be utilised as a standby vessel, able to provide firefighting support to an offshore platform working in cooperation with

manned vessels.

“The advantages of unmanned ships are manifold, but primarily centre on the safeguarding of life and reduction in the cost of production and operations; removing people from the hazardous environment of at-sea operations and re-employing them on-shore to monitor and operate robotic vessels remotely, along with the significantly decreased cost in constructing ships, will revolutionise the marine industry,” said Brett A. Phaneuf, MD of Automated Ships.

Sea trials will take place in [Norway's newly designated automated vessel test bed](#) in the Trondheim fjord and will be conducted under the auspices of DNV GL and the Norwegian Maritime Authority (NMA). The Hrönn will ultimately be classed and flagged, respectively.

Initially, the ship will function as a remotely piloted ship, in man-in-the-loop control mode, but will transition to fully automated, and ultimately autonomous operations as the control algorithms are developed concurrently during remotely piloted operations.

Kongsberg will deliver all systems for dynamic positioning and navigation, satellite and position reference, marine automation and communication.

All the vessel control systems will be replicated at an onshore control centre, allowing full remote operations of the Hrönn. These include K-Pos dynamic positioning, K-Chief automation and K-Bridge ECDIS.

Hrönn is to be built by Fjellstrand AS, a Norwegian shipyard with a long history of building state-of-the-art aluminium fast ferries in addition to a number of steel offshore vessels and aluminium work boats. As the builder of the world's first battery driven car ferry, 'Ampere', Fjellstrand AS is well known for taking the lead in maritime innovation and green technology. **Source: IMarEST**

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### **MAN Engines for Three New Cruise Ships** Posted by Eric Haun

**MAN Diesel & Turbo** said it has won the engine-supply contract from Fincantieri for newbuildings ordered by Costa Asia and P&O Cruises, Australia, members of Carnival Corporation & plc. Each vessel will feature 2 × 14V48/60CR + 3 × 8L48/60CR medium-speed MAN engines, providing 62,400 kW installed power. The engines will be delivered to Fincantieri's shipyards in Monfalcone (Trieste) and Marghera (Venice) between August 2017 and September 2019. Each newbuilding will weigh 133,500 gt, have a length of 323 m, a passenger capacity of 4,000, and carry a crew of 1,450 personnel. The MAN 48/60CR engines will operate in conjunction with MAN Diesel & Turbo's common-rail injection system that accommodates running on both heavy fuel oil and distillate fuels. This technology, developed in-house by MAN Diesel & Turbo and fully optimized for its engines, provides superior performance in terms of fuel consumption and smoke emissions, especially at part load compared to its IMO Tier II engine version with conventional injection system, the manufacturer said. **source: Marinelink**

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**Ships' age will determine the way to reach compliance with latest IMO decision on low sulphur marine fuels**

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## **What Will the Global Energy Map Look Like Under President Trump?**

November 9, 2016 by [Bloomberg](#) By Javier Blas and Anna Hirtenstein

(Bloomberg) — If you want a snapshot of what the global energy map will look like under President Donald Trump, look no farther than the stock market.

Glencore Plc, the world's top coal trader, surged more than 5 percent on Wednesday. Vestas Wind Systems A/S, the world's biggest wind-turbine maker, plunged as much as 13 percent. The swing foretells a story of fossil fuels making a comeback, while the fight against climate change — and investment in wind and solar power — languishes.

In his only major energy policy speech ahead of the elections, Trump said that he would rescind “job-destroying” environmental regulations within 100 days of taking office and cancel the climate deal reached last year in Paris.

“A Trump administration will focus on real environmental challenges, not the phony ones we’ve been looking at,” Trump told supporters in May in North Dakota, the birth-place of the U.S. shale revolution. To be sure, Trump has offered few clues on how he plans to implement his plans. Energy and climate policy has taken a back-seat to immigration, the economy and debate about the candidate’s fitness for office. And some of his proposals are contradictory, like his pledge to boost both natural gas and coal, two fuels that compete against each other in the power generation market.

Yet, few doubt who’s likely to win and lose, particularly as Trump can rely on supportive lawmakers in Congress to push his agenda.

“The result is undoubtedly a blow for the renewable energy industry,” said Matt Loffman, an analyst at energy consultant Douglas-Westwood in Houston. “The historic election result is perhaps welcome news for a hydrocarbon industry that has been on the ropes for over two years.”

Coal prices already are enjoying a renaissance after China, the world’s largest consumer, cut domestic production, forcing power plants to buy overseas. The cost of thermal coal in the Australian port of Newcastle, a benchmark for Asia, has more than doubled since January to a four-year high of \$114.75 a ton.

Shares of big coal miners such as Anglo American Plc, BHP Billiton Plc and Rio Tinto Plc rose between 2 percent and 4 percent on Wednesday. Wind turbine makers Gamesa Corp. Tecnologica SA and Nordex SE fell.

As coal enjoys a comeback, the biggest loser could be fight against climate change. Under President Barack Obama, the U.S. rescued a two-decade old process the United Nations promoted to rein in pollution, forging a climate change deal last December. Along with China and more than 190 other countries, the so-called Paris agreement accord set out a framework for all nations to cut emissions. It would be difficult but not impossible for Trump to pull out of the Paris accord. While the Senate never voted on the Paris deal, it’s part of the 1992 UN Framework Convention on Climate Change, which the U.S. ratified under Republican President George H.W. Bush. Trump would have to renounce the 1992 treaty and risk bringing down the entire UN process to scrap Paris. The U.S. would have to give three year’s notice to withdraw from Paris.

But Trump doesn’t need to cancel Paris to derail the process, effectively hampering the growth of renewable energy, analysts and campaigners said.

Yukari Takamura, a professor at Nagoya University in Japan who has followed climate change talks for more than a decade, said the Obama administration took a lead that contributed “enormously” to the Paris deal. “Lack of such leadership might slow down the progress” by unsettling the investors who need to fund renewable developments, she said.

As Trump shapes his energy agenda, the first clue about his priorities could come with his selection for secretary of energy. Obama surrounded himself with policy experts and academics such as Steven Chu and Ernest Moniz. Trump has relied so far on the advice of Harold Hamm, the founder and chief executive officer of Continental Resources Inc., one’s of America’s largest shale oil producers.

Whoever his choice as energy secretary, the global fossil fuels industry, which over the last four years has been on the defensive, is likely to find a friend in the White House.

“The oil and gas industry is a clear winner with the new president,” said Alexandre Andlauer, head of oil at research firm Alphavalue in Paris. “U.S. Oil companies have a better future today than yesterday.”

### **New bulker safety guide warns of bauxite liquefaction risk**

For the first time bauxite has been listed as a dry bulk cargo subject to liquefaction risk in a new updated safety guide jointly published by Lloyd's Register, Intercargo and the UK P&I Club. "Carrying solid bulk cargoes safely: Guidance for crews on the International Maritime Solid Bulk Cargoes (IMSBC) Code", is an updated version of a 2013-published guide for ships' officers and agents who arrange cargoes for loading, explains the UK P&I Club. The pocket guide addresses the risk that bulk cargoes should shift, liquefy, catch fire or explode due to poor loading procedures, potentially affecting a vessel's structural stability and seaworthiness. Included in a list of the primary hazards associated with specific types of cargo is a new warning on the possible liquefaction properties of bauxite - which was considered until recently a cargo not liable to liquefaction, points out the UK Club. Also covered are the issue of cargo residues deemed harmful to the marine environment, changes to the IMSBC Code's structure, advice on SOLAS mandatory enclosed space entry and rescue drills, and updated references to supporting IMO Circulars. Sam James, Lloyd's Register's Head of Regulatory Affairs, said the guide is extremely useful to crew members as an aide memoire: "Since the release of the original guide in 2013, it has heightened the awareness of seafarers, managers, charterers and shippers to the hazards associated with carrying solid bulk cargoes. Stuart Edmonston, Loss Prevention Director at UK P&I Club, added: "The main purpose of the guide is to provide on-the-spot references to help in practical situations." The guide can be downloaded from the Lloyd's Register website [www.lr.org/imsbc](http://www.lr.org/imsbc) or hard copies ordered from [www.ukpandi.com](http://www.ukpandi.com) **source: seatrade Maritime**

