

Hi Shipmates,

Please find below more snippets of information since circular #2016-28 went out on 5th December 2016.

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

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MNA Slop Chest, CLOSED

Change of Address???? If any member has changed any of their contact details (Postal, E-mail or Telephone) it is important that you inform **ROY GLENCROSS** and copy in **Nigel Whitaker, Tim Brant & myself**. If informing by e-mail send to:- membership@mna.org.uk, mna.nat.sec@gmail.com, t.brant@talktalk.net, R546060@aol.com



HMS Illustrious taking over from HMS Invincible (background) in the Falklands Task Group. Photo: Royal Navy

Update - Danny FII – Re article in the The Pulse Issue 28

Hello Malcolm

Whilst I am pleased with the decision to remember the Danny FII I am extremely disappointed with the many inaccuracies penned by the author Wendy Laursen.

The first inaccuracy was in the first sentence.
The Master's Mother, a friend of mine, is still very much alive.

It was the British E.T.O. whose Father passed away before his funeral. Sadly his Mother was very ill in hospital so could not attend her Son's planned funeral day so it was postponed. She passed away that evening and there was a funeral for them both at a later date.

The list of crew nationalities omitted that of the Chief Engineer who also perished.
I would be interested to hear where the Author sourced her information and would appreciate it if you could send me her contact details.

Unfortunately, as is often the case these days, the Master (who incidentally was one of the most competent and dedicated I have sailed with), has been portrayed very poorly in the final incident report. I must congratulate you for preparation of "The Pulse" which I am sure is much appreciated by all who read it. However as can be said for most press publications "Don't believe all that you read!"

Best regards.
Yours aye
Peter

RRS James Cook answers a Distress Call

Hello Malcolm

You may want to put this 'snippet' in the next issue of the pulse. Here aboard the RRS James Cook we are possibly the remnants of what is left of our once fine MN!



The photo was taken by a crew member of the RRS James Cook

Recently whilst on scientific operations in the North Atlantic roughly 20 deg N 23 deg W we answered a distress call from a sinking yacht with 5 on-board including two teenage boys.

Although the yacht was still afloat they had taken to their life-raft from which we successfully recovered them and then returned them to Santa Cruz.

I have attached a photo for you plus an article from the Yachting & Boating World which will no doubt require their permission to republish. Although with

your publishing experience, I'm sure you are a past master at obtaining that.

Kind Regards

Anthony Stevens, Purser, Royal Research Ship 'James Cook'

Sea Shepherd Embarks on Latest Whale Defense Campaign Against Japanese Whalers December 5, 2016 by [Mike Schuler](#)

The controversial Sea Shepherd Conservation Society has kicked off its 11th Antarctic whale defense campaign with two Sea Shepherd vessels now on their way to the Southern Ocean to intercept the Japanese whaling fleet.

The two vessels, the Steve Irwin and the new *Ocean Warrior*, departed over the weekend from Melbourne and Hobart, respectively. The vessels are headed for the Southern Ocean to confront the Japanese whaling fleet, which departed last month.



Australian Senator Peter Whish-Wilson speaking at a Sea Shepherd press conference in front of the *Ocean Warrior* in Hobart, Tasmania, December 3, 2016. Photo: Sea Shepherd Global/Simon Ager

According to Sea Shepherd, this year the Japanese Institute of Cetacean Research, which conducts the nation’s whale hunts, intends to hunt a quota of 333 Minke whales. Despite overwhelming criticism, the program skirts an international moratorium on commercial whaling by hunting whales under a loophole that allows it for scientific research purposes.

Complicated Fight

The complicated fight between Sea Shepherd and Japan’s whaling fleet has played out from the Southern Ocean to international court rooms. Japan’s so-called “scientific research” program has been rejected by the International Court of Justice, the International Whaling Commission and the Australian Federal Court. In Seattle in

August, Japan’s Institute of Cetacean Research and Kyodo Senpaku, working with the Institute in the hunts, [signed a mediation agreement](#) with Sea Shepherd and founder Paul Watson prohibiting them from “physically attacking” Japan’s whaling vessels or crew, or approaching closer than 500 yards to the vessels on the high seas. The U.S. court settlement however is expected to have [no affect on Sea Shepherd’s operations](#) in the South Ocean since the campaign is headed by Sea Shepherd Australia, a separate entity dedicated to upholding Australian law.

In an earlier ruling in February 2013, a U.S. appeals court in Washington ruled against Sea Shepherd, calling their often-violent high seas clashes with the Japanese fleet [nothing more than acts of piracy](#).
New Weapon

This year Sea Shepherd has its best weapon yet for chasing the whaling fleet around the vast Southern Ocean for months at a time; the [new high speed patrol ship Ocean Warrior](#). Sea Shepherd has described the vessel as a “game-changer” and “fast enough to outrun any whaling ship and equipped with a powerful water cannon.” Sea Shepherd commissioned the construction of the ship at Damen Shipyards after winning over 8 million euros in the Postcode Lottery to build its dream ship.

“With all of the hectic preparations behind us, it’s good to finally be on our way to the Southern Ocean,” said Captain Adam Meyerson from the bridge of the *Ocean Warrior*.

Sea Shepherd says it expects Japan to hunt whales from December until March, so their vessels are equipped to stay at sea and protect the whales throughout the season. The two Sea Shepherd vessels are carrying a total of 50 crew members from eight different countries: Australia, Germany, France, UK, Austria, Spain, Canada and the United States.

Ship Photos – Four New Super Post Panamax Cranes for Port of Savannah

https://gcaptain.com/ship-photosfour-new-super-post-panamax-cranes-for-port-savannah/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29

Siemens Delivered Customized Wind Turbine Transport Vessel ‘Rotra Vente’

December 5, 2016 by [gCaptain](#)



Photo: Siemens Wind Power

Wind turbine manufacturer Siemens’s Wind Power has been delivered its new customized wind turbine transport vessel to fulfill its need for cost effective transportation of large wind turbine parts throughout Europe.

Named the *Rotra Vente*, the 141-meter long vessel is designed to carry multiple 8-megawatt turbine housings (nacelles) per trip from Siemens planned manufacturing site in Cuxhaven, Germany to installation areas in the North and Baltic Seas.

The design of the MV *Rotra Vente* is based on the existing hull of a containership that is custom-rebuilt to Siemens specifications. The vessel features a large bow door for roll-

on/roll-off access to a restructured cargo deck, which is covered by a telescopic roof to protect cargo from salty seawater spray. Since the roof can be opened, cargo can also be loaded and unloaded via cranes at harbors without a Ro-Ro ramp. Siemens says the configuration of the deck allows the vessel to handle up to nine wind tower sections of three to four rotor blade sets at a time.

Construction of the *Rotra Vente* took place at the Holland Shipyard in Hardinxveld-Giessendam in the Netherlands. A second sister ship is expected to be delivered in spring 2017.

“With our new Ro-Ro transport vessel *Rotra Vente*, we are stepping into a new era of cost efficient offshore wind logistics,” said Michael Hannibal, CEO Offshore of Siemens Wind Power. “When our new factories in Hull, England and Cuxhaven, Germany become fully operational, and both Ro-Ro vessels are in service as interconnection of our manufacturing and installation network, we expect savings of 15-20 percent in logistics costs compared to current transport procedures. This is another important contributor reducing the cost of electricity from offshore wind.”

Rotra Vente’s sister ship, designed to transport towers and blades, is currently under construction. It will accommodate up to 12 wind turbine rotor blades and transport them from Siemens’ production facilities in Hull, England or Aalborg, Denmark.

“We are proud to operate *Rotra Vente* for Siemens, since this vessel marks a new milestone in the close cooperation we have maintained for years,” said Richard Thomsen, Managing Director of deugro, the project freight forwarding division of the deugro Group. “We signed the contract for this innovative logistics concept just one year ago, and we already have one highly efficient ship operational, with a second one in the shipyard.”

Pirates have kidnapped three Russians from a Greek-flagged ship off the West African coast

Gulf of Guinea: 116 acts of piracy

The Russian Embassy in Nigeria says pirates have kidnapped the Russian captain and two crewmen off a ship in West Africa's Gulf of Guinea. Spokesman Artyom Romanov says the pirates hijacked the Greek-flagged **SARONIC BREEZE** off the coast of Benin on Tuesday and sailed the vessel to Nigeria before abandoning it in waters near Nigeria's southeastern oil capital of Port Harcourt. He says the pirates have taken three Russian hostages — the captain, second engineer and a cook. Romanov says Russian diplomats are working to secure their release. Ship hijackings and kidnappings of crew are common in the region with hostages often released unharmed after a ransom is paid. Bandits usually target oil tankers and sell the crude but the **SARONIC BREEZE** is listed as a refrigerated reefer. **Source: businessinsider**

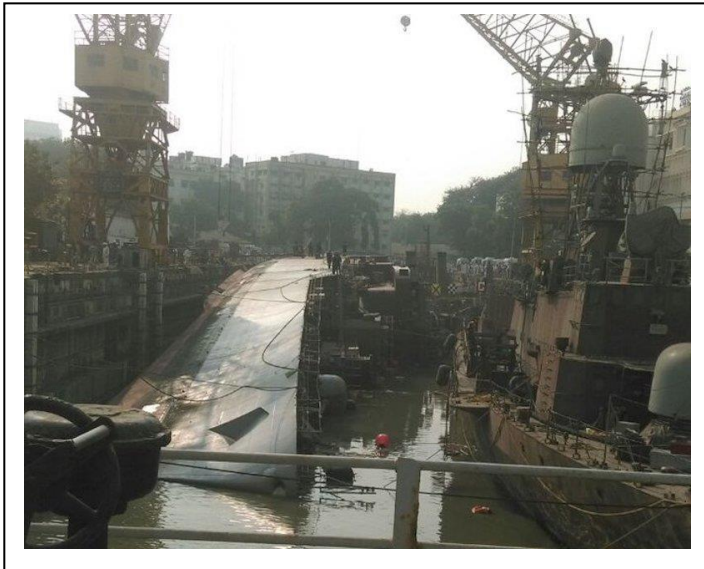
Coast Guard Kicks Off ‘Alaska Juris’ Investigation Hearing - Video of air SAR.

https://gcaptain.com/coast-guard-kicks-off-investigation-hearing-into-alaska-juris-sinking/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29

Two Dead After Indian Navy Ship Capsizes at Mumbai Dockyard

December 5, 2016 by [Mike Schuler](#)

Amazing images coming from Mumbai showing an Indian Navy frigate capsized at berth...



Two people reportedly died and several others were injured after the Indian Navy Ship *Betwa* rolled over inside a dock at a naval shipyard in Mumbai, India.

The incident reportedly occurred during undocking at the Naval Dockyard (Mumbai) shipyard.

Media has reported that two sailors have died and 14 others have been rescued with minor injuries.

Photos of the INS *Betwa* show the ship lying on its port side in what looks like a large dry dock as crowds and rescue workers gather around.

“This is a very big situation for the navy as this has never happened before... The incident occurred during undocking ... it is suspected that dock blocks mechanism

failed,” navy spokesperson Captain DK Sharma [told the media](#).

The two people killed were originally reported as missing.

“At about 1:50 PM today, INS *Betwa*, a frigate of the Indian Navy, was in the process of undocking in Naval Dockyard (Mumbai) when she slipped from her dock blocks and tilted. Immediate action was taken to get all personnel to safety. Two sailors however, succumbed to injuries post the incident,” the Navy spokesperson said.

The 3,850 INS *Betwa* is part of the Navy’s Brahmaputra-class guided missile frigates. The ship has been in service since 2004.

The INS *Betwa* is reported to be at the shipyard for maintenance.