### **S.Korea says 94 out of 97 Hanjin Shipping container ships completed unloading**

Nov 8 South Korea said on Tuesday that 94 out of 97 Hanjin Shipping Co Ltd's container ships have completed unloading as of Nov. 7. Of the remaining 3 ships, two ships will be unloaded as soon as possible while relevant authorities are in talks with Shanghai port authorities to unload one seized ship in Shanghai, the country's finance ministry and the Ministry of Oceans and Fisheries said in a joint statement. Hanjin filed for court receivership on Aug. 31 after its creditors cut off financial support for the firm. **source: Reuters (Reporting by Joyce Lee; Editing by Michael Perry)**

### **German sailor killed, another abducted in the Philippines** by: Katy Stickland



The body of a German woman has been found on an abandoned yacht in the Philippines. The authorities believe her husband has been abducted by Islamic rebels. The military of the Philippines has reported that the body of a German sailor has been found on board an abandoned yacht in a remote island in the Sulu archipelago. The authorities say the woman was shot. A shotgun was found lying near to her body. Her husband, who is also a German national, is missing. He is believed to have been abducted by Abu Sayyaf rebels. The group is reported to have made millions from kidnapping foreign nationals and demanding ransoms. The couple are believed to be Jurgen Kantner and his wife,

Sabine, although no formal identification has yet taken place. A regional military spokesman, Filemon Tan told AFP that the couple's passports had been found on board the yacht, which has been identified as the ROCKALL. The German couple had been previously abducted by Somali pirates in the Gulf of Aden and held for 52 days in 2008. Abu Sayyaf is a jihadist group in the southern Philippines It is notorious for kidnapping for ransom, and for attacks on civilians and the army. In April 2014, the group kidnapped two German sailors, Stefan Okonek and Henrike Dielen. The pair had been sailing from Palawan to Sabah when they were kidnapped. Their deserted yacht was later found at sea by local fishermen. The two were later released after a £3.4 million ransom was reportedly paid. **source: Yachting & boating World**



### **Marine Log announces Best Ships of 2016**

Marine Log has announced the winners of its annual Best Ships Awards. The award winners are annually profiled in Marine Log's December issue, and are selected based on their innovative features and design and incorporation of breakthrough technologies. The dozen vessels selected for this year are no exception, showcasing everything from hybrid technologies to alternative fuels to outrageous water slides. This year's winners (listed alphabetically) are:

1. **ATLANTIC PIONEER**, crew transfer vessel, Atlantic Wind Transfer, built by Blount Boats
2. **BLUE NORTH**, freezer longliner, built by Dakota Creek Industries, Blue North
3. **CARNIVAL VISTA**, cruise ship, built by Fincantieri, for Carnival Cruise Lines.
4. **DLV 2000**, derrick lay vessel, built by Keppel Singmarine, McDermott (shown in image above)
5. **DONNA J.BOURCHARD/B. No. 272**, Articulated Tug Barge, built by VT Halter Marine, Bouchard Transportation Co.
6. **ELIZABETH ANNE**, tugboat, built by St. Johns Ship Building, for Vane Brothers
7. **HARVEY STONE**, multi-purpose field support vessel, built by Eastern Shipbuilding, Harvey Gulf International Marine
8. **KONINGS DAM**, cruise ship, built by Fincantieri, Holland America Line.
9. **LINDANGER**, tanker, built by Hyundai Mipo, Westfal-Larsen
10. **POLARIS**, icebreaker, built and designed by Arctech Helsinki Shipyard
11. **VISION OF THE FJORDS**, sightseeing vessel, built by Brodene, The Fjords
12. **WOODS HOLE**, car ferry, built by Conrad Shipyard, The Steamship Authority

We have also left an opportunity for you to vote for a "fan-favorite" award winner. Choose a vessel that you think is worthy of recognition and cast your vote by simply writing us. Let us know the vessel name, vessel owner, and its shipbuilder along with your reason for nominating the vessel. The winner will be featured in the December 2016 issue of Marine Log. We should receive your entry to us no later than 10 AM EDT on November 25. **Source: MarineLog**

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### **NIMASA, Navy Arrest 16 Stowaways on US-bound Vessel**

Search and Rescue personnel of the Nigerian Maritime Administration and Safety Agency (NIMASA) in conjunction with officers and men of the Nigerian Navy have apprehended 16 stowaways on a United States bound vessel, MV Colombia River. The arrest which was effected on Friday November 4, 2016 at the Lagos fairway buoy was sequel to a distress signal sent to the Regional Search and Rescue Coordination Centre based in NIMASA which in turn alerted the Nigerian Navy. The Navy immediately sent its vessel NNS Karaduwa to the location of MV Colombia River where 16 stowaways were apprehended and one of them sustained an injury on the shoulder while attempting to escape arrest. The injured stowaway was immediately taken away by the NIMASA Search and Rescue team on its vessel NIMASA Benue to the Agency's Search and Rescue Base Clinic for treatment while the others were taken away by the Navy for profiling and subsequent hand over to the Security Agencies for further investigation. The crew of the Hong Kong flagged vessel had originally thought that they were under attack by armed pirates but preliminary investigation show that the persons on board the vessel were only intruders who hid in the vessel to leave the shores of Nigeria in search of greener pastures in the US. The stowaways who included one Liberian national are in custody and will be handed over to the Nigerian Immigration Service for further action. It will be recalled that piracy and related activities have drastically reduced in Nigerian waters as a result the combined efforts of the Nigerian Navy, NIMASA and other stakeholders with Lagos accounting for zero incident in the last six months. The post NIMASA, Navy Arrest 16 Stowaways on US-bound Vessel appeared first on Metro Watch. **source: nigeriannewspapers**

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### **Watch: Truck Stuck in Mud Saved by Ship**

[https://gcaptain.com/watch-truck-stuck-mud-saved-ship/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29](https://gcaptain.com/watch-truck-stuck-mud-saved-ship/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29)

## **2 Somali pirates receive life sentences for attacking USS Ashland; third gets 33 years** By Brock Vergakis

A pair of Somali pirates were sentenced to life in prison Monday for their roles in a 2010 attack on the USS Ashland in the Gulf of Aden, while a third was given only 33 years because he cooperated with federal prosecutors in another piracy case. U.S. District Judge Raymond Jackson begrudgingly issued the life sentences after the 4th U.S. Circuit Court of Appeals ruled last year that he erred by originally giving the five men convicted in the case sentences that ranged from 30 to 42½ years. Piracy carries a mandatory life sentence under federal law, but Jackson had ruled it amounted to impermissible cruel and unusual punishment in the Ashland case because nobody boarded the amphibious dock landing ship and no U.S. sailors were injured in the attack. “I didn’t harm anybody. I did not injure anybody. I did not rob anybody,” Abdi Razaq Abshir Osman said through an interpreter at Monday’s sentencing. At the time, the Ashland was based in Virginia Beach. It was part of an international flotilla patrolling the area after a surge of piracy raids were launched from the largely lawless country of Somalia. Pirates routinely would attack and board commercial vessels, divert them to Somalia and then ransom the ships and their crews for tens of millions of dollars. The incident with the Ashland began in April 2010 when seven men started out in a small skiff with the goal of capturing a merchant ship they could ransom. But in the early morning light they mistook the Ashland for a cargo ship and opened fire with an AK-47 assault rifle. The Ashland returned fire with its 25 mm gun, killing one of the men and causing the skiff to catch fire. Jackson called the statutory sentence “harsh” and “totally unjustified” as he delivered the mandated life sentence to Osman. “The court is fully aware you didn’t kill anybody, injure anyone,” Jackson said. For his part, Jackson also didn’t believe the Ashland case initially amounted to piracy. That’s because the U.S. Supreme Court in 1820 defined piracy as robbery at sea and the Ashland was not robbed. The federal appeals court overruled him in 2012. Mohamed Abdi Jama also received a life sentence later in the day and seemed confused as he spoke through an interpreter about why he was facing a harsher sentence than the one originally handed down. “Is this a new crime I’m accused of? What is the issue here?” Jama asked. Prosecutors requested what’s called a “downward departure” for the sentence of the third pirate, Mohamed Ali Said. Said cooperated with authorities in their case against another Somali who was accused of being a pirate negotiator. The negotiator was found not guilty of aiding and abetting piracy in 2013. Two others convicted in the case are scheduled to be sentenced today. The other survivor from the skiff cooperated with prosecutors early on in the case and pleaded guilty in 2010 to lesser counts of attempting to plunder a vessel and two related charges. The Ashland currently is based in Japan. **source: The Virginian-Pilot**

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## **‘World’s Oldest Beer’ Brewed With Yeast from 18th Century Shipwreck**

November 11, 2016 by [Mike Schuler](#)

A team of scientists in Tasmania are claiming to have brewed the world’s oldest beer using yeast salvaged from an 18th century shipwreck.

Led by Queen Victoria Museum and Art Gallery Conservator David Thurrowgood, the research team was able to extract live yeast from a bottle pulled from the wreck of the Sydney Cove, which sank in 1797 on Preservation Island off Tasmania. The team then used the yeast to brew beer using recipes and techniques from the same period – calling the brew Preservation Ale.

“The yeast is unique to science, and has genetic links to European brewing, baking and wine yeast used before modern specialised strains were developed,” said Thurrowgood.

“The beer has a distinctly light and fresh flavour, giving a taste that has not been sipped for 220 years.” The team has also since baked a loaf of sourdough bread from the same yeast.

According to the Queen Victoria Museum and Art Gallery, the team is now working on how they can use the yeast to make more beer to share with the world.



Photo credit: Queen Victoria Museum and Art Gallery

## **EU Naval Force Operation Commander Reinforces Need for Vigilance at Sea as Chemical Tanker Attacked by Suspected Somali Pirates**

The Operation Commander of the EU Naval Force (Somalia), Major General Rob Magowan CBE, has reiterated the need for continued vigilance at sea after a chemical tanker, **CPO KOREA**, was reported as being attacked by six armed men 330 nautical miles off the east coast of Somalia on 22 October. The attack was confirmed after a thorough investigation into the incident. During the attack a number of shots were exchanged between the six armed men, who were in a fast-moving skiff, and the armed security team on board CPO Korea. The suspected pirates eventually broke away after CPO Korea's crew successfully implemented self-protection measures by increasing speed, altering course and rigging fire hoses to thwart the attack. CPO Korea was able to continue her transit in the Indian Ocean, with no casualties reported. This is the first reported attack on a merchant vessel off the coast of Somalia in two and a half years. It comes after 26 hostages from fishing vessel, Naham 3, were released on 22 October after being held by Somali pirates for four and a half years.

Pirate attacks in the Gulf of Aden and Indian Ocean surged in 2008 and by January 2011 over 700 hostages and 30 vessels were being held by Somali pirates. Due to 24/7 counter-piracy naval patrols, together with self-protection measures implemented by the shipping industry, piracy attacks have been suppressed in recent years. Speaking about the attack on **CPO KOREA**, Major General Magowan stated "This attack shows that pirates still have the intent to attack ships for ransom and cause misery to seafarers and their families. It is imperative that the international community remains vigilant. The EU Naval Force is working with counter-piracy partners to coordinate efforts to ensure pirates do not once again terrorise the waters off the Somali coast." The vessel owner also commented: "We, Offen Tankers would like to express our appreciation and thanks to the crew and security team for safeguarding the crew, vessel and the environment by defending this pirate attack in a very professional manner. Despite the decreasing number of attacks in the region the imminent risk of Somalian piracy still exists and needs to be addressed accordingly by owners and charterers alike." **Source: EUNavFor**

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### **Maritime Monday for November 14th, 2016**

[https://gcaptain.com/maritime-monday-november-14-](https://gcaptain.com/maritime-monday-november-14-2016/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29)

[2016/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29](https://gcaptain.com/maritime-monday-november-14-2016/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29)

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### **New project to bring LNG to Scotland Published**

**by Callum O'Reilly, Editor - LNG Industry**

Flogas Britain and Stolt-Nielsen LNG Holdings Ltd, a subsidiary of Stolt-Nielsen Ltd, have announced a joint project to explore bringing LNG to areas of Scotland not served by the existing natural gas grid. LNG will be shipped by Stolt-Nielsen LNG via small scale LNG carriers and stored in bulk at the Port of Rosyth, before being distributed by Flogas across Scotland by road tanker, mainly to industrial customers. At present, Scotland's off-grid natural gas is delivered by road tanker from Kent, South East England. The bulk LNG solution has a target completion date of 2019. For the next phase of the project, a leading engineering firm has been engaged to support the preliminary engineering and permitting of the small scale LNG terminal at the Port of Rosyth. Construction of the facility will begin on the site once permits have been obtained. Flogas' Head of Sales, Rob McCord, said: "This unique project is the beginning of Scotland's LNG future and a chance to establish Scotland as an even greener nation. "It will encourage the development of a natural gas infrastructure in Scotland's remote regions and attract substantial investments from leading industrial groups. "Flogas already supplies gas to many businesses and housing estates in Scotland, and the interest we have from potential new customers is huge. The demand is certainly there. We now need to work with the Scottish government and our other stakeholders to bring the project to life." **source: LNG Industry**

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### **Samsung Heavy Industries delivers the world's first very large ethane carrier "ETHANE CRYSTAL" to Reliance Industries Limited**

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## Gunmen Seize Six Crew from Bulk Carrier in Philippines

November 11, 2016 by [Reuters](#)

MANILA, Nov 11 (Reuters) – Gunmen abducted six Vietnamese sailors and shot another on Friday when a bulk carrier was intercepted in Philippine waters off a southern island stronghold of the militant Abu Sayyaf group, the coastguard said.

The cargo ship was bound for Davao City in another part of the province of Mindanao, but was intercepted when passing through a strait off Basilan island by 10 armed men who came aboard and took hostages.

“One of the crew was shot and was evacuated to a local hospital,” said Commander Jerome Cayabyab of the coastguard.

He said the fate of the captives were uncertain after they were transferred to smaller, faster boats. It was the second kidnapping incident in the south in a week.

The Abu Sayyaf, a militant group that swears allegiance to Islamic State, said on Monday it kidnapped a German national. The military said a woman found dead in an abandoned yacht off an island near Basilan was believed to be his female companion.

The latest attack on commercial shipping occurred just hours after the leaders of the Philippines and Malaysia agreed to step up maritime cooperation in their borders to stop the piracy.

Abu Sayyaf rebels have since March been intercepting slow-moving tug boats towing coal barges in waters near the borders of Malaysia and the Philippines, taking captive more than a dozen Indonesian and Malaysian sailors.

Though the group officially has a separatist, Islamist agenda, it has become better known for banditry and tactics that have proved highly effective, and earned large sums of money.

Several hostages had been freed, but experts say in those cases it is almost certain ransoms were paid.

Abu Sayyaf has beheaded two Canadian hostages this year.

It currently has 16 captives, including a Netherlands citizen, a German, five Malaysians, two Indonesians and seven Filipinos.

Vietnam’s foreign ministry did not immediately respond to a request for comment on the missing sailors. (Reporting By Manuel Mogato; Editing by Martin Petty and Michael Perry)



The vessel is reported to be the Vietnamese-flagged Royal 16, pictured here. Photo: MarineTraffic/Tony Hogwood

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**Oil Recovery Vessel for Oil spills at sea** Severe oil spills occur at sea. These can be a result of an accident like tanker collision or grounding or a major blow-out while drilling. It could also be a result of a subsea pipeline leaking. The spilled oil is extremely difficult to clean up at sea with wind waves and current influencing the oil recovery / cleanup program. The conventional oil recovery equipment has little capacity and consists of many components difficult to handle in any kind of seastate. The result is that the majority of the spilled / leaked oil ends up on nearby beaches where it is easy to recover but at a tremendous cost and time.