Two Americans Found Dead Aboard Royal Caribbean Cruise Ship



ANTHEM OF THE SEAS

**Photo: Capt. Shaun Beal Master CS
Wave Sentinel**

Two American tourists were found dead aboard a Royal Caribbean cruise ship docked in San Juan, Puerto Rico, Wednesday, according to El Nuevo Dia. The two men, identified as 62-year-old Joseph Ambrussi of New Jersey and 55-year-old William Forsythe of Pennsylvania, were discovered aboard Royal Caribbean's **Anthem of the Seas** after it docked in San Juan, Puerto Rico earlier this week. Authorities said the bodies showed no signs of violence and it appeared the two men died of natural causes. It was determined that one of the men died while the ship was at sea

Tuesday, while the other passed away when the ship reached port Wednesday. Both men were traveling with their wives and had planned to stay in hotels in Puerto Rico. According to Fox News Latino, the unfortunate discovery coincided with a record day for tourist arrivals in Puerto Rico, which saw as many as 24,117 passengers arrive from six different cruises. In addition to **ANTHEM OF THE SEAS**, Royal Caribbean's **NAVIGATOR OF THE SEAS**, Carnival Cruise Line's **CARNIVAL GLORY** and **CARNIVAL MAGIC**, Norwegian Cruise Line's **NORWEGIAN BREAKAWAY** and Fred. Olsen Cruise Lines' **Balmoral** docked in Puerto Rico on Wednesday. Citing a report from The Telegraph, the New York Daily News reports a majority of cruise ship deaths are the result of age-related illnesses.

source: [Travelpulse](#)

[This may be why Travel Insurance is so high for the elderly!](#)

Place of Refuge Sought for Fire-Damaged Bulk Carrier Off U.K.

December 5, 2016 by [gCaptain](#)



MV V DUE. File photo: MarineTraffic.com/David Berg
Officials in the U.K. are searching for a place of refuge for the bulk carrier *V Due* after a fire in one of its cargo holds while at anchor in the Irish Sea off the Isle of Anglesey. The UK's Secretary of State's Representative (SOSREP) Hugh Shaw announced Monday he has established a Salvage Control Unit (SCU) to discuss a place of refuge for the vessel, which remains in stable condition.

The UK Coastguard was alerted to the fire at approximately 4:30 p.m. last Thursday (Dec. 1) as the Maltese-flagged *V Due* was at anchor off the east coast of the Isle of Anglesey,

located just off the northwest coast of Wales. The vessel has remained in stable condition and no injuries or pollution have been reported throughout the incident.

The Coastguard has reported only damage to the ship's cargo hold.

Salvors from SMIT Salvage have now produced a draft outline plan that involves passage to port and discharging cargo, however an agreement on the place of refuge is still being finalized.

"Talks are continuing but I am comfortable with the progress that has been made so far," SOSREP Hugh Shaw said Monday. "The vessel is currently stable, ventilation has improved significantly since yesterday and the ship's crew are safe and well."

"There is no evidence of any pollution and I will continue to monitor that situation very closely. I have established a Temporary Exclusion Zone (TEZ) of 500m to ensure that access to the vessel is restricted to the ship's crew and the salvors. The SCU will meet tomorrow to discuss future plans including a suitable port for cargo discharge," Shaw added.

HC reserves order in appeal by US anti-piracy ship crew

MADURAI: The Madurai bench of the Madras high court has reserved its order on a batch of appeals filed by the crew members of the US-based anti-piracy ship '**MV SEAMAN GUARD OHIO**' challenging their conviction by a trial court in Tuticorin for entering the Indian territorial waters illegally with a large cache of arms and ammunition. The Indian Coast Guard intercepted the ship in 2013 off Tuticorin port and arrested 35 crew members including captain Dudnik Valentyn. The crew members include 14 Estonians, six British nationals, three Ukrainians and 12 Indians. A trial court in 2016 sentenced them to five years rigorous imprisonment and a fine of Rs 3,000 each. Since then they have been lodged in the Puzhal prison in Chennai. Seeking to suspend the sentence and to set aside the judgment the crew members preferred appeals before the high court bench. They claimed that they are innocent and possessed weapons for anti-piracy activities. The court turned down their plea for suspending the sentence on February 29 and conducted hearing to set aside the judgment. The crew members argued that the trial court had failed to apply its mind to the actual facts and circumstances of the case and wrongly held that the appellants failed to produce adequate proof to their claim that the vessel was in distress. They said that as a matter of fact the vessel had run out of diesel at the time of interception by the Coast Guard; the master had communicated the same to the company which would be revealed from the log-book entries. Besides, the trial court did not consider the cross examination of prosecution witnesses 1 and 2 by defence, which established that the vessel was outside the territorial waters of India. While the court held that the vessel did not have proper registration certificate, it is wrong, they said The prosecutor argued that as there was no piracy in the Indian Ocean, the question of preventing it does not arise. He also said it is not known why the crew entered into the Indian territory without permission and why they kept arms during the stay in the Indian ocean for 48 hours. Further, it is also not known how the crew possessed weapons which are only allowed to the Army, Paramilitary and Police. Their intention itself attracted the Arms Act, the prosecution argued. After hearing both sides, justice AM Basheer Ahamed reserved his order. **Source : Times of India**

How a Loose Anchor Cut Up Britain's Power Link With France

December 5, 2016 by [Bloomberg](#)

The same storm also caused a 200-meter cargo ship to crash into a barge near Dover, England. By Rachel Morison



Photo: RNLI Dover

(Bloomberg) — Autumn storms often do damage to Britain's electricity networks as falling trees bring down local power cables.

Angus, a November 20 gale that brought gusts of more than 80 miles an hour, flooding and localized power cuts, had a more dramatic impact than most. At least one ship pulled off course in the English channel dragged its anchor through a giant power cable linking the U.K. with France, according to people familiar with the matter.

It will take until at least February to repair the power cable, depriving both nations of 50 percent of their mutual import and export capacity. Reduced access to British exports of cheaper electricity has increased the chance of power cuts in

France this winter, French grid operator Reseau de Transport d'Electricite SA said Thursday. The grid operator warned last month that it may need to take measures such as rolling blackouts.

The cables are buried under the seabed, so the full extent of the damage isn't yet known and investigations and repairs will take time. Sonar technology will probably be needed to determine whether some of the cables are completely split, said the people, who asked not to be identified because the information is private. The affected area is 5 kilometers off the British coast at a depth of 20 meters. Other damage by the storm included a 200-meter cargo ship crashing into a barge near Dover, England. Two coastguard search and rescue helicopters were sent to evacuate crew members, according to the Maritime and Coastguard Agency.

The interconnector is Britain's only electricity link with France and can provide as much as 2,000 megawatts in either direction. Four of the cable's eight components have been severed, according to U.K. network operator National Grid Plc, which owns the link together with RTE. Both companies are working to restore full capacity.

France is typically a net exporter of power to the U.K., but that relationship was reversed last month as extended outages at some of Electricite de France SA's nuclear reactors cut supply and sent power prices soaring to their highest in almost a decade. The U.K. usually relies on imports when demand peaks during the evening. © 2016 Bloomberg L.P

Pirates have kidnapped three Russians from a Greek-flagged ship off the West African coast

Gulf of Guinea: 116 acts of piracy

The Russian Embassy in Nigeria says pirates have kidnapped the Russian captain and two crewmen off a ship in West Africa's Gulf of Guinea. Spokesman Artyom Romanov says the pirates hijacked the Greek-flagged **SARONIC BREEZE** off the coast of Benin on Tuesday and sailed the vessel to Nigeria before abandoning it in waters near Nigeria's southeastern oil capital of Port Harcourt. He says the pirates have taken three Russian hostages — the captain, second engineer and a cook. Romanov says Russian diplomats are working to secure their release. Ship hijackings and kidnappings of crew are common in the region with hostages often released unharmed after a ransom is paid. Bandits usually target oil tankers and sell the crude but the **SARONIC BREEZE** is listed as a refrigerated reefer. **Source: businessinsider**

Hundreds of Shippers Still Waiting for Cargo in Hanjin Boxes 'Held Hostage' By Out-of-Pocket Ports

https://gcaptain.com/hundreds-shippers-still-waiting-cargo-hanjin-boxes-held-hostage-pocket-ports/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29

Polar Sea Ice the Size of India Vanishes in Record Heat Posted by Eric Haun

Sea ice off Antarctica and in the Arctic is at record lows for this time of year after declining by twice the size of Alaska in a sign of rising global temperatures, climate scientists say. Against a trend of global warming and a steady retreat of ice at earth's northern tip, ice floating on the Southern Ocean off Antarctica has tended to expand in recent years. But now it is shrinking at both ends of the planet, a development alarming scientists and to which a build-up of man-made greenhouse gases, an El Nino weather event that this year unlocked heat from the Pacific Ocean and freak natural swings may all be contributing. "There are some really crazy things going on," said Mark Serreze, director of the U.S. National Snow and Ice Data Center (NSIDC) in Boulder, Colorado, saying temperatures in parts of the Arctic were 20 degrees Celsius (36°F) above normal some days in November. Worldwide, this year is on track to be the warmest on record. Combined, the extent of polar sea ice on Dec. 4 was about 3.84 million square kilometers (1.48 million square miles) below the 1981-2010 average, according to NSIDC satellite measurements. That is roughly the size of India, or two Alaskas. Antarctica's expanding sea ice in many recent years has been a big theme for those who doubt global warming is man-made. John Turner of the British Antarctic Survey said chilly westerly winds that sweep around the continent, perhaps insulating it from the effects of global warming, were the weakest for November in two decades. That may have let more heat seep south, he said. A recovery of the high-altitude ozone layer over Antarctica, which led to cooler air over the continent when it was damaged by now-banned industrial chemicals, may also be a factor. But Turner said it was hard to pinpoint exactly what was happening. "When we began getting satellite data from 1979 the sea ice started to decrease. Everyone said it was global warming ... but then it started to increase again," he said. Accepting mainstream scientific findings and responding to increases in floods and heat waves and rising sea levels, almost 200 governments last year agreed to phase out fossil fuels this century and limit the global temperature rise above pre-industrial levels to less than two degrees celsius. U.S. President-elect Donald Trump, who has called man-made climate change a hoax, has threatened to pull out of that agreement, reached in Paris in December. Last month he however also said he had an "open mind". The polar regions are radically different from each other because the Arctic is an ocean ringed by land and Antarctica is a vast land mass surrounded by water. Ice around Antarctica, retreating with a summer thaw, is the smallest for early December at 11.22 million square kilometers (4.33 million square miles), beating a record from 1982, NSIDC data show. Arctic sea ice, expanding in winter, is at a record low of 10.25 million square kilometers (3.96 million square miles), below a 2006 record. Anders Levermann, a professor at the Potsdam Institute for Climate Impact Research, said the low polar sea ice pointed to man-made warming. "It's an extraordinary departure from the norm," he said. Serreze at the NSIDC said the twin record lows might be "blind dumb chance". But the worry was that "Antarctica is the sleeping elephant that is beginning to stir." Scientists say Antarctica's glaciers could slip more quickly into the ocean, speeding up the pace of sea level rise, if there is less ice floating on the sea to pin them back. (By Alister Doyle; Editing by Alistair Scrutton and John Stonestreet) source: [Marinelink](#)

CMA CGM Supply Vessel Rescues Pro Skipper Kito de Pavant in Remote Southern Ocean

Update: Kito de Pavant, the 55 years old French skipper of Bastide-Otio, who suffered damage to his keel while solo racing in the remote South Indian Ocean, was taken aboard the research and supply ship *Marion Dufresne* early Wednesday morning approximately 110 miles north of the Crozet Islands. De Pavant is said to be uninjured but extremely tired and disappointed.

https://gcaptain.com/cma-cgm-supply-ship-racing-to-save-pro-skipper-kito-de-pavant-in-southern-ocean/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28Gcaptain.com%29

The Marion Dufresne was fortunately 110 miles north of me. The other possibility was Louis Burton, who was two days away from my position. He would only have got to me tomorrow morning. It's horrible leaving the boat like that and I have lost a lot and there are some very serious consequences. It's the first time I have lost a boat. In terms of how I feel, it has hit me hard, but physically I'm fine."

Bibby Offshore wins significant North Sea contract with Shell



Photo : Richard Wisse –
www.richard-photography.nl (c)

Bibby Offshore, a leading subsea services provider to the oil and gas industry, announced that it has secured a significant contract with Shell. The campaign, due to commence in Q1 2017, will see Bibby Offshore provide engineering and subsea construction activities in the Gannet G field in the Central North Sea. Under the agreement, Bibby Offshore will utilise its multipurpose dive support and offshore construction vessel – **BIBBY POLARIS** - and its integral 1000 tonne basket carousel to lay flexible pipe systems in water depths of approximately 95m.