### Why not bring the “beach” to the oil spill?



Stouco Consultance B.V. [john.stouten@stouco.com](mailto:john.stouten@stouco.com) and Ubitec B.V. [bv@ubitec.nl](mailto:bvu@ubitec.nl) under the name of Stubitec B.V. has launched a project where a dedicated vessel is used as an artificial beach purpose designed for collecting oil at a high rate. The beach is in the form of a product carrier with a sloping deck to act as a beach. Spilled oil in the open seas form long streaks with a width of about 100 meters influenced

by the wind, waves and current. The Oil recovery vessel is positioned broadside to the wind and waves. The wind and waves plus the sideward movement of the Oil Recovery Vessel will force the oil onto the artificial beach. The oil is collected in a “gully” at the upward end of the deck and a number of skimmers/pumps collect the oil to be delivered into the cargo tanks. First stage separation will be on board and the residue is delivered to a shore station. Capacity of the proposed vessel about 10,000 m<sup>3</sup>.

## Seafarers UK centenary event to reflect debt of gratitude owed to generations of seafarers

In 2017 the maritime charity Seafarers UK will mark its 100th year by holding a special **Centenary Celebration Dinner in Liverpool on 23 February at the Merseyside Maritime Museum**, sponsored by Peel Ports Group.

Seafarers UK aims to highlight the debt of gratitude owed to generations of seafarers, by reflecting upon the sacrifices of the past and those still serving, as well as supporting people training to be the seafarers of the future.

All funds raised on the night will be in support of a new accommodation and care wing being built at Mariners' Park in Wallasey for elderly or retired ex-seafarers and veterans from the Merchant Navy and Royal Navy.

Commodore Barry Bryant CVO RN, Director General of Seafarers UK, said: *'Seafarers UK was established as King George's Fund for Sailors during the First World War, at a time when so many seafarers were being injured or lost at sea. Since 1917 we have helped seafarers and their families in desperate need, across the Merchant Navy, Fishing Fleets and Royal Navy. I remember the huge support we got from Liverpool and Merseyside in 2003 and 2013 as we commemorated the Battle of the Atlantic, and we are now calling on companies and individuals to support us, and the Mariners' Park project, by getting involved in this historic event.'*

The evening will include a drinks reception, splendid three-course dinner, music from Her Majesty's Royal Marines Band Scotland and an auction. Lord Prescott, an ex-seafarer himself and patron of the Merchant Navy Welfare Board, will give an after-dinner speech and the Lord Mayor of Liverpool will be in attendance. Tickets cost £150 (or £1,500 for a table for ten).

For more information or to make a booking please phone Linda Cotton on 07747 607062 or email Alexandra Sard at [alexandra.sard@seafarers-uk.org](mailto:alexandra.sard@seafarers-uk.org)  
[www.seafarers.uk](http://www.seafarers.uk)

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## Final boat to be built at South Devon shipyard to be launched next month



IN December, the once famous **Philips Shipyard** on the River Dart will see the launch of the final boat ever to be built on the site of what was Dartmouth's last industrial shipyard. For nearly 141 years, this yard produced ships, boats and barges, and during the Second World War some 230 steel and wood vessels were built for the conflict. The production was so important to the war effort that the

Luftwaffe bombed the site in 1942 and 20 employees were killed. The company ceased production in the late 1990s and the yard at Kingswear is now in the ownership of Premier Marinas, who will soon start the construction of a marina, hotel and residential development. **Source: [torquayheraldexpress](http://torquayheraldexpress)**

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## Lenders give Tidewater more time

Offshore service vessel giant Tidewater Inc. has gotten another reprieve from its lenders — until January 27, 2017. It has been in ongoing discussions with its principal lenders and noteholders to amend the its various debt arrangements to obtain relief from certain covenants and has on several occasions warned that should those discussions fail it might have to file for Chapter 11 bankruptcy. On October 24, lenders and noteholders which waived compliance with these covenants until today, November 11, 2016. Today the company reported it had received extensions of these waivers until January 27, 2017. Its share price rose on the news and was 8% up to \$1.89 as of 3.15 EST Source: Marinelog

## **HMS Caroline taken out of the water for vital hull restoration Wednesday, Nov 09, 2016**

She hasn't been out of the water for 32 years so it's not surprising to see the hull of the sole surviving vessel from the Battle of Jutland covered in barnacles. Two tugs spent an hour easing **HMS CAROLINE** from her home at Alexandra Dock in Belfast to Harland and Wolff's Heavy Industries Dock for hull inspection and repair. The work includes removing the marine growth, stripping paint from her hull and ultra-sonic testing to check for areas of weakness and repairs. Caroline, which has remained in the water since 1984, will have a marine-grade paint scheme applied to her hull before she is returned to her dock in the city's Titanic Quarter before Christmas. The 3,700-ton veteran light cruiser opened to the public in June, a day after the centenary commemorations for the WW1 battle, but vital work on her hull was delayed in order to capture summer visitors, with 16,000 people going aboard in five months to witness the result of her £15m restoration project. She was one of more than 150 British warships that locked horns with the Kaiser's High Seas Fleet in the North Sea at Jutland, when she charged at the German lines on at least one occasion to unleash torpedoes. Caroline tells the story of the Irish Sailor (the country wasn't partitioned until 1921). Around 350 Irishmen died at Jutland and more than 10,000 of them served in the Royal Navy, the Royal Marines, Royal Naval Reserve, Merchant Navy, fishing fleets, and maritime rescue services during WW1. **HMS CAROLINE**'s links with Belfast began on 1 April 1924 when she became the headquarters and training ship for Royal Naval Volunteer Reserve's Ulster Division. The restoration project was funded by the Heritage Lottery Fund with support from Department for the Economy and Tourism NI. For more information, please visit: <http://www.royalnavy.mod.uk>



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## **How do bananas stay fresh on their long journey?**

Bananas on European supermarket shelves will have travelled half way round the world, tightly packed in containers, stacked high on gargantuan cargo ships. The BBC asked the question: how do these bananas stay fresh as they traverse the high seas, perhaps for weeks at a time? Well, there's a lot of technology involved. Danish shipping giant Maersk Line equips its 270,000 refrigerated containers - known as reefers - with Remote Container Management (RCM) tech that allows the company to track data, such as location, power status, temperature, humidity and ventilation settings, even while at sea. The reefers wirelessly beam data to a transmitter on the cargo ship, which then relays it to a satellite. Maersk and other shipping companies have to pay compensation to suppliers if there's a power outage and a shipment of bananas - or any other perishable foodstuffs - goes bad, so prevention can save millions. Catja Hjorth Rasmussen, head of RCM at Maersk, says the sensor tech has helped the company remotely spot and remedy 300 instances of temperature malfunction this year. That's a lot of potentially expensive compensation claims avoided. "By using the collected data points from RCM we can, with the help of an algorithm, predict the expected condition of the reefers before arrival at our depots," says Ms Rasmussen. This helps to achieve much faster turnaround times. "If a reefer is healthy it goes through a 12 minute visual inspection," she says, "compared to a six hour full inspection." The shipping industry is using a range of such technologies to cut costs and improve efficiency. It needs to. A global trade slowdown, following the financial crash of 2007/8, has seen a reduction in demand for goods, leaving as much as 10% of the container shipping fleet sailing around empty, says Philip Damas, a director at maritime research consultancy, Drewry. **source: freshplaza**

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## **Underwater Archaeology Expedition Uncovers Dozens of Ancient Shipwrecks in Black Sea**

[https://gcaptain.com/underwater-archaeology-expedition-uncovers-dozens-of-ancient-shipwrecks-in-black-sea/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29](https://gcaptain.com/underwater-archaeology-expedition-uncovers-dozens-of-ancient-shipwrecks-in-black-sea/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29)

**Gadani blast: Mystery deepens over exact number of workers aboard vessel**

Even 10 days after a deadly blaze swept through the Gadani ship-breaking yard, it is not clear how many people were actually working aboard the decommissioned oil tanker **MT ACES**. Police say that lead contractor Gulzameen – who kept a record of the workers and was perhaps the only man who could have known the exact number that day — died in a subsequent explosion. According to SHO Gadani Rehmatullah Chattha, no other documentation has so far been found anywhere. The heirs of the victims and their co-workers, however, have a different story to tell. “An attendance register was kept at the ship-breaking yard office,” tells Abdul Rehman, a survivor who suffered scarring on one side of his face in the fire. “I marked my attendance that day. So did everyone else.” The death toll from the blaze rose up to 29 after three more persons succumbed to their injuries. Until now, 10 families have come forward to look for their missing loved ones. Workers claim there were around 250 people hired for dismantling the ship. But Additional SP Investigations, Hub, Zia Mandokhel ‘confirmed’ the presence of just 139 workers. Of these 26 died on the spot, 28 were critically injured while seven others were hospitalised. All the others, he said, have since been discharged.....**Source: The Express Tribune**

**WARSAH MARITIME ACADEMY MOVE TO SOUTHAMPTON CITY CENTRE**

There have been a number of articles published in the NAUTILUS INTERNATIONAL "TELEGRAPH" concerning this contentious issue that appears to be a financially based decision, for the benefit of Southampton Solent University and not for Mariners.