The company has also collaborated with a third party operator who will carry out trenching operations after the

initial workscope is complete. In early 2016, Bibby Offshore provided construction and inspection services for Shell on assets in the Corrib Natural Gas field in the North Atlantic Ocean, successfully completing two significant contracts. Howard Woodcock, Chief Executive of Bibby Offshore said: “Securing this project was a direct result of our established and successful track record with Shell. This contract will further strengthen our relationship, and highlights Bibby Offshore’s ability to consistently and successfully deliver on complex and challenging projects.” For more information, please visit:

<http://www.bibbyoffshore.com>

SALVAGE OF BULK CARRIER ‘ANTAIOS’



MV Antaios (aka Eternal Fortune).
Photo: MarineTraffic.com/Claus Schaefer

A salvage operation is underway to retrieve an abandoned bulk carrier from the Atlantic Ocean off the coast of South Africa following a fire in its engine room on Sunday.

The South African Maritime Authority confirmed Tuesday that all 19 crew members have been evacuated from the ship and are currently in Cape Town.

SAMSA was alerted to the incident on Sunday after the Liberian-flagged MV *Antaios* issued a distress call reporting a fire and flooding in its engine while the vessel underway some 860 nautical miles west of Cape Town. The call was picked up by the Japanese ore carrier *Nsu Inspire*, which was diverted to the scene and picked up the 19 crew

members who abandoned ship in life rafts.

“The 170 meter ANTAIOS had reportedly experienced a fire in the engine room while sailing from Argentina en route to Saudi Arabia loaded with grain. The fire caused some damage which led to flooding in the engine room. When the flooding became uncontrollable, the captain decided to make a distress call and order the crew to abandon ship,” SAMSA said in a statement.

“The mayday call was picked by the NSU INSPIRE which was sailing from Brazil to Singapore and China. The captain of the NSU INSPIRE immediately informed the SAMSA CSWR and proceeded to the rescue,” SAMSA said.

“Happily, by 20h39 MRCC was informed by the captain of the NSU INSPIRE that his ship had arrived on-scene and had commenced recovering the ANTAIOS crew from the two lifeboats they had escaped to. All 19 crew members were plucked to safety on board the giant 330 meter ore carrier and are currently on the way to be dropped off in Cape Town from where they will be repatriated,” SAMSA said.

As of Tuesday’s update the crew of a salvage tug from Smit already had the stricken bulk carrier under tow.

“As at 12pm today, the (Antaios) crew are safe at a hotel waiting on the arranged flights to be finalized and all should have departed by Sunday. (The *Antaios*) is currently under tow by the salvage tug *Smit Amandla*, and at the time of the last position update, it was approximately 780 nautical miles from Cape Town,” SAMSA said.

Former HMS Illustrious Sets Sail for Turkish Ship Breaker

https://gcaptain.com/former-hms-illustrious-sets-sail-for-turkish-shipbreaker/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29

On 75th Anniversary, U.S. Veterans Recall Japanese Attack on Pearl Harbor

https://gcaptain.com/75th-anniversary-u-s-veterans-recall-japanese-attack-pearl-harbor/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29

Crew of Crowley-Managed Ocean Glory Awarded for Heroism at Sea with 2016 AOTOS Mariners' Plaque



Officers and crewmembers of the Crowley Maritime Corp.-managed **M/V OCEAN GLORY** were recently honored with a 2016 Admiral of the Ocean Sea (AOTOS) Mariners' Plaque for demonstrating heroism at sea during the United Seamen's Service's (USS) annual AOTOS awards ceremony in New York. The mariners were recognized for their August 2016 rescue of an Indonesian fisherman in the vicinity of the Bali Strait while en route to Banyuwangi, Indonesia.

Accepting the award on behalf of the ship's officers and crew was Capt. Christopher Hill, master on the **M/V OCEAN GLORY**. The account of the incident provided by Capt. Hill said that an officer on watch reported seeing a man standing atop an overturned, outrigger fishing boat. The man, who had become stranded about 20 hours earlier after his boat capsized during a squall, was caught in a strong current and was quickly being swept out of the Bali Strait and into the open, unfrequented region of the Indian Ocean. Ocean Glory notified the Indonesian Coast Guard and, while awaiting their assistance, attempted to pass a lifejacket via the ship's heaving line to the distressed fisherman. During that time, the fisherman lost his footing and fell into the water while still holding the end of the ship's heaving line. The ship's pilot ladder was quickly rigged and all hands on deck worked together to quickly drag the fisherman alongside the ship's hull and to the ladder, where he was able to climb aboard before collapsing from exhaustion and dehydration. "While being treated by the ship's medical officer, he tearfully thanked everyone around him without knowing or needing a word of English and insisted, even in his weakened condition, on shaking everyone's hands ... he was so thankful to be alive," said Hill. Upon arrival in Tanjung Wangi, an Indonesian medical team transported the survivor to the hospital, but not before the ship's crew and on-board members of the U.S. Army donated shoes, clothes and money to help speed the man's recovery and return home. "On behalf of everyone at Crowley, we want to commend crew of the Ocean Glory for their truly heroic act," said Wendy MacDonald, vice president, global ship management. "Capt. Hill and his crew showed extraordinary compassion and skill to ensure their safety while rescuing a fellow mariner. Without the crew's bravery, that fisherman may not be alive today." The **M/V OCEAN GLORY** is operated by Intermarine LLC through its U.S.-flag affiliate, US Ocean LLC, as part of its U.S.-flag heavy-lift service. Crowley began managing vessels for Intermarine in October 2011. This U.S.-flag, heavy-lift/multipurpose cargo vessel operates around the world and is 171 meters long with a gross tonnage of 21,185.

Second Stash of Cocaine Found in Container Carried by Maersk Ship at Manzanillo Port

https://gcaptain.com/second-stash-of-cocaine-found-in-container-carried-by-maersk-ship-at-manzanillo-port/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29

**Ferry captain sounds warning, but can't avert collision with yacht;
video By Pete Thomas**

Tense moments leading to a jarring collision between a yacht and a Washington State ferry were videotaped by a passenger on an upper deck of the ferry. (Warning: the footage contains sporadic profanity.) https://www.youtube.com/watch?v=mtZJ_8PVDU

It was an eerie scene as nobody was visible on the yacht, **NAP TYME**, as it maintained a collision course with the **CHATZEMOKA** ferry, whose captain blared its horn repeatedly as a warning. The crash occurred Sunday, and video surfaced Monday. On Tuesday, the Seattle Times reported that **CHATZEMOKA** was traveling from Point Defiance to Vashon Island in Puget Sound. "As far as we know, the person driving the boat, **NAP TYME**, was below deck" at the time of the crash, State Ferries spokesman Brian Mannion said. There were no reported injuries and the U.S. Coast Guard is investigating the collision. In the footage, videographer Amanda Shuffield becomes increasingly concerned as the yacht approaches and it becomes apparent that nobody on the yacht is paying attention. "Oh my God... what's going on?" she says, while the yacht approaches and another person aboard the ferry yells down with outstretched arms. After the thudding collision knocks the yacht off course, somebody emerges onto the deck through a cabin door. The ferry captain was said to have followed protocol by blaring its horn and throwing the vessel into full reverse, trying to avoid a collision. Had he not done this, the result could have been disastrous. The Coast Guard was called to the scene and allowed both vessels to continue after a 30-minute delay. Said Mannion: "We're very fortunate no one was injured and the damage was very minor." **Source: GrindTV**

Thirty-five people rescued from ferry that sank off Yemen

At least 35 of the 64 people who were on a ferry that sank off Yemen have been rescued, a Yemeni minister said on Wednesday. Rescue teams continued to look for survivors from the boat that was en route from Hadramout province in mainland Yemen to the island of Socotra, Fisheries Minister Fahad Kaffen said on his Facebook page. Socotra and Hadramout are under the control of the government of President Abd-Rabbu Mansour Hadi, which is in a war with the Houthis who control most of northern Yemen. The Aden al-Ghad news website said the ship was believed to have suffered an accident and authorities at Hadramout's Mukalla port lost contact with it on Tuesday evening. It sank 40 km (25 miles) northwest of Socotra, an archipelago some 380 km south of mainland Yemen. The government has appealed for help from its allies in the Saudi-led military coalition, which has a naval presence in the area. **Source : Reuters (Reporting by Mohammed Mukhashaf; Writing by Sami Aboudi; Editing by Robin Pomeroy)**

WATCH: Cape Town Dry Dock Accident... Caught on Tape

https://gcaptain.com/watch-cape-town-dry-dock-accident/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28Gcaptain.com%29

Hanjin worker's head crushed in fatal Subic accident By: Allan Macatuno

A worker was killed on Wednesday when his head was accidentally crushed by a barrier inside the Hanjin shipyard here, a worker's group said. The fatality was identified only as "Maynard" and was working as a sandblaster at the time of the accident, said lawyer Virgie Suarez, counsel of the Samahan ng Manggagawa sa Hanjin (Samahan). Citing initial reports from Hanjin workers, Suarez said a fellow worker inadvertently pressed the button that activated an automatic sliding barrier which crushed Maynard's head. Suarez said the accident happened at Wednesday dawn in the blasting section of one of the shipyard's warehouses. Records from Samahan indicate that Maynard was the 38th recorded work-related death inside the Korean shipbuilding firm since it started operations in 2008 Suarez said the Department of Labor and Employment should require Hanjin to build its own hospital inside its shipyard. "They can build a big ship as high as 5-floor building so they can easily build a hospital building to ensure occupational safety and health of workers," Suarez said in a text message. **Source: newsinfo.inquirer**

Damen Anchor & Chain Factory refurbishes giant lifting hooks for Tata Steel

Damen Anchor & Chain Factory (AKF), based at Schiedam in the Netherlands, has completed the



refurbishment of 12 giant lifting hooks for **Tata Steel** in IJmuiden. Each hook has a lifting capacity of either 225 or 240 tonnes and they are used to lift the enormous bowls (known as ‘ladles’) than carry and pour out molten iron and steel in steel foundries. AKF is one of the few companies in the world capable of doing this work. Its ISO 3834 welding certification demonstrates its ability to undertake such high precision work as well as manually weld towing chain up to 95mm in diameter. To ensure safety and efficiency at steel

works, all such lifting hooks undergo regular inspections and repairs. This is determined for each set of hooks based on its operational profile. Tata Steel transported its hooks to AKF where they were dismantled (each is made up of a series of plates), inspected and repaired as required. They were then reassembled and realigned, and 42mm rivets used to bind each hook into a single, solid structure. The final stages of the process then see manganese sleeve bearings pressed into the arms, Hardox plates welded on to the lifting areas and rubbing plates welded onto the lifting hooks to protect them from damage. Damen Anchor & Chain Factory is able to offer such specialist services thanks to its experienced team and having the skills and equipment required for the design and manufacture of anchors and chains that are themselves large-scale, high-precision steel assemblies. Its ISO 9001 and ISO 3834 certifications demonstrate that AKF follows stringent quality management systems and has strict procedures in place for its welders and welding procedures. “Our ability to handle heavy-industry projects such as this demonstrate the capabilities that we have at AKF,” said General Manager Laurens van Gelder. “We have both the skills and equipment to fabricate and repair very large-scale steel components of all types to the highest tolerances, and welcome enquiries from all sectors.”

High-Ranking Ship Engineers Sentenced to Prison in ‘Magic Pipe’ Cover Up Case

<https://gcaptain.com/high-ranking-ship-engineers-sentence-to-prison-in-magic-pipe-cover-up-case/>

Incident Photos: Tug and Barge Aground in the Philippines

<https://gcaptain.com/incident-photos-tug-barge-aground-philippines/>

Liner merger fever by: Sam Chambers

Splash’s Opinion writers led the site this week, providing readers with unique insights into container shipping’s greatest 12 months of consolidation in its 60-year history. In the wake of Maersk moving for Hamburg Sud, attention has naturally turned to the remaining mid-sized global carriers – namely ZIM, HMM, Yang Ming and OOCL. Charles De Trenck, a veteran OOCL watcher, mused on who might take over the Hong Kong line – with Evergreen, Cosco and CMA CGM in the mix – in an article that posed the question: What if China-backed or related liners got too big? Or as Charles put it: “What would happen if China had a much fatter finger on the global trade system?” Taking a step back to look at the bigger container shipping picture, lead Opinion writer Andrew Craig-Bennett’s brilliantly provocative column entitled ‘The liner revolution eats its children’ proved a big hit on the site and via social media. It is this week’s essential read on Splash, I’d say. Still, neither Charles nor Andrew were the top of the hits parade on Splash this week. That honour belonged to our news coverage on Yang Ming merger talk. I would not be surprised if we have one more containerline merger before the end of the year. **source: Splash 24/7**

Gard Alert: California’s at-berth emission requirements toughens

Maerskline Takes a Stand Against Corruption In the Maritime Industry



10-12-2016: the MAERSK MCKINNEY MOLLER, entering the NE bound TSS of Casquets.
Photo: Capt Shaun Beal - Master Wave Sentinel (c)

Maersk Line is taking the fight against corruption into the classroom in the form of a new course at the World Maritime University in Malmö, Sweden. **Kristin Berglund**, Head of Anti-Corruption in Maersk Line and **Dr. Lisa Froholdt** collaborated on the course at the World Maritime University in Malmö. “The officials come aboard and they make it very clear they want something. They open their bags and lay them out on the windowsill. That’s

the signal. Then there’s an intense battle of wills, a negotiation where seafarers are asked for something they won’t give. It’s very stressful, and the relief when the officials disembark is overly felt. The tension is so thick you could cut it with a knife.”

Dr. Lisa L. Froholdt recounts her recent experience aboard a Maersk Line vessel. Assistant professor at the World Maritime University (WMU), in Malmö, Sweden; Froholdt was invited to sail with Maersk Line to witness first-hand how Captains deal with demands for facilitation payments in preparation for a new anti-corruption course held at the WMU this year. **Corruption on the curriculum** Corruption has long been a challenge in the shipping industry, particularly in the form of facilitation payments – small payments such as cash, cigarettes or soft drinks sought by low-level public officials to perform routine duties. Corruption is a big battle but I see that education plays a very important role. In 10 years’ time, one of these students might be in an important place to make a change. Maersk Line helped develop the course – known as CORA – together with WMU as a way to bridge the gap between the private and public sectors on the corruption agenda; providing funding together with the A.P. Møller Foundation, and by offering to mentor any student who starts an anti-corruption initiative after they return home. “The course establishes a common platform and exploration of corruption, its root causes and what can be done to create change,” explains Kristin Berglund, Head of Anti-Corruption in Maersk Line who collaborated with WMU on the project. “The risks to us in the maritime industry from corruption are so great that an internal compliance programme is not enough to protect our own company and employees. We hope to collaborate further with the students when they return home. Corruption is a vast and complex problem, but it is not an impossible challenge if we work together.” In the first seven months of 2016, a new Maersk Line anti-corruption strategy resulted in an 84% drop in the number of facilitation payments paid globally. The new strategy involves 24-hour support for vessels, and increased communication and knowledge sharing between Captains. The aim is to reduce facilitation payments in Maersk Line to zero. For the students – most of whom work in maritime authorities, many in high-risk countries – the course got to the heart of a very real problem that pervades the maritime industry across the world. Despite the sensitive nature of the topic, there was a strong willingness to share experiences. One student relayed how in his country there are thousands of ghost employees on public payrolls. “What do the rest of the employees do? Nothing. They are just names on a list. They got there via corruption because somebody knows somebody.” Another student revealed that he had suffered sleepless nights after receiving threats to his family’s safety, and eventually resigned from a position at a port after having been pressured into using company funds to pay for a manager’s holiday. An important message for me was that public service can be done without corruption. It’s a duty to serve people. But what also became clear during the week is that corruption is not just something that exists on the part of public authorities, but also something that is present within the private sector, and both sides have to take ownership of the issue. As Captain Hossam Eldin Bakr, Lecturer at the College of Maritime Transport, Egypt, pointed out: “Some companies engage in corruption in developing countries to get their business done. So they are complicit. How can you apply one rule in your country and ask for something different in other countries? We need to fight corruption as a whole. You cannot catch the tail and leave the head.” The World Maritime University (WMU) in Malmö, Sweden was founded in 1983 by the International Maritime Organization (IMO). Students come from all over the world to enrol in the masters’ programme. Alumni include Max Meija, previously of the Philippine Maritime Authority and Turkish Prime Minister Binali Yildirim. The weeklong anti-corruption course (CORA) consists of five modules: corruption awareness, corruption and maritime security and safety, leadership, change management and communication, the

psychology of corruption and negotiation techniques. The hope is that the training will provide future leaders of the maritime sector with the knowledge and tools to help in fight against corruption. “Corruption is a big battle, but I see that education plays a very important role,” said Captain Bakr. “It might take a long time to get into the system and inspire people, but if we incept these ideas to today’s students, in 10 years’ time, one of them might be in a place to make a change.” Nino Gorgoshadze from the Maritime Transport Agency in Georgia said she now felt inspired to stand up against the issue immediately. “There are 47 countries represented here and it gives the message as to what is moral and what is not. We have learnt how widely corruption can spread, and become aware of the consequences it can have.” “An important message for me was that public service can be done without corruption. It’s a duty to serve people. If your education is not in tune with these core values, you cannot serve your country.” “If you see corruption and there are high-level people involved it’s not always easy to do something. But if you don’t take steps to prevent it, you are part of the system. So somehow you have to find a way. To be silent is not a way out,” says Gorgoshadze. **Reference: maerskline.com**

South Africa Tells Stricken Bulk Carrier to Stay Away from Coast

December 8, 2016 by [gCaptain](#)

South African officials are prohibiting the stricken bulk carrier *Antaois* from coming to within 30 miles of the South African coast until all fuel oil has been removed from the ship.

The South African Maritime Safety Authority is continuing to monitor the salvage of the bulk carrier in the Atlantic Ocean off the west coast of Cape Town. The organization said Thursday that it was rolling out environmental safety measures that requires the offshore removal of the estimated 170 metric tonnes of bunker fuel aboard the *Antaois* before the ship can come anywhere near the coast.

The Greek-flagged *Antaois* suffered a fire and flooding in engine room on Sunday while underway from Argentina to the Middle East approximately 870 nautical miles west of Cape Town. All 19 crew members abandoned ship and picked up by another merchant ship that brought the crew to Cape Town. The bulk carrier is currently under tow by the salvage tug *Smit Amandla* towards Cape Town.



Photo: SAMSA



Photo: SAMSA

SASMA said the fuel removal is to ensure the safety of the environment.

“The South African Maritime Authority (SAMSA) requires the owner to prioritise the removal of the casualty’s bunkers to neutralise any environmental threat before giving permission for the vessel to proceed closer to the South African coast,” SAMSA Executive Head for the Centre for Shipping, Captain Nigel Campbell.

“Until such time as the fuel transfer operation has been completed, vessel surveys undertaken and a comprehensive

salvage plan approved, SAMSA has ordered that casualty remain at least 30 miles off.

“The multi-purpose tug *Peridot* is currently being mobilised from Cape Town, together with specialist personnel and equipment and will rendezvous with the convoy of tug and tow and commence preparations for the transfer of bunker fuel and water, which includes the pumping of the flooded engine room and repair of damage sustained,” said Captain Campbell.

The 27,700 dwt *Antaois* is said to be carrying a cargo of soya flour and corn. It is currently owned by Amalthia Marine Incorporated of Greece.

New lifeboat in Devon being named after Wells hero George Bearman who died trying to rescue stricken sailors off Norfolk



Exmouth lifeboat station, on the River Exe Estuary, is set to receive a new inshore lifeboat next month. The inflatable D-Class vessel is the second to bear the name of **GEORGE BEARMAN**. Both have been donated to the RNLi by Bearman’s granddaughter, Pauline Smith, who said: “Naming a lifeboat in memory of my grandfather is my personal tribute to a life lost bravely but so needlessly.” George Bearman was one of 11 men who perished in stormy seas off Wells on February 22, 1898. The disaster began with

the arrival of the HMS Alarm to deliver supplies to the town’s Coastguard station Bearman, 38, was one of five men who attempted to row out to the Alarm, despite worsening sea conditions, a gusting wind and approaching nightfall. Having failed to signal to the Alarm that his colleagues were on their way, and heard shouts through the darkness suggesting they were in trouble, a coastguard on the shore, William Williams, then saw the outline of their boat around 20 yards away. Entering the water, he found chief boatman John Devlin alone, hanging on to the keel. Williams got the boat ashore, but Devlin died of hypothermia hours later. The bodies of Bearman and his colleagues were later found washed up, having died along with six men from the Alarm, whose crew, having not known the coastguards were rowing out, had sent their own boat to shore, which was also lost. Mrs Smith said: “Naming a lifeboat in memory of my grandfather is my personal tribute to a life lost bravely but so needlessly.” Inshore lifeboat helm Chris Sims said Exmouth’s crew were excited to receive the new inshore boat. “Since 2006, **GEORGE BEARMAN** has been called out on service 614 times, rescuing 466 people - 28 of these were lives saved. “Because all crew volunteers commit to competence-based training, we regularly exercise on her to improve our skills. “Over the last 10 years, we have spent 1,468 hours on shouts, and on exercises the total crew hours on the lifeboat is 1,429. “When you think that the inshore lifeboat is launched for shorter, coastal operations, that’s a lot of launches.”

Carnival Cruise Line Voted 2016’s Best Cruise Line by Ben Souza

Carnival Cruise Line was voted 2016’s Best Mainstream Cruise Line in the 4th Annual Cruise Fever Fan Awards. Carnival has now won the award for best cruise line for three straight years. Voting took place on CruiseFever.net throughout 2016 and over 10,000 total votes were cast in this year’s awards. Our readers voted on a variety of cruise categories including best new cruise ship, best river cruise line, best luxury line, best cruise line for families, and favorite cruise ports. When all the votes were counted, Carnival Cruise Line received the most votes for Best Mainstream Cruise Line in 2016. The top seven cruise lines in voting were as follows:

- Carnival Cruise Line
- Royal Caribbean
- Norwegian Cruise Line
- Celebrity Cruises
- Princess Cruises
- Holland America Line
- Disney Cruise Line

Multiple votes from the same IP address were discarded giving each household one equal vote. Carnival Cruise Line debuted their largest cruise ship yet in 2016, Carnival Vista. CruiseFever.net was founded in the Spring of 2011 by two brothers and continues to be a family run cruise blog. Cruise Fever has become one of the most popular cruise blogs on the Internet with over 5 million readers a year. In addition, they have one of the most popular cruise Facebook pages with over 250,000 fans and are highly active on the most popular social media sites (Twitter, Instagram, & Pinterest,). **Source : Cruisefever**

Merchant Navy Association (Wales)

Just to let you know that Mr. Harry Parry has stood down as Chairman of the Merchant Navy Association (Wales) after nearly 18 years service.

The new Chairman is Mr. Tony Meade.

Malaysian Forces Kill Three Pirates, Arrest Two

On Thursday, Malaysian police forces shot and killed three kidnapers in waters near Tawi Tawi, an area known for attacks by members of the Abu Sayyaf militant group. Spokesman Abdul Rashid told Malaysian media that seven pirates had abducted the captain of a fishing vessel in waters east of Sabah, Malaysia. This narrow strait between the Sulu and Celebes Seas has been plagued by maritime kidnappings since early this year. After nightfall on Thursday, the attackers approached and boarded a trawler off Lahad Datu. "The abductors destroyed the telecommunications equipment on board the fishing vessel and proceeded [south]," Rashid told Malaysiakini. "They then came across another fishing vessel but were only able to take the outboard engine as all the fishermen on board jumped into the sea to escape abduction." They proceeded to attack a third boat, looting valuables and taking a second hostage. However, the pirates' crime spree would end before daybreak. The fourth boat they targeted turned out to be filled with policemen, who were conducting a joint exercise with the Malaysian Maritime Enforcement Agency and the Malaysian Armed Forces. After a one-minute firefight, three of the pirates were dead and their boat was taking on water. Two pirates were arrested. Two more were missing, along with one of the kidnapped fisherman. One policeman was shot in the leg in the exchange, and was in stable condition following treatment. Duterte calls for no-holds-barred attack on pirates On Wednesday, Philippine president Rodrigo Duterte told Malaysian and Indonesian leaders that they should feel free to pursue kidnappers' boats into Philippine waters. He suggested that they could also blow fleeing pirates up, even if they have hostages on board. "Bomb them. If they cannot be captured you bomb them," he said. "How about the hostages? Eh, bomb them also. They're not supposed to be there, there is a warning." Duterte is popularly known in the Philippines as "The Punisher" for his unconventional anti-crime tactics. He has taken an especially hard line on drug offenses, and killings related to narcotics have soared since his election, with over 2,000 suspects dead in the intervening five months. Western governments and UN officials have sharply criticized his approach to human rights, notably his exhortations to the public to join in the campaign. "It is effectively a license to kill," said Agnes Callamard, the UN Special Rapporteur on summary executions, addressing Duterte's anti-drug campaign. "Directives of this nature . . . amount to incitement to violence and killing, a crime under international law." **source: MAREX**

NTSB Releases El Faro VDR Bridge Audio Transcript; Opens Investigation

Docket

December 13, 2016 by [gCaptain](#)



The stern of the El Faro is shown on the ocean floor taken from an underwater video camera on November 1, 2015. Courtesy National Transportation Safety Board/Handout

The 500-page transcript from the El Faro's voyage data recorder bridge audio was released Tuesday along with four other factual reports added to the NTSB's El Faro investigation docket as part of the agency's ongoing investigation into the maritime tragedy.