Since Warsash is an internationally renowned Maritime Training Centre, described as equivalent to a 'Merchant Navy Dartmouth' would 'The Pulse' invite a suitable contribution to highlight the unfortunate plight of the WMA, whose freehold is apparently in the selfish grip of a predator, together with the possible consequences for Merchant Navy Training and UK Trade?

With best regards

Yours sincerely,

Malcolm H. GRAVES, RD\*, MNI  
Navigator, RRS JAMES COOK,  
NERC National Marine Facilities Sea Systems  
Freeman and Mentor of the Honourable Company of Master Mariners  
NAUTILUS INTERNATIONAL Liaison Officer and Council Member  
*Do readers of either The Pulse or Nautilus International Telegraph have any comments on this subject?*

**Last chance to see Poole's lifesaving all-weather lifeboat**

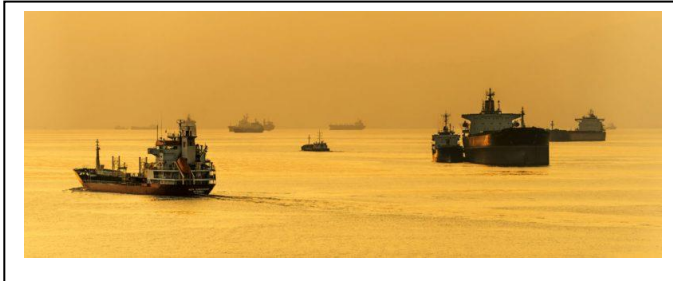
AROUND 100 people gathered to watch as Poole RNLi's all-weather lifeboat set sail as part of a farewell flotilla last Saturday. A mixture of sailing boats, rowing gigs and harbour patrol boats took to the water near Poole Lifeboat Station as a show of respect for the Tyne class **CITY OF SHEFFIELD**. During the ceremony Poole lifeboat chaplain **Lucy Holt** gave a Blessing of Thanks to the RNLi, the lifeboat and the crew for their service. Speaking at the service she said: “The **CITY OF SHEFFIELD** was seen as a huge reassuring sight that all will be well. “It’s going to take a lot of getting used to not having her here in the quay.” The Tyne has moored alongside Poole lifting bridge since September 2001. It has rescued, as well as saved the lives, of 650 people during its service. “When you think of the lifeboat and its crew four words come to mind – trustworthy, courageous, selfless and dependable. “We want to say a huge thank you to the volunteers and their families who have served this community.” ..... **Source: Daily Echo**



## UKHO releases new passage planning tool

November 15, 2016 by [Sponsored](#)

ADMIRALTY [Passage Planner](#) is a new back of bridge application that helps bridge officers to create passage plans with increased speed and accuracy.



Produced by the United Kingdom Hydrographic Office, it allows users to automatically calculate safe clearances for plotted routes using ADMIRALTY TotalTide data. Results are constantly checked against set parameters, highlighting any potential dangers when changes are made. This means users do not have to manually re-check calculations and can be confident that they will be informed if their plan does not meet

set safety criteria.

ADMIRALTY [Passage Planner](#) also recalculates entered ETAs and required leg speeds when times and dates are changed. This can save repetitive manual rework and helps bridge officers to make important changes with increased efficiency.

The short film below shows these features in action, as well as the ability to import routes from compatible ECDIS and produce documentation to support compliance. [You can also find out more](#) about ADMIRALTY Passage Planner on ADMIRALTY.co.uk.

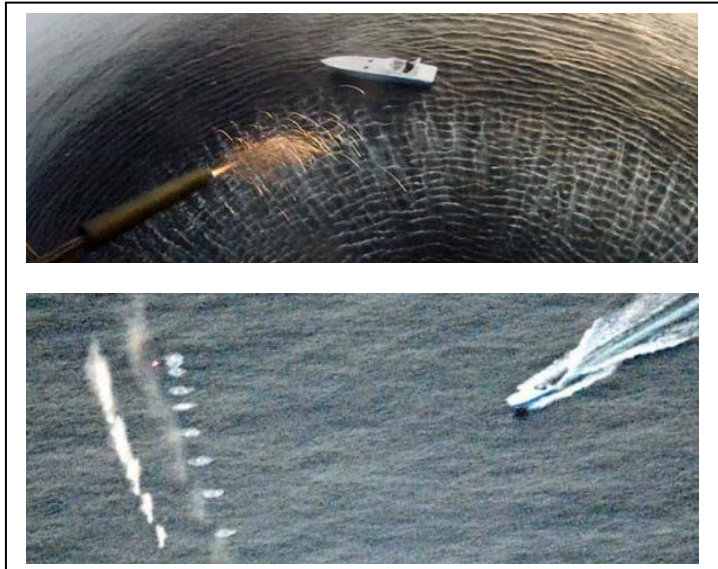
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## Mandatory Speed Restriction in US East Coast

Mandatory speed restrictions are, as of 1 November 2016, in force in six defined seasonal management areas along the US East Coast, protecting North Atlantic right whales from being fatally struck by vessels. The North Atlantic right whale (*Eubalaena glacialis*) is one of the world's most endangered species of large whale. They are found almost exclusively along the East Coasts of the US and Canada where their primary causes of mortality are vessel strikes and entanglement in fishing gear. In an effort to reduce right whale deaths caused by vessel strikes, the US implemented rule 50 CFR 224.105 in 2008, requiring all vessels 65 feet (19.8 m) in overall length or more to travel at 10 knots or less in defined seasonal management areas (SMAs) along the US East Coast. See also our Gard Alert of 12 December 2013. As of 1 November 2016, the mandatory 10 knot speed limit is in force in the six Mid-Atlantic SMAs along the whales' migratory route and calving grounds from Rhode Island to Brunswick, Georgia. From 15 November 2016, the same requirement applies in the Southeast SMA along the whales' calving and nursery grounds from Brunswick to St. Augustine, Florida. Members and clients should make every effort to ensure that vessels' masters are informed of the relevant SMAs with speed restrictions in force well before approaching US East Coast ports. Maps of the SMAs together with data for geographic information systems (GIS) representing the areas set out in Rule 50 CFR 224.105 are available [here](#). The mandatory 10 knot speed limit may only be exceeded if the Master or pilot determines that a higher speed is required due to the prevailing conditions to maintain the safe manoeuvrability of the vessel. Such deviations must be duly recorded in the vessel's log book. Violations of Rule 50 CFR 224.105 can lead to civil administrative penalties being issued against the vessel. Additional voluntary 10 knot speed restriction zones, referred to as dynamic management areas (DMAs), may be established at short notice when right whales are sighted in a certain location. Active DMAs will be announced by the National Oceanic and Atmospheric Administration (NOAA) through its customary maritime communication media. When active DMAs are announced, Masters are encouraged to avoid these areas or reduce the vessel's speed to 10 knots or less while transiting through these areas. Additional information can be found on NOAA Fisheries' website. Information about Canada's actions to protect the North Atlantic right whales can be found on Fisheries and Oceans Canada's website. On 7 November 2016, Canada also announced its national Oceans Protection Plan, which includes an initiative to protect marine mammals from the effects of shipping. According to their press release, researchers will locate and track marine mammals in high vessel traffic areas and provide this information to mariners. **Source: Gard**



**Dramatic moment a Royal Marine sniper stops a speedboat carrying £40million worth of cocaine with a single shot from a helicopter**



Moment a Royal Marine sniper stops a speedboat carrying £40million worth of cocaine with a single shot from a helicopter A Royal Marine sniper blasted a speedboat carrying £40million (\$70m) of cocaine after a dramatic six-hour chase across the Caribbean. Navy ship **WAVE KNIGHT** launched a Lynx helicopter to fire shots at the traffickers during a daring operation in the middle of the sea. The five crew of the go-fast plus the haul of drugs were later transferred to the US Coast Guard. They ignored the shots, forcing a sniper in the back of the helicopter to shoot out the engines of the speedboat and stopping the cocaine reaching its destination. The dramatic mission was captured on camera.