The U.S.-flagged cargo ship El Faro sank Oct. 1, 2015 off Crooked Island, Bahamas during Hurricane Joaquin, resulting in the loss of all 33 crew members.

Entered into the docket were factual reports from the Electronic Data Group, Meteorology Group, Survival Factors Group, Engineering Group and the Voyage Data Recorder Audio Transcript Group, the NTSB said Tuesday.

NTSB Chairman Christopher Hart was joined by the agency's Director of the Office of Research and Engineering, James Ritter, and Brian Curtis, Director of the Office of

Marine Safety, in a press briefing in which they described the documents within the docket and provided highlights of the information contained within the docket.

According to the NTSB, the **Engineering Group Factual Report** contains information about the El Faro's machinery system, a description and history of the vessel, maintenance histories for the plant, survey and inspection information, the vessel's safety management system, and information about the training and experience of the El Faro's engineering staff.

The **Survival Factors Group Factual Report** contains information about the U.S. Coast Guard's search efforts, the El Faro's survival equipment, crew preparedness, lifeboat standards and regulations, and information about distress transmissions.

The **Electronic Data Group Factual Report** provides a system overview and discussion of data recovered from the El Faro's voyage data recorder and other onboard electronic systems. The ship's voyage data recorder captured 26 hours of data in 11 parameters leading up to the sinking of the vessel. The 11 parameters were: Bridge Audio; Date; Time; VDR power supply status; Position and other GPS data; Heading; Course; Speed; Rate of Turn; Wind data; and Automatic Identification System data.

The **Meteorology Group Factual Report** provides information about what meteorological information was available to the El Faro's crew.

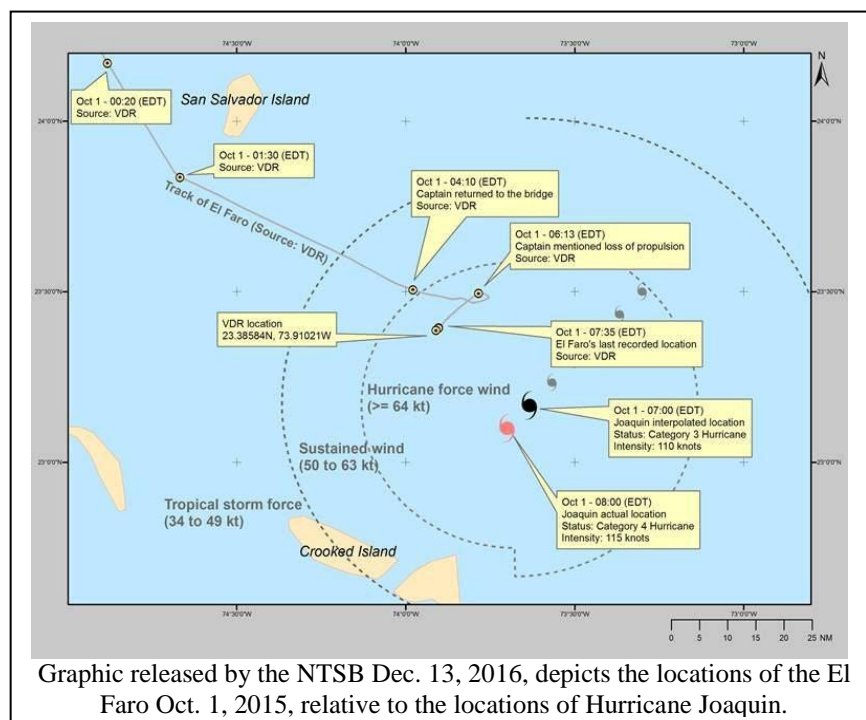
The **Voyage Data Recorder Audio Transcript Group Factual Report** contains the transcript of the discernable and relevant bridge audio captured by the VDR. Members of the group included the NTSB,

the U.S. Coast Guard and Tote Services – the owner of the El Faro.

Bridge Audio Recording

The NTSB says it considers the information captured in the VDR's bridge audio recording critical to determining the events leading up to the loss of the El Faro along with its 33 crew members. The NTSB characterized the bridge audio as "poor quality" and containing high levels of background noise; however, this is not considered unusual, the NTSB said.

There were six microphones positioned throughout the El Faro's bridge, according to the NTSB. Extensive digital audio filtering was necessary



to enhance the audio. The entire 26-hour recording was reviewed many times, with some statements reviewed more than 100 times by the VDR audio transcript group to ensure they understood what was being said in the recording. About 10 hours of audio was determined to be relevant to the investigation and therefore transcribed by the VDR audio transcript group.

The transcript required more than 1,100 work hours to complete. The transcript report is more than 500 pages and is the longest transcript ever produced by the NTSB.

The following is a summary of the characterization of the bridge audio transcript provided by the NTSB:

The bridge audio recording began about 5:37 a.m., Sept. 30, 2015, roughly eight hours after the El Faro departed Jacksonville, Florida.

The first recorded conversation about the forecasted weather was captured the morning of Sept. 30, between the captain and chief mate, who agreed on a course diversion they believed would keep them sufficiently clear of the eye of Hurricane Joaquin. There were multiple conversations regarding weather and route planning throughout the day and evening of Sept. 30.

The captain departed the bridge at about 8 p.m. Sept. 30, and returned at about 4:10 a.m. Oct 1. At about 4:37 a.m. the chief mate received a phone call from the chief engineer regarding the vessel's list and engine oil levels. This appears to be the first recorded conversation about these issues. The information was related to the captain. The alternate chief engineer is heard stating at about 5:12 a.m. that he's never seen the ship with such a list.

At about 5:43 a.m. the captain takes a phone call and indicates there is a problem in the number three hold of the ship and sends the chief mate to investigate. They discuss suspected flooding over UHF radio, which appears to be the first recorded conversation about a flooding condition on the ship.

The captain indicates at about 6:13 a.m. that the ship lost propulsion. Numerous conversations are heard throughout the remainder of the recording about the ship's flooding condition, attempts to rectify the ship's list and attempts to regain propulsion.

The second mate began formatting a GMDSS distress message at about 6:32 a.m. as directed by the captain. At 7:07 a.m. the captain notified Tote Service's designated shoreside representative of the critical situation and that he was preparing to send an electronic distress signal. The captain instructed the second mate to send the distress message at about 7:13 a.m. The captain gave the command to sound the ship's general alarm at about 7:27 a.m. and about two minutes later the second mate exclaimed there were containers in the water and the captain gave the command to sound the abandon ship alarm. About four minutes later the captain relayed over the UHF radio to put the life rafts in the water.

The bridge audio recording ended at about 7:40 a.m. Oct. 1, 2015, with the captain and one of the helmsmen still present on the bridge.

The full bridge audio transcript and other factual reports are available online in the docket at <http://go.usa.gov/x8p9j>

Here's a link directly to the bridge audio transcript: [LINK](#)

WARNING: *The VDR bridge audio transcript contains details from the final moments before the El Faro sank. It may be difficult or inappropriate for some readers.*

The National Transportation Safety Board stresses that the public docket contains only factual information collected by NTSB investigators. It does not provide analysis, findings, recommendations or probable cause determinations, and as such, no conclusions about how or why an accident occurred should be drawn from the docket. Providing the docket affords the public the opportunity to see what information has been gathered about the accident. Any analysis, findings, recommendations, or probable cause determinations related to the accident will be issued by the NTSB at a later date.

El Faro: Event Summary

On Thursday, October 1, 2015, about 07:15 a.m. eastern daylight time, the US Coast Guard received distress alerts from the 737-foot-long roll-on/roll-off cargo ship El Faro. The US flagged ship, owned by Sea Star Line, LLC, and operated by TOTE Services (TOTE), was 36 nautical miles northeast of Acklins and Crooked Islands, Bahamas, and close to the eye of Hurricane Joaquin. The ship was en route from Jacksonville, Florida, to San Juan, Puerto Rico, with a cargo of containers and vehicles. Just minutes before the distress alerts, the El Faro master had called TOTE's designated person ashore and reported that the ship was experiencing some flooding. He said the crew had controlled the ingress of water but the ship was listing 15 degrees and had lost propulsion. The Coast Guard and TOTE were unable to reestablish communication with the ship. Twenty-eight US crewmembers and five Polish workers were on board.

Maritime Monday for Decemeber 12th, 2016: Farpotshket

https://gcaptain.com/maritime-monday-dec-12-2016/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29

Royal Navy Orders Two More Offshore Patrol Vessels at BAE Systems in Scotland

https://gcaptain.com/royal-navy-orders-two-more-offshore-patrol-ships-at-bae-in-scotland/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29

Sea Shepherd Dolphin Activist Detained in Japan



Jessie Treverton, the U.K.-based Captain and Cove Guardian leader for Sea Shepherd Conservation Society's fight against the killing and capture of dolphins, was denied entry to Japan on Friday. Treverton has been involved with dolphins in Taiji, Japan, since September as part of Sea Shepherd's annual Operation Henkaku campaign. She left Japan in late November and on her return was stopped at the immigration center at Osaka Kansai airport where she was questioned, searched and denied entry to the country. She is now being

detained in a holding cell pending an appeal which, in some cases, could take up to 10 days. "During her time in Taiji this fall, Jessie developed a good relationship with the local police," said Sea Shepherd founder Paul Watson. "She did not break any rules and was always polite. Despite her respectful conduct, and her rapport with the Taiji police, she was still denied entry. The policy in Japan appears to be that if any Sea Shepherd person witnesses the atrocities against the dolphins they will be denied future entry to the country." "It is clear to me the Japanese government are denying my entry in an attempt to conceal the truth of the horrific Taiji dolphin massacre from the Japanese people and the world," said Treverton. Sea Shepherd says Sea Shepherd Cove Guardians have never broken any Japanese laws nor disrupted any activities of Japanese citizens. Their only "weapon" is the camera, which documents the activities that occur in Taiji's infamous Cove. It is precisely the camera that the Japanese government wants to ban from the Cove to keep the slaughter of dolphins out of sight with the hope that it will soon be out of mind, says Sea Shepherd. The annual slaughter of dolphins in Japan takes place between September 1 and March 1 each year. During these six months Sea Shepherd maintains a presence in Taiji with its Cove Guardian volunteers. Treverton will be appealing her entry denial to the Japanese courts and will be requesting that the British government solicit an official justification for detaining a British citizen who has not committed a crime, and preventing her entry into Japan. Sea Shepherd Conservation Society first brought Taiji's killing Cove to the world's attention by capturing and releasing undercover footage and photos of the slaughter in 2003, revealing the blood-red waters of the Cove. Later the Academy Award-winning film "The Cove" highlighted the hunts. The dolphin hunts used to also occur in other parts of Japan, like Futo and Iki Island, but they have since ended as few dolphins were found. **source : MAREX**

Good job everybody



Getting our first job done! Proud to state that **Q3 Heavy Lift** played a significant role in terms of engineering and operational matters for the loading 2 barges.