Photographs showed the marine firing the

shot from the sky as the traffickers watched from below.

A Ministry of Defence statement said: "Royal Fleet Auxiliary **WAVE KNIGHT** concluded a dramatic six hour chase across the Caribbean, by shooting out the engines of a go-fast speedboat "More than £40m of cocaine never reached its destination. The successful bust was sparked by a maritime patrol aircraft sighting the go-fast and directing RFA Wave Knight to intercept. "She responded by bearing down on the speedboat - and launching her helicopter, which no boat could outrun." A spokesman said the sniper in the back a Lynx helicopter from 815 Naval Air Squadron "first fired warning shots ahead of the go-fast calling on the traffickers to stop and then". "When they ignored those shots, took out the boat's engines bringing it to a halt," he said. Once the boat's engines brought it to a halt, a specialist team of US coast guards boarded the craft and recovered 14 bales of illegal narcotics. Tests revealed it to be 350kg of cocaine with a wholesale value on the streets of more than £14m (\$24m) had those drugs reached the UK. Before the boarding team reached the vessel, the traffickers threw several bales overboard. US authorities assessed 650kg of cocaine worth around £26m (\$42m) was abandoned.

The go-fast itself subsequently sank. In total, fourteen bales of illegal drugs were captured in a combined operation by the Royal Navy, Royal Fleet Auxiliary and US Coast Guard in waters between Venezuela and Puerto Rico. The five crew of the go-fast plus the haul of drugs were later transferred to the US Coast Guard cutter Richard Etheridge and handed over to authorities in Miami Beach. Mike Penning MP, Minister of State for the Armed Forces, said: "This high-speed intervention shows how the Royal Fleet Auxiliary and Royal Navy are making a difference around the world to tackle threats wherever they occur. Captain Nigel Budd, **WAVE KNIGHT** 's Commanding Officer said: "This seizure highlights how effectively the US Coast Guard, we and our allies are working together to disrupt and dismantle the criminal networks that depend on the flow of illicit drugs from South America into the United States, the Caribbean, and Europe." **Source : NZHerald**

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*I hate it when people use big words just to make themselves sound perspicacious.*

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*Hospitality is the art of making guests feel like they're at home when you wish they were.*

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**AMSA has position for Senior Advisor Flag State \$120,504 – 139,697\* + superannuation (15.4%) Ongoing Canberra About AMSA**

The Australian Maritime Safety Authority (AMSA) is a statutory authority established under the [Australian Maritime Safety Authority Act 1990](#) (the AMSA Act). AMSA's principal functions are:

- promoting maritime safety and protection of the marine environment
- preventing and combating ship-sourced pollution in the marine environment
- providing infrastructure to support safety of navigation in Australian waters
- providing a national search and rescue service to the maritime and aviation sectors.

AMSA is currently embarking on the largest organisation change in our history, as our regulatory responsibilities increase to see us become the National Regulator – providing regulatory services for domestic commercial vessels in Australia. AMSA recognises that we achieve our success via our people, who come from diverse backgrounds and have a wide range of experience across a variety of fields. Our people represent our values: Professional – We act with integrity and are pragmatic in our approach Collaborative – We value and respect others and work together to achieve our objectives Dedicated – We are committed to AMSA's mission and responsive to the needs of our customers and stakeholders Accountable – We take responsibility for our decisions and actions

**The role** Reporting to the Head of Section - Inspections, the **Senior Advisor Flag State** will assist in providing professional and technical advice to surveyors and the Ship Inspection and Registration Group as well as contributing to the development, implementation and evaluation of ship safety activities and policies.

The position description for this role is available from the **Careers at AMSA page on our website.**

**The person** To be considered for this role you will have proven ability and experience in communicating clearly and effectively (writing and speaking), extensive experience in the Australian maritime sector in a senior capacity with a sound understanding of ship statutory survey regimes. Candidates for this role will have:

- Tertiary qualification in naval architecture; marine engineering; or equivalent qualifications in structural, electrical or mechanical engineering with marine applications or a Certificate of Competency as an Engineer Class 1 or Master Class 1
- A clear understanding of the applications of conventions and domestic legislation and AMSA's jurisdictional reach.

For a full list of prerequisites for this role, please refer to the position description. At AMSA, we acknowledge the value diversity can bring to assist us in delivering against our mission to contribute towards 'safe and clean seas, saving lives'. We encourage applications from Aboriginal and Torres Strait Islander People, people with a disability and people from other diverse backgrounds. For further information, please refer to [AMSA Diversity Plan 2014-2017](#).

**What we offer** AMSA has a strong, positive culture – supported by our values. Our people are dedicated to their work, and demonstrate a professional and a 'can-do' attitude in response to challenges. Working at AMSA will give you an opportunity to make a difference and contribute towards AMSA's mission of saving lives and ensuring safe and clean seas. Information about our terms and conditions of employment is contained in the Australian Maritime Safety Authority Enterprise Agreement 2016-2019.

**How to apply**

Please submit an online application through the [Careers at AMSA](#) page by COB Friday 25 November 2016. As part of your application you will need to provide:

- your resume;
- a covering letter telling us how your skills, knowledge, experience and qualifications make you the best person for the job.

**Who to contact**

If you would like more information about this job, please contact David Anderson, acting Manager Ship Inspection and Registration on 02 6279 5048 or [david.anderson@amsa.gov.au](mailto:david.anderson@amsa.gov.au). \*Under the AMSA Enterprise Agreement 2016-2019, an appointee's commencement salary will be based on the minimum salary point for each classification level.

## **MEPC 70 Briefings**

Environment Protection Committee (MEPC) held its 70th session from October 24 to 28. This Brief provides an overview of the more significant issues progressed at this session. A full report of the meeting will be included in the next ABS International Regulatory News Update.

### **MARPOL Amendments Adopted**

#### **MARPOL Annex VI (Fuel Oil Data Collection)**

Amendments to Chapter 4 of MARPOL Annex VI were adopted, which establish a new requirement for all ships of 5000 GT and above on international voyages to collect data related to fuel consumption. Beginning on January 1, 2019, the following information is to be collected during the calendar year, from January 1 until December 31:

- fuel consumption data for each type of fuel used onboard the ship (HFO, MGO, LNG, etc.)
- distance travelled while the ship is underway; and
- hours while the ship is underway.

After the end of each calendar year, the collected data is required to be aggregated into annual values and reported by the shipowner to the ship's Flag Administration or Recognized Organization for subsequent transmission to a central database managed by the IMO. After the required data has been submitted to, and verified by, the Administration or the Recognized Organization, a Statement of Compliance is to be issued within five months after the end of the year the data was collected. Additionally, the regulations require the Flag State (or Recognized Organization) to confirm prior to January 1, 2019, that the Ship Energy Efficiency Management Plan (SEEMP) has been updated to document the methodologies that will be used for collecting the required data and reporting that data to the Flag Administration. In this regard, revisions to the SEEMP Guidelines have been adopted, which provide direction for developing the methodologies to be followed for collecting and reporting the data, as well as further clarifying the above mentioned data that needs to be collected.