Each barge was loaded with 2 Mono Piles of 1200 ts each. This fast track load out was done via a tide dependent ro-ro-operation. Other important players in this team effort were Bow **Terminal, Saltwater Engineering, Overlasko Konstruktie, DOC** and last but not least **Mammoet**. Good job everybody. **info/photo: Floris Bomers**

China rescues Filipinos near disputed South China Sea shoal

China's coastguard rescued two Filipino fishermen from a capsized boat near a disputed South China Sea shoal on Friday, underlining the fast thawing of ties between two countries long at odds over sovereignty. A Philippine coastguard vessel navigated choppy waters to collect the two fishermen from the Chinese ship, in what would be the first time in four years both countries' coastguards were in close proximity in the Scarborough Shoal, a rocky outcrop at the heart of years of diplomatic tension. "As we speak, the Chinese vessel is linking up with our own ship to turn over the two Filipino fishermen," said Philippine coastguard spokesman Commander Armand Balilo. "It is taking some time because the waters in the area are very rough." In Beijing, Chinese Foreign Ministry spokesman Geng Shuang said the fishermen were in good health and that efforts were continuing to get them on to the Philippine ship. China "will continue to patrol and keep watch in waters around Huangyan Island and faithfully carry out its responsibilities and mission to safeguard the peace, tranquility and order in relevant waters", he said, using the Chinese name for Scarborough Shoal. The rescue illustrates the rapid changes in the relationship between the two countries under Philippine President Rodrigo Duterte, who in only a few months has sought to turn a historic foe into a friend. He visited Beijing in October and has met twice with Chinese leader Xi Jinping, to whom he has expressed admiration. The last time coastguards of the two countries were both at the shoal was in June 2012, during a protracted face-off sparked by Philippine attempts to arrest Chinese fishermen That led to the Philippines lodging a case with the Permanent Court of Arbitration in The Hague, which infuriated China and put its claims to most of the South China Sea in the international spotlight. The Philippines won that case in July, with the arbitral award voiding China's U-shaped line of sovereignty on its maps. The ruling made clear the Scarborough Shoal was under the jurisdiction of no country and claimants China, the Philippines and Vietnam were entitled to exploit its plentiful fish stocks. China was until recently overseeing a blockade of the shoal some 124 miles off the Philippines coast, chasing away Filipino fishermen and sometimes blasting them with water cannon. Duterte has told Xi he will unilaterally turn the shoal into a marine sanctuary, banning fishing within the lagoon and restricting it to the peripherals. It is unclear whether Xi will agree to that and how it would be enforced. **Source: Reuters (Reporting by Manuel Mogato; Additional reporting by Michael Martina in Beijing; Editing by Martin Petty)**

13 Crew Fail Random Drug Test Aboard P&O Ferry December 13, 2016 by [gCaptain](#)

Over ten percent of crew members aboard the P&O Ferries car and passenger ferry Pride of Canterbury have been suspended and may end up getting fired after testing positive for drugs.

British media is reporting that 13 crew failed the random drug test carried out last week by the company aboard the roll-on/roll-off ferry Pride of Canterbury during its regularly scheduled service between Dover and Calais.

The crew members testing positive for drugs have been suspended and may end up getting fired.

"As part of routine drugs testing of our crews, 13 individuals on the Pride of Canterbury recorded non-negative tests, which have now been sent for further analysis," P&O Ferries said in a statement published by [The Sun](#).

"P&O Ferries operates a zero tolerance policy towards substance abuse and any employees not complying with it will be dismissed.

"Urine tests were carried out on Thursday during a number of crossings between Dover and Calais over a four hour period.

"No substances were found but Port of Dover Police have been routinely informed," the statement said. It's unclear if there is any connection between the crew members involved, what type of drugs they tested positive for, or if they were high while at work or simply had drugs in their system. The Sky reported that some of the crew involved were from the "decking" department. No officers are believed to be involved.

The Pride of Canterbury has a crew size of 104.



Fuel Spill During in Port Bunkering

What Happened / Narrative

While loading fuel in port a Platform Supply Vessel reported having a fuel spill. Upon discovering the spill, the job was immediately stopped and clean up actions initiated. During the morning the vessels crew had been using a 'jumper hose' to discharge 'old' fresh water overboard using the aft starboard manifold with the plan being to refresh the water tanks later in the day. As is common with this type of operation while the water pump is running all water manifolds in the system are under pressure and this included the port midships water manifold. Unfortunately, the port midships manifold had a leaking valve which was allowing fresh water to pass through and out into the port midships drip tray which in turn was filling up the port side drip tray and safe-haven with fresh water. As the morning progressed a fuel bunkering check list was completed and the vessel started bunkering fuel through the port midships manifold, an AB was in place to watch the fuel hose and check for any leaks. After approximately an hour bunkering the AB / watchman reported smelling fuel and although he couldn't see where it was leaking from he initiated emergency stop and informed the shore side to stop pumping. He then looked overboard and saw fuel in the water between the vessel and quayside. SOPEP equipment was deployed and booms put in place around the vessel to contain the fuel. The investigation revealed that during the bunkering process fuel had been leaking from the fuel sample / drain cock (which is attached to the fuel manifold for the purpose of allowing fuel samples to be taken during fuel discharges) into the drip tray and draining overboard along with the fresh water originating from the water manifold.

ROOT CAUSE / CONTRIBUTING FACTORS

- The leaking fresh water manifold valve. The leak from this manifold allowed the drip tray and safe-haven save all's to fill up with water which in turn meant the fuel escaping from the sample / drain cock lay on top of the water and hence spilled overboard.
- Failure to fully ensure the requirements of the 'pre bunkering' check list were met. Despite the completion of a 'pre bunkering' check list the requirements of the check list were not fully met and complied with, this included failing to ensure the scuppers were properly plugged, (I.e. the fuel loading check list required 'Drip trays around bunkering connections to be empty and oil tight'.) It was found that the drip tray had water in it, the drip tray plug was missing.
- Although a watchman was in place there was a failing to maintain a proper watch on all areas where fuel could possibly leak from.

Corrective Actions Taken / Recommendations

- A time out for safety (TOFS) meeting was held on board. Items discussed included an overview of how the incident occurred and a reminder to ensure check lists are not only completed but also correctly complied with, in particular paying attention to detail (I.e. the fuel loading check list required 'Drip trays around bunkering connections to be empty and oil tight'). Note: It was found that the drip tray had water in it and the drip tray plug was missing.
- The Positioning of watchmen during bunker transfer operations was reviewed to ensure that all areas where leaks could originate from are regularly checked.
- The port midships fresh water manifold valve was immediately repaired and made water tight.
- The fuel manifold drain cock was repaired thus ensuring fuel could not escape from it again.
- This incident involved 2 x defective valves on different bulk cargo transfer systems. Correct and proper maintenance on all line valves and pumping systems was reviewed to ensure that pollution / cross contamination and such like could not re-occur.

Source: Marine Safety Forum

WATCH: Cruise Ship's Horn Gets Stuck on Blast... Hilarious Fail

https://gcaptain.com/watch-epic-fail-ships-horn-stuck-blast/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28Gcaptain.com%29

Rickmers Confirms Sale of 7-Year-Old Containership; Youngest Ever Sold for Scrap

December 12, 2016 by [Mike Schuler](#)



The 2009-built India Rickmers was previously known as the Hanjin Newport

Singapore shipping trust Rickmers Maritime has confirmed it has sold a 7-year-old panamax containership for scrap in order to pay down bank debt, marking the youngest containership ever sold for demolition.

The company said Monday it has reached a deal with Commerzbank in Singapore to sell the 4,250 teu *India Rickmers* and use the proceeds to partially repay senior loan facilities extended by Commerzbank to Rickmers. Under the agreement Commerzbank has agreed to waive repayment of a material portion of the remaining debt owed under the facility.

Last month Rickmers [denied media reports](#) that it had sold the 2009-built *India Rickmers* for recycling, saying negotiations to repay debts were ongoing.

A spokesman for Rickmers confirmed to gCaptain that the vessel has in fact been sold for demolition. *India Rickmers* was delivered in April 2009 by Jiangsu Yangzijiang Shipbuilding in China. The ship was previously known as *Hanjin Newport*.

The website VesselsValue.com last month valued the *India Rickmers* at just over scrap value at \$5.87 million. In 2016 the vessel fell 62% in value, primarily due to the widening of the Panama Canal, according to the website.

The *India Rickmers* beats the *Viktoria Wulff* (ex *MSC Firenze*), a 4,546 teu panamax built in 2006, as the world's youngest containership ever sold for scrap. The *Viktoria Wulff* was sold in September at the age of 10 after its German owner went bankrupt.

Rickmers Maritime now has a fleet of 15 panamax containerships with an average age of 8 years.

The trust said it would update its noteholders and unitholder if there are any more developments.

In November Rickmers said it [faced the risk of going out of business](#) after it missed paying a \$4.26 million interest payment on a \$100 million (\$71 million) bond that it has been trying to restructure.

Search launched for missing ship's bell that was lost during naval base relocation

IT was rescued from the bottom of the sea and brought to Scotland to serve as a memorial to sailors who gave their lives in the Second World War. But now a hunt has been launched to find the missing ship's bell of **HMS VIMIERA** after it was lost during the relocation of a naval base. The battleship sank in January 1942 when it struck a mine in the Thames Estuary, causing the death of 93 crewmen, including about 20 Scots. Its bell was rescued by salvagers and bought at auction by Rodger Hicks, a former captain of the vessel, who presented it to the Royal Naval Volunteer Reserve base HMS Graham in Govan, Glasgow, in remembrance of those who died. But it has now gone missing after HMS Graham was relocated to HMS Dal Riada in Greenock, and members of the association dedicated to it and its sister warships are appealing for help tracking it down again. **HMS VIMIERA** was a First World War battleship, one of 69 V & W destroyers, which later saw action in the 1940s. Retired naval officer Frank Donald, of the V and W Destroyer Association, said: "We have contacted **HMS DALRIADA** and they have found around four different bells, but none is from **HMS VIMIERA**. Somebody may have taken it for a souvenir, or for safekeeping. It may be in a pub somewhere." The battleship was one of those sent to fight in the desperate Battle of Brouage in 1940, where the Royal Navy struggled to evacuate the Welsh Guards of the British Expeditionary Force and other soldiers in the days leading up to Dunkirk. The ship sailed into the harbour under heavy fire from German troops ashore and the Luftwaffe above, and was able to evacuate 1,400 men despite suffering heavy damage. During the same battle Mr Donald's father, Lieutenant Commander Colin Donald, was shot by a sniper as he stood on the bridge of HMS Vemy, sister ship to **HMS VIMIERA**. source: **Herald Scotland**

19-Meter North Atlantic Wave Sets New World Record

December 13, 2016 by [Mike Schuler](#)



An expert committee convened by the World Meteorological Organization has established a new world record significant wave height of a massive 19 meters (62.3 feet!) measured by a buoy in the North Atlantic.

The wave was recorded February 4, 2013 by an automated buoy in the North Atlantic ocean between Iceland and the United Kingdom at approximately 59° N, 11° W. The agency said the wave followed the passage of a very strong cold front, which produced winds of up to 43.8 knots (50.4 miles per hour) over the area.

gCaptain actually [reported about the storm](#) while tracking it across the northeastern Atlantic, and at one point we saw it producing significant wave heights of 17 meters (about 56 ft)! Keep in mind wave the term “significant wave height” means the average of the highest one-third of waves, so individual waves could be much higher!

The WMO Commission for Climatology’s Extremes Evaluation Committee, with scientists from Great Britain, Canada, the United States of America and Spain, classified the new record as “the highest significant wave height as measured by a buoy”.

“This is the first time we have ever measured a wave of 19 meters. It is a remarkable record,” said WMO Assistant Secretary-General Wenjian Zhang. “It highlights the importance of meteorological and ocean observations and forecasts to ensure the safety of the global maritime industry and to protect the lives of crew and passengers on busy shipping lanes.”

The WMO says the previous record wave height of 18.275 meters (59.96 feet) was measured on 8 December 2007, also in the North Atlantic.

The buoy which recorded the wave is a part of the UK Met Office’s network of Marine Automatic Weather Stations, used to complement ship-based measurements and satellite observations which monitor the oceans and forecast meteorological hazards on the high seas.