#### **MARPOL Annex V (Garbage Record Book)**

- Cargo Residues Harmful to the Marine Environment (HME) MARPOL Annex V currently prohibits the discharge of cargo residues, cleaning agents or additives contained in hold washing water of any substance classified as HME, but there is no mandatory criteria to classify cargoes as either HME or non-HME. Amendments adopted at MEPC 70 now mandate that solid bulk cargoes, other than grain, shall be classified in accordance with (1) the criteria specified in the 2012 Guidelines for the implementation of MARPOL Annex V, resolution MEPC.219(63) and (2) the declaration provided by the shipper as to whether or not they are harmful to the marine environment. The Garbage Record Book (GRB) was amended to include the record-keeping for disposal of cargo residues, non-HME and cargo residues HME. The new format of record-keeping in the GRB for cargo hold washings, whether that be by incineration or discharge to the sea, to a reception facility or to another ship, becomes mandatory for all ships to which MARPOL Annex V applies as of March 1, 2018.

- **Electronic Waste (E-Waste)**

Building on resolution MEPC.239(65), which introduced in May 2013 a new category of "E-waste" to the 2012 Guidelines for the implementation of MARPOL Annex V, the Committee adopted revisions of MARPOL Annex V that add "E-Waste" as a new category of garbage in the Garbage Record Book. E-Waste is defined as any electronic equipment, including its components, sub-assemblies and consumables, when disposed of as a waste. The recording of this waste using the new format of the GRB is required as of March 1, 2018.

#### **MARPOL Annex I, IOPP Supplement Form B**

Amendments were adopted that remove obsolete sections from the Supplement, Form B, to the International Oil Pollution Prevention Certificate (IOPPC). Items referring to Dedicated Clean Ballast Tanks, which were applied to oil tankers delivered before 1982, were deleted and other sections renumbered. The amendments enter into force on March 1, 2018, and apply to oil tankers. The revised Form B does not apply to ships other than oil tankers with cargo tanks under regulation 2.2 of MARPOL Annex I to which a Form B is also issued. As no new requirements were added to the Form B, the IOPPC and its Supplement remain valid until the first Renewal Survey performed on or after March 1, 2018.

## **Air Pollution and Energy Efficiency**

### **New Emission Control Areas**

The Committee agreed to establish both the North Sea area (including the English Channel) and the Baltic Sea area as new Emission Control Areas (ECAs) for nitrogen oxides, and approved draft amendments to regulation 13 of MARPOL Annex VI, with a view toward adoption at MEPC 71. Under MARPOL Annex VI provisions, marine diesel engines will be required to comply with the Tier III NOx emission standard when installed on ships meeting the following criteria:

- constructed on or after January 1, 2021; and
- operating in either of these two new ECAs

except for ships having:

- a length less than 24m specifically designed/used for recreational purposes; or
- a combined propulsion power less than 750kW that cannot comply due to design or construction limitations.

### **Fuel Oil Matters**

- FO Availability Review

Under the provisions of MARPOL Annex VI, Regulation 14, the availability of fuel oil to meet the global 0.50% sulphur limit in 2020 or 2025 is to be determined by the Committee by 2018. A Steering Committee, represented by Member States, reviewed the Study carried out for the IMO by CE Delft and funded by Australia, the United Kingdom and the United States. The demand for compliant fuel oil was determined based on bottom-up modeling (fuel consumption and emissions from individual ship movements) and the supply of compliant fuel oil include geographical fuel availability based on current and projected refinery capacity. The Study concludes that the refining sector has the capability to provide fuel oil with a sulphur content of 0.50% m/m or less in 2020 to meet the demand of the shipping sector, while maintaining the supply for the use of fuels by the non-marine sector. Concerns were raised by some NGOs with respect to fuel oil quality due to the expected increase of new fuels and on transitioning, on a global scale, from 3.50% to 0.50%. Concerns were also expressed from NGOs representing the supply side and by several States regarding potential regional supply deficits. Notwithstanding these concerns, based on the views expressed by the majority of Delegations, the Committee agreed to retain the current text of MARPOL Annex VI, Regulation 14. Accordingly, the sulphur content fuel oil used by ships globally is not to exceed 0.50% m/m as of January 1, 2020.

- **Sampling/Verification of Fuel Oil**

The Committee approved new Guidelines addressing onboard sampling for the verification of the sulphur content of the fuel oil used on board ships. To facilitate effective control and enforcement of liquid fuel oil being used on board ships, the Guidelines recommend sampling from a designated sampling point or points that is/are readily and safely accessible, downstream of the fuel oil service tank in use, and as close as safely feasible to the fuel oil combustion machinery (shielded from heated surfaces or electrical equipment), taking into account different fuel oil grades being used onboard. The Committee also agreed to a new work program to amend regulation 14 of MARPOL Annex VI so as to require all ships to be provided with designated sulphur sampling point(s) in order to ensure that a representative sample of fuel oil in-use can be drawn from ships' fuel oil systems in a safe manner. Attained Energy Efficiency Design Index (EEDI) The Committee adopted amendments to the 2014 guidelines on the method of calculation of the attained EEDI for new ships, resolution MEPC.263(68), incorporating the following changes:

- **EEDI Calculations for Dual Fuel Engines**

The Committee agreed to a proposal by China to amend the calculation method for determining the Attained EEDI for ships with dual fuel engines where the gas fuel is not the primary fuel. The proposal uses a weighted carbon conversion factor and specific fuel consumption based partially on gas fuel and partially on the primary fuel. The current calculation method, as contained in the 2014 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships, resolution MEPC.245(66), requires the carbon conversion factor and the specific fuel consumption for gas fuel to be used only when gas fuel is considered as primary fuel.

- **EEDI Calculations for Bulk Carriers**

The Committee agreed to a proposal by Australia, Japan and Viet Nam to amend the calculation method for determining the Attained EEDI by including a correction factor for bulk carriers designed to carry low density cargoes, such as wood chip carriers. Currently, the Attained EEDI for these types of ships, which

is based on deadweight rather than cubic capacity, is negatively impacted due to their relatively small deadweight with large cubic capacity.

## **Ballast Water Management**

### **BW Management Convention Implementation**

In light of the lack of a clear decision on a single implementation scheme for complying with the D-2 biological standard following entry into force of the Convention for ships constructed prior to September 8, 2017, two proposed schemes will be considered at MEPC 71 in May 2017:

1. Compliance with D-2 at the first IOPP renewal survey after September 8, 2017.
2. Compliance with D-2 at the first IOPP renewal survey completed after September 8, 2017, unless that survey is completed prior to September 8, 2019, in which case compliance is at the first IOPP renewal survey completed after September 8, 2019. Under the provisions for amending the BW Management Convention, MEPC 71 will then need to approve and circulate for adoption at MEPC 72, in March 2018, the agreed revised implementation scheme. Unfortunately, the lack of a decision on a single D-2 implementation scheme leaves industry in a predicament in that there is no agreed implementation scheme at this point in time to be applied upon entry into force of the Convention on September 8, 2017. Given the dependency of the implementation schemes on the IOPP Renewal Survey, and without a strong majority view expressed at this session of MEPC, ABS understands that implementation of scheme 1, above, will result in an earlier D-2 compliance date. Ship owners should therefore take into account both schemes when considering compliance planning.