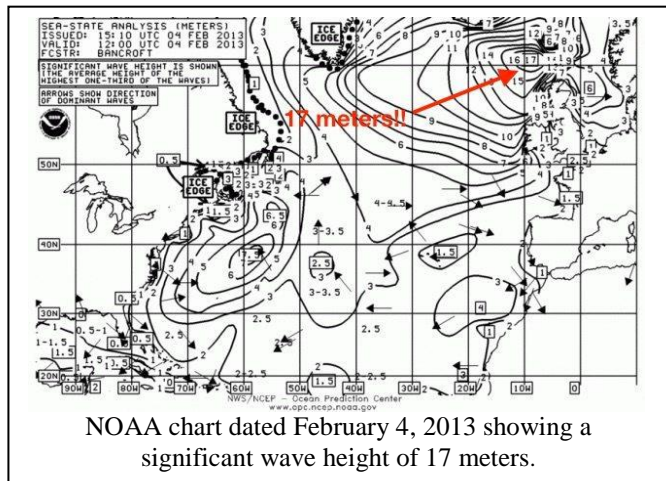
“We need high quality and extensive ocean records to help in our understanding of weather/ocean interactions,” said Zhang.

“Despite the huge strides in satellite technology, the sustained observations and data records from moored and drifting buoys and ships still play a major role in this respect.”

A separate record – that of the highest significant wave height as measured by ship observation – was measured in February 2000 in the Rockall Trough, also in the North Atlantic between the UK and Iceland.

“The new world record will be added to the official WMO archive of weather and climate extremes which is being constantly updated and expanded thanks to continued improvements in instrumentation, technology and analysis,” said Randall Cervený, Joint Rapporteur on World Records of Climate and Weather Extremes for WMO.

The archive includes the world’s highest and lowest temperatures, rainfall, heaviest hailstone, longest dry period, maximum gust of wind, as well as hemispheric weather and climate extremes.



The Polar Code enters into force on 1 January 2017 **Date:** 13/12/2016

Author: Jacqueline Tan

THE IMO's MARITIME SAFETY COMMITTEE (MSC) ADOPTS RESOLUTIONS MSC.416(97) and MSC.417(97)

The International Code for Ships Operating in Polar Waters ("the Polar Code") was adopted by the International Maritime Organization (IMO) on 15th May 2015.



The Code will take effect on 1 January 2017, upon entry into force of the new Chapter XIV of the SOLAS Convention. The Code will apply to new ships constructed after 1 January 2017. Ships constructed before 1 January 2017 will be required to meet the relevant requirements of the Polar Code by the first intermediate or renewal survey, whichever occurs first, after 1 January 2018.

At its ninety seventh session in London from 21-25 November 2016, the IMO's Committee on Maritime Safety adopted Resolution MSC.416(97), which amends the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1987, as amended, and Resolution MSC.417(97), which amends Part A of the Seafarers' Training, Certification and Watchkeeping (STCW) Code to take into account the Polar Code.

These new STCW amendments will take effect on 1 July, 2018. The amendments include transitional provisions which will allow seafarers who began their approved seagoing service in Polar Waters before 1 July 2018 to meet the alternative basic training or advanced requirements by 1 July 2020. If Members have any questions please contact your usual UK Club contact who will be happy to assist you. **Source:- UK P&I Club**

Chennai cyclone wrecks 13 OSV newbuilds by: Grant Rowles



Cyclone Vardah, which ripped through Chennai on Monday, wrought massive damage to the east coast Indian city, killing 18 and wrecking **13 newbuild OSVs**



under construction at Larson & Toubro's yard. has received exclusive images of the naval carnage brought by the cyclone, carried below, which also felled more than 12,000 trees and knocked out most of the city's electricity. The newbuilds damaged, comprise a mix of AHTSs and PSVs, all ordered by **Halul Offshore** from the UAE. Undersea internet cables were also knocked out as winds measuring 192 kph battered the city. **Source : Splash 24/7**



WATCH: Ice-Covered Ship Arrives in Duluth

https://gcaptain.com/watch-ice-covered-ship-arrives-duluth/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29

RNLI offers £1,000 reward for return of 'stolen' Penlee Lifeboat Disaster medal

The RNLI is offering a £1,000 reward for the return of a bravery medal, awarded posthumously to one of the heroes of the Penlee Lifeboat Disaster. The gold medal was awarded to Trevelyan Richards, coxswain of the Solomon Browne, the Penlee lifeboat from Mousehole in Cornwall, which went to the aid of the coaster Union Star after its engines failed in mountainous seas 25-years ago next week, on December 19, 1981. All eight lifeboat crewmen and eight people on board the Union Star - including the captain's wife and his teenage stepdaughters - lost their lives in the tragedy. Lt Cdr Smith USN, a Sea King pilot who witnessed the Penlee Lifeboat's rescue attempts late said: "The greatest act of courage that I have ever seen, and am ever likely to see, was the penultimate courage and dedication shown by the Penlee crew when it manoeuvred back alongside the casualty in over 60 ft breakers and rescued four people shortly after the Penlee had been bashed on top of the casualty's hatch covers. "They were truly the bravest eight men I've ever seen, who were also totally dedicated to upholding the highest standards of the RNLI'. In its 192-year history, the RNLI has awarded 151 gold medals to its lifeboat crews - but this Trevelyan's medal is the only one to ever have been awarded posthumously. The medal has been compared to the UK's Victoria Cross in its significance and recognition. In August the RNLI revealed the medal had gone missing from its HQ in Poole and reported it as stolen to the police. Now the charity has launched a fresh appeal for any information about the medal. The reward money had been "donated by a long term RNLI supporter specifically for this purpose", it said. Paul Boissier, Chief Executive of the RNLI, said: "We are extremely concerned about the whereabouts of the medal and anxious to secure its safe return. "It is an important and significant part of the RNLI's heritage, but its primary value lies in its emotional significance, particularly to the families of the crew of the Solomon Browne and the local communities in Newlyn and Mousehole."Thanks to the generosity of a dedicated RNLI supporter, we are now able to offer a reward of £1,000 for information that leads to the recovery of the medal. The medal is still out there somewhere, and someone must know something. We just hope that the reward will encourage anyone with any information to come forward.'" The charity is especially interested in hearing from the member of the public who contacted Dorset Police anonymously with information and are appealing for them to get back in touch. Anybody with any information about the medal's location is urged to contact Dorset Police, quoting crime reference number I02 136, to contact the RNLI direct or anonymously via Crimestoppers on 0800 555 111 or www.crimestoppers-uk.org

The gold medal was awarded posthumously to **William Trevelyan Richards**, Coxswain of the Penlee Lifeboat **SOLOMON BROWNE**, which sank after going to the aid of the coaster **UNION STAR** on the night of 19 December 1981. All eight volunteer crew members were lost in the disaster, and the whole crew were awarded gallantry medals by the RNLI in recognition of their selfless bravery and sacrifice. The medal was stored in a facility with multiple layers of security. A thorough search of the heritage collection and internal investigation was carried out and the RNLI have been working closely with the Police and those affected by the medal's loss. Members of the public may contact the RNLI on 0300 300 9990 in the United Kingdom or +44 1202 663234 if calling from outside the UK. Speaking at the time the medal's disappearance was made public, David Welton, RNLI heritage manager, said: "Everybody in the RNLI family is deeply concerned by this incident and we would like to reassure people that we are doing everything possible to retrieve this precious object." Anybody with any information about the medal's whereabouts is urged to contact Dorset Police quoting incident number 02:136, or to contact the RNLI direct." Contact the RNLI on 0300 300 9990 in the United Kingdom or +44 1202 663234 if calling from outside the UK. **source: plymouthherald**

El Faro, Top 10 Failures Of The NTSB Investigation – gLive E21

https://gcaptain.com/el-faro-top-10-failures-ntsb-investigation-glive-e21/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29

El Faro Captain's Widow described her Husband

A Newly [released transcript](#) of audio recording the El Faro's last moments show a calm and collected Captain remaining on the bridge of his ship to help a crewmate stricken by fear and possible injury. An action above and beyond the call of duty, and with total disregard for his own life... action that, had the El Faro been an US Navy ship, would have qualified Davidson for a medal for physical courage. But the Navy also recognizes another type of bravery once exhibited by Captain Davidson; moral courage. The widow of the captain of the El Faro described her husband as a cautious and experienced mariner who did not cut corners. A commitment to safety that required moral courage and had once caused his career to spiral down from Master to Junior Safety Officer – Third Mate.

“He wanted things done correctly, you know, by the book. Everything he did was by the book,” Theresa Davidson said of her husband, Michael Davidson, in a [newly released transcript of testimony](#) she gave to investigators back in January.

https://gcaptain.com/el-faro-captain-fired-crowley-row-safety/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29

Another 278kg of cocaine uncovered on board Maersk ship at Mexican port

MEXICAN authorities at the port of Manzanillo have uncovered a further 278 kilogrammes of cocaine hidden inside a container carried aboard the Maersk-operated LAURA MAERSK containership. The Mexican navy said the drugs were found in 295 packages hidden inside a cargo of industrial rollers. According to the navy, the container had travelled from Arica, Chile, reported gCaptain. The latest drugs haul is the second illicit shipment tied to the LAURA MAERSK. On November 8, authorities seized another 230 kg of cocaine from inside a container arriving at the port also aboard the vessel. source: Schednet

Caspian Sea Platform Collapses in High Winds; 1 Dead, 9 Missing

December 15, 2016 by [gCaptain](#)

One person has died and a search and rescue is underway for 9 others missing after a part of an oil installation collapsed in strong winds in the Caspian Sea.

The platform is operated by Azerbaijan's state oil company SOCAR.

The company said it was notified of the incident at about 5 a.m. Thursday morning. According to reports, a 150-meter section of a trestle bridge connecting offshore installations collapsed in winds reaching up to 91 m.p.h. Part of an accommodation unit is believed to have also collapsed.

Ten people were missing, SOCAR said, but an update from the company said one body has been recovered from the scene.

A search is underway involving the Azerbaijan's Ministry of Emergency Situations and vessels belonging to the Caspian Sea Shipping Company, SOCAR said.

The accident comes just one year after 32 people died when a SOCAR platform in the Caspian caught fire and partially collapsed during high winds. The accident is Azerbaijan's worst offshore accident to date.

Is 2017 the breakthrough year for unmanned vessels?

Autonomy is largely seen as the next big disruptor in the maritime world. So, is 2017 the year in which



Image : Rolls Royce

unmanned vessels really begin to make their presence felt?

Worldwide, the number and scope of projects dedicated to unmanned vessels is increasing, including the world's first designated test area for autonomous ships and European Union-funded research. Esa Jokioinen, head of Rolls-Royce's Blue Ocean Team, expects to see more progress in 2017 than in the previous two years combined. “Research

has been ongoing for a number of years now and what we have seen in 2016 is that this has become strategically important,” he says. “My thinking is that there will be more people working on autonomy in

2017 than there has been in the past. We are getting closer to demonstration and implementation, and we are likely to see more tangible results.” Jokioinen’s own involvement includes assignments in Finland, the UK and Singapore, which he says have developed faster than he anticipated, leading up to what he rather light-heartedly calls “an interesting and busy year”. While that’s an understatement, it does neatly sum up what the next 12 months will hold for Jokioinen and like-minded colleagues across multiple organisations. In October, the Norwegian Maritime Authority and Norway’s coastal administration opened the world’s first designated test area for autonomous ships, in an area of the Trondheimsfjord in northern Norway. A few weeks before this, mapping services company NAVTOR revealed it had been chosen to represent the maritime industry in the EU-funded ENABLE project, which is focused on proving, verifying and validating the safety of autonomous vehicles and was originally conceived for cars before branching out. ENABLE will run through to 2019, with a remote bridge concept a key consideration. In October, NAVTOR’s e-Navigation project manager Bjørn Åge Hjøllø attempted to put a rough timescale on proceedings, saying that unmanned vessels “will be a reality within the next ten to 15 years”. The Danish Maritime Authority is also working with the Technical University of Denmark on research, while UK-based Automated Ships and Norway’s Kongsberg signed a memorandum of understanding in early November to build “the world’s first unmanned and fully-automated vessel for offshore operations”. This vessel, named **Hrönn**, will use the Trondheimsfjord test area and will be designed for offshore energy, scientific and fish-farming industries, according to Kongsberg. But for Jokioinen, it is Rolls-Royce’s Advanced Autonomous Waterborne Applications Initiative (AAWA) that will dominate 2017. This €6.6m undertaking brings together universities, ship designers, manufacturers and classification societies to create the design of the next generation of ships. “We are working on the second phase,” says Jokioinen, “which is to create the technological and regulatory readiness for the first demonstrator in commercial operations. “This will finish at the end of 2017 and then we should have all of our plans and simulations done, and we can start testing.” One fascinating aspect to watch as these tasks progress will be the level of autonomy: will it be minimal, or will there be no human interaction at all? Or a compromise somewhere in the middle? “There needs to be clarity in what is being discussed,” argues Captain George Quick, vice president of the International Organization of Masters, Mates & Pilots. “The term ‘autonomous’ ship by definition implies a ship capable of making its own decisions through artificial intelligence independent of human involvement.” Lloyd’s Register (LR) has published guidance on this matter, defining six levels of autonomy, starting from ‘AL 1’ through to ‘AL 6’, which is a fully autonomous ship with no crew onboard whatsoever. “Maybe a few years ago this was seen as unlikely. Today, the market wants autonomous ships that can be operated with varying levels of control,” LR’s strategic marketing manager Luis Benito said in July. The tech is there, but what could obstruct autonomy? This guidance could be viewed as one of the preparatory steps toward specific regulation, which is one of the biggest hurdles to clear. “I have been involved deeply in the technology development over the past few years, and I don’t see anything that could stop it [from the technology side],” says Jokioinen, but he adds, “people will really start to take this seriously and the gates will open when the International Maritime Organization (IMO) puts together a guideline or something like that for unmanned operations in international waters.” On its part, the IMO says it has “not yet regulated unmanned vessels”, but there’s some interesting work coming out of the UK on this. The Maritime Autonomous Systems Regulatory Working Group (MASRWG) has released a code of conduct for surface maritime autonomous systems, and is now working on a code of practice. “Once a few high-profile ship owners buy into the idea the technology, legal and regulatory systems will rapidly evolve to make wide spread adoption possible,” says ASV Global technical director Richard Daltry. But what about cyber security? For any ‘breakthrough’, there needs to be confidence that the technology cannot be compromised by hackers, which is a huge challenge. Jokioinen explains: “We have to see what cyber security means in context of an autonomous vessel. If that is an ocean-going cargo vessel, or an inland-waterway river boat, or a ferry; it depends on the context, it depends on the risk.” Military-grade technology would be the choice “if we want to be as secure as possible,” he continues, but that brings with it a large cheque. “You have to balance [it] with the risk scenario – so hijacking of the vessel by a company employee or a third party, or is it unintentional threats?” It’s unlikely that all-encompassing answers will be found over the next 12 months, but likewise it would be naïve to assume that there will be no progress whatsoever.

Concerns from seafarers

Additionally, increased autonomy raises complex questions regarding the labour force and staffing levels of the future. How might an autonomy breakthrough in 2017 affect seafarers? “Advanced navigation and engineering technology is no stranger to seafarers,” says Quick. He warns that the advocates of unmanned ships are “attempting to create the perception that disruptive change is imminent”. There’s a risk, he believes, of prematurely changing the international legal and regulatory framework based on “speculating on what an uncertain future may require”. Jokioinen says he understands the concerns, but adds “I wouldn't be too worried, however, because there will also be manned vessels in the future, autonomy is not for all ships...it will not drastically reduce the number of seafarer jobs in the future.”

"Autonomy is not for all ships."

Quick agrees. He is doubtful that the technology is transferable to “operate and control the navigation and engineering systems in large unmanned cargo ships”. But, what if it does become technically feasible? “The more important question is,” he adds, “is it economically feasible and can it provide the same or greater level of safety?”

So, is 2017 the ‘breakthrough’ year? “No,” is the straight answer from Quick. “A real potential disruption of conventional shipping would require a number of unmanned ships operating successfully in conventional international trade. A truly autonomous unmanned ship as a disruptive force in conventional international trade is many decades away, if ever.” Daltry believes there needs to be a merging of the “big, highly publicised fully autonomous development programmes” – the tech race, as he describes it – and the smaller-scale “proliferation of smart technologies” added to today’s ships. “Ultimately,” he adds, “the two approaches will complement one another and fully integrated autonomous ship systems will emerge.” Jokioinen declines to commit either way, saying that such a question is dependent on how we define a breakthrough. “In my mind,” he continues, “the breakthrough happens when the IMO allows operation of unmanned vessels in international waters. That will definitely not be in 2017.” An interesting, busy year ahead, but not quite the tipping point just yet. **source: ship-technology.**

Offshore supply vessel Chilosco attacked by pirates in Gulf of Guinea

The offshore supply vessel CHILOSCO was attacked by pirates in Gulf of Guinea on 30 nautical miles south off Brass, Nigeria. The vessel was enroute from Onne to Port Harcourt, but was approached by speedboat with armed men, who tried to board her. There is no much information for the piracy attack, but according to preliminary information it was unsuccessful. The crew and security guards repulsed the attack and prevented boarding of the armed men. The alarm was raised and accident was reported to the local authorities. The navy escorted the offshore supply vessel to Port Harcourt, where will be held an investigation for the piracy attack. According to witness evidences, the pirates were heavy armored and well trained, probably ex Nigerian Delta militants. The offshore supply vessel CHILOSCO has overall length of 53.20 m, moulded beam of 9.00 m and maximum draft of 3.50 m. The deadweight of the ship is 350 DWT and the gross tonnage is 454 GRT. The vessel is under ownership of LATC Marine from Nigeria. It is used for for crew changes at deep offshore fields and urgent cargo shipments. The offshore supply vessel Chilosco was built in 2014 by Damen Shipyard in Gorinchem, Netherlands.
Source: Maritime Herald

Shipping Industry Slams European Parliament Proposal to Impose Regional Emissions Trading System

<https://gcaptain.com/shipping-industry-slams-european-parliament-proposal-impose-regional-emissions-trading-system/>

Killer Whale Attack and Eat Shark

<http://www.inquisitr.com/3803744/killer-whales-attack-and-eat-rare-shark-in-unusual-drone-footage/>

Gard Alert: Piracy in Asia – crew abductions

The piracy reporting center ReCAAP ISC continues to warn about the many crew abductions currently taking place in the Sulu-Celebes Sea area – between Sabah, Malaysia and the Southern Philippines. The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia Information Sharing Center (ReCAAP ISC) has now published its November 2016 Report on Piracy and Armed Robbery in Asia. The good news is that ReCAAP sees a 60 per cent decrease in the overall number of incidents compared to the same period in 2015. Notably continued improvement has been observed in the Straits of Malacca and Singapore (SOMS) with no incident reported in the SOMS since April 2016. Also, no incidents involving hijacking of tankers for theft of oil cargo were reported in November 2016. The not so good news is the continued occurrence of incidents involving the abduction of crew from ships while underway in the Sulu-Celebes Sea and eastern Sabah region. In November 2016, one successful and four attempted abductions of crew were reported in the Sulu-Celebes Sea area and since March 2016, the corresponding numbers are nine and four respectively. The report also makes particular note that, while previously only smaller slow-moving vessels such as tug boats and fishing vessels were targeted, the perpetrators are now also targeting vessels of larger tonnage. The report also highlights the incident alert issued on 21 November 2016, urging all ships to re-route from the area if possible. **Recommendations** Members and clients with vessels operating in Southeast Asia, and in waters off eastern Sabah and southern Philippines in particular, are advised to closely monitor the situation via ReCAAP ISC’s website (<http://www.recaap.org/>) and by staying in close contact with regional authorities and their local agents. A risk assessment should be conducted and the relevant preventive measures adopted, taking reference from the BMP4 as well as the Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia. The following measures should be considered by vessels operating in the vicinity of, or transiting, the Sulu-Celebes Sea area:

- re-route/avoid the area if possible;
- continuously monitor the advisories issued on NAVTEX;
- activate the vessel’s Automatic Identification System (AIS);
- enhance vigilance and increase security watch rotations while transiting the area;
- use CCTV cameras to cover vulnerable areas of the vessel (if available);
- secure or lift external ladders to prevent external access;
- firmly secure all doors and hatches providing access to the accommodation and machinery spaces and ensure that all emergency
- escape routes from manned compartments that have been secured can be opened from within;
- sound the alarm if unknown people are sighted onboard the vessel or suspicious boats in the vicinity;
- avoid confrontation with any perpetrators; and
- report immediately to the following regional authority centers:

Operation Centre in the Philippine Coast Guard District Southwestern Mindanao for monitoring and immediate responses in in all instances (Sat phones: +63 929686 4129/+63 916626 0689, VHF: Channel 16 with call-sign “ENVY”, Email: hcgdswm@yahoo.com) Eastern Sabah Security Command (ESSCOM) when transiting close to eastern Sabah. (Tel: +60 89863181/016, Fax: +60 89863182, VHF: Channel 16 with call-sign “ESSCOM”, Email: bilikgerakanesscom@jpm.gov.my)

Additional information about piracy, robbery and illegal violence at sea is also available on Gard’s website (www.gard.no) under the general topic “Trading area risks”. **Source: Gard**

China Snatches Underwater Drone from Military Sealift Command Ship in South China Sea

https://gcaptain.com/china-takes-underwater-drone-from-military-sealift-command-ship-bowditch-in-south-china-sea/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29

Shell Netherlands president-director opens Rotterdam's Offshore Experience

Marjan van Loon, President-Director of Shell Netherlands, officially opened the **Offshore Experience exhibition** at the **Maritime Museum in Rotterdam** on Friday, 16 December. Over fifty leading companies in the shipping and offshore maritime sector are among those who have helped fund the first-ever exhibition in the Netherlands dedicated to the offshore sector. The offshore industry is one of the largest and most innovative sectors in Holland, and yet at the same time also one of the most unknown and unloved. The Offshore Experience is going to change that forever by providing a spectacular overview of the search for oil, gas, wind energy and renewables at sea. It is also hoped that the exhibition, which uses 360-degree film projection to let visitors imagine they are on a platform in the open sea, will serve to inspire children aged 8 and above to consider a future in technology. The Offshore Experience will be open to the public from Saturday 17 December.



The Dutch registered **HEBO CAT 7** seen arriving in Falmouth UK (06/12/2016) from Holland with a new yacht hull for off loading at Pendennis Shipyard. **Photo : Dave Proud (c)**

Islay lifeboat aids powerless vessel

THE Islay RNLI all-weather lifeboat **HELMUT SCHRODER OF DUNLOSSIT** was called to the aid of the 57-metre live-fish carrying vessel **Ronja Viking** which had suffered engine failure within the Sound of Islay and was drifting on a flood tide. The stricken vessel could be clearly seen from Port Askaig pier towards the north end of the Sound of Islay on Saturday December 10. With a crew of seven, the lifeboat proceeded at best speed to the location. En route the **Ronja Viking** was contacted and it was established that her captain had been in contact with her sister ship, **Ronja Commander**, asking for a tow but as she was half an hour away lifeboat assistance was called for to connect a tow and hold her in position. The tow was prepared and passed to the disabled vessel and secured before the considerable weight was taken up to hold the 1,300-ton ship in position in the sheltered waters of the Sound of Islay while awaiting the sister ship's arrival. The captain's intention was to be towed to Mallaig where he would be able to discharge his cargo and effect repairs to his vessel. The **Ronja Commander** arrived on the scene and manoeuvred alongside the disabled vessel where the crew worked to pass and secure a tow while the lifeboat held the vessel's head to the tide. With the tow now securely taken up by the **Ronja Commander** the lifeboat was able to recover her tow and return to the station. Islay RNLI coxswain **David MacLellan** said: 'Although weather conditions were not bad the main challenge was the sheer weight of the casualty vessel but everything went smoothly thanks to our regular training sessions.' **Source: obantimes**

Maritime Monday for December 19th, 2016: Minced Oath

https://gcaptain.com/maritime-monday-december-19-2016/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29

MAN B&W Cooling Jacket Failures Using the correct bolts is essential!

Recently, a 738-foot bulk carrier ran aground while outbound on the Columbia River. The grounding resulted in limited damage to the vessel and no pollution or loss of cargo. This casualty occurred primarily because of cracks on the cooling jacket of a two-stroke crosshead design Mitsui MAN B&W MC-C engine. The cracks caused a loss of engine cooling water that eventually resulted in the



overheating of the cylinder cover. This then triggered an automated slow-down of the engine and an unintended loss or reduction in the vessel's propulsion and manoeuvrability. Although the investigation is ongoing, identical failures of the same engine type have occurred with similar results although the engines were of different piston diameters and cylinder arrangements: about two years ago a similar equipment failure contributed to a grounding on the Columbia River, and in 2012, a vessel approaching Corpus Christi, TX