### **Revised Type Approval Guidelines (G8)**

The Committee approved a set of substantial revisions to the G8 Guidelines that were prepared by an Intersessional Working Group, which met the week before MEPC 70. The Committee also agreed that the G8 Guidelines are to be reviewed and revised into a mandatory Code at a subsequent session of the Committee. The revised G8 Guidelines provide greater robustness and transparency to the Type Approval process and include the following substantive revisions:

- Testing Facilities – Testing is to be carried out by an independent facility accepted by the Administration. Facilities should implement a rigorous quality control/quality assurance program that addresses appropriate challenge water, sample collection, sample analysis and method detection limits.
- Salinity and Temperature – Testing is to be carried out across a full range of salinities (fresh, brackish and marine) and through a temperature range of 0o C to 40o C (2o C to 40o C for fresh waters). BWMS unable to demonstrate successful performance across these salinity and/or temperature ranges will be assigned Limiting Operating Conditions on the Type Approval Certificate.
- Consecutive Testing – Land-based testing is to consist of five consecutive valid test cycles that show D-2 compliance. Shipboard testing is to reflect actual ballast operations and consist of at least three consecutive valid tests, which show D-2 compliance spanning a period of not less than six months.
- System Design Limitations - An important development is the concept of documenting the critical parameters known as System Design Limitations (SDL). These parameters impact the operation of BWMS (e.g., minimum and maximum flow rates, time between ballast uptake and discharge) and design limits (e.g., water quality expressed by oxidant demand and ultraviolet transmittance). SDLs are to be identified by the manufacturer, validated during testing and indicated on the Type Approval Certificate.
- Bypass Arrangements – BWMS bypass or override arrangements, provided to protect the safety of the ship and personnel in the event of an emergency, should activate an alarm and be recorded by the control equipment.
- Self-monitoring - BWMS are to be provided with a system that monitors, records and stores sufficient data/parameters to verify correct operation for the past 24 months. Alerts are to indicate when the system is shutdown or when an operational parameter exceeds the approved specification.
- Scaling Effects - Mathematical modelling and/or calculations should demonstrate that any scaling of the BWMS will not affect the functioning and effectiveness on board the ship. Shipboard testing is intended to further validate the scaling and should, preferably, be carried out at the upper limit of the rated capacity of the BWMS.
- Report of Test Results – Reports for land-based and shipboard testing, submitted to the Administration, should include information regarding the test design, methods of analysis and the results of these analyses

for each test cycle, including invalid test cycles, BWMS maintenance logs and any observed effects of the BWMS on the ballast system. Shipboard test reports should include information on the total and continuous operating time of the BWMS.

- Installation Survey and Commissioning Procedures - Prior to issuance of the International Ballast Water Management Certificate, installation of the BWMS is to be carried out in accordance with the technical installation specification, relevant Type Approval Certificate, and the manufacturer's equipment specification. The workmanship of the installed system, including completion of all agreed commissioning procedures is to be satisfactorily demonstrated.

#### **Ballast Water Management Systems (BWMS) Approvals**

Basic approval was granted for the ClearBal BWMS, submitted by Denmark (MEPC 70/4). This system employs a solution of two Active Substances, which are injected by a dosing pump and a control unit that adjusts the amount of the biocide injected into the ballast system suction pipeline based on the flow rate measurement recorded by a flow meter. Treatment requires a minimum 24-hour holding time in ballast tanks. The treated water is detoxified by a system that is comprised of a unit for dosing activated charcoal to the ballast pipe, a mixing unit and a separation unit to retrieve residual ClearBal substances and activated charcoal from the ballast water. Final approval was granted for the ECS-HYCHLORTM System, submitted by Republic of Korea (MEPC 70/4/1). The system filters ballast water to remove organisms and suspended matter larger than 75 µm. The filter unit is bypassed during deballasting. Additional treatment occurs when a side-stream electrochlorination unit injects total residual oxidants (TRO) into the ballast water at a concentration of not more than 9.5 mg/L as Cl<sub>2</sub> during treatment. Prior to discharge, the treated water is neutralized with sodium thiosulfate so that the concentration is not more than 0.1 mg/L as Cl<sub>2</sub>. The Committee noted that four additional BWMS have been granted Type Approval in accordance with the G8 Guidelines for approval of ballast water management systems. This brings the current number of Type Approved BWMS to 69.

#### **Reduction of GHG Emissions**

The Committee recognized the Paris Agreement achieved at the 21st Session of the Conference of the Parties (COP 21) to the United Nations Framework Convention on Climate Change (UNFCCC), which enters into force on November 4, 2016, and requires all 180 UNFCCC Parties to take all necessary efforts to limit the global average temperature to "well below 2° C above pre-industrial levels and to pursue efforts to limit the temperature increase to 1.5° C above pre-industrial levels". In the context of the Paris Agreement and taking into account that shipping is responsible for 2.2% of global emissions while accounting for over 80% of the cargo carried around the globe, the Committee discussed how it should proceed to develop measures to decrease GHG emissions. A significant point of discussion focused on whether or not a roadmap with a timetable to define the international maritime transport sector's fair share on GHG reductions should start to be developed in parallel with the IMO's three phase approach on further technical and operational measures for enhancing the energy efficiency of international shipping. The three-phase approach calls for (1) collection of FO consumption data, (2) analysis of that data, and (3) decision making on what further measures, if any, are needed. The Committee approved a draft roadmap for developing a comprehensive IMO strategy on reduction of GHG emissions from ships, which is expected to be adopted at MEPC 72 in 2018. It is understood the initial IMO strategy may be further developed subject to review based on fuel oil consumption data collected during the period 2019-2021. It was also agreed that a 4th IMO GHG Study should be carried out to cover the period from 2012 to 2018 thereby bridging the gap between the 3rd IMO GHG Study and the results of the analysis of the initial period of the fuel oil data collection system scheduled to be completed in 2020. It was also recognized that any GHG reduction strategy developed should occur after three sets of fuel oil consumption data have been collected and analyzed which is scheduled to occur in 2023. An intersessional working group to be held in May 2017 will discuss a number of issues surrounding the GHG reduction strategy including guiding principles to be applied, projected future demands for shipping, emission reduction opportunities, associated costs and benefits, and the impact of EEDI.

#### **Miscellaneous Unified Interpretations**

- Oil Residue (Sludge) Tanks – Regulation 12 of MARPOL Annex I In light of the amendments of MARPOL I, regulation 12, adopted by resolution MEPC.266(68) and in order to facilitate uniform

implementation of regulation 12, the Committee approved a new MEPC circular containing revised unified interpretations of regulation 12 of MARPOL Annex I. The new circular revokes previously approved unified interpretations, as well as those contained in MEPC.1/Circ.753/Rev.1.

- NOx Code 2008 and SCR systems

A new Circular interpreting the 2008 NOx Technical Code (NTC) provides clarification and increased flexibility in application of the parameters that define an engine group fitted with Selective Catalytic Reduction (SCR) Systems to reduce NOx emissions. The interpretation takes into account that some of the traditional engine-based parameters required by the NTC to define an engine group may not be relevant for an engine group fitted with SCR systems and may be replaced by SCR-specific parameters such as the geometry of the catalyst blocks, which contain the catalyst to reduce NOx or the exhaust gas flow rate passing through the catalyst blocks.

#### **2012 Effluent Standards for Sewage Treatment Plants**

The Committee adopted amendments to the 2012 Guidelines on implementation of effluent standards and performance tests for sewage treatment plants, resolution MEPC.227(64). The amendments are mainly consequential to the recent amendments to MARPOL Annex IV concerning the Baltic Sea Special Area that were adopted at MEPC 69 and are expected to enter into force on September 1, 2017. The changes are based on a proposal presented by IACS concerning uniform implementation of the guidelines to align with the revised application dates of regulation 11.3 of MARPOL Annex IV, including a new type approval certificate form, and an interpretation of the phrase “installed on or after January 1, 2016”.

#### **Pollution Prevention Equipment for Machinery Space Bilges**

Following approval in principle at MEPC 69 of the interpretation contained in IACS UI MPC 127 concerning specifications related to 15 ppm bilge alarms, the Committee adopted amendments to the Revised Guidelines and Specifications for Pollution Prevention Equipment for Machinery Space Bilges of Ships, resolution MEPC.107(49). The amendments clarify that:

- The validity of calibration certificates for 15 ppm bilge alarms is subject to periodic verification at MARPOL Annex I annual/intermediate/renewal surveys; and
- The accuracy of 15 ppm bilge alarms is to be verified by calibration and testing of the equipment conducted by a manufacturer or persons authorized by the manufacturer. This is to be verified at intervals not exceeding five years or within the term specified in the manufacturer's instructions, if that is shorter.

**Source: Class ABS**



*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,  
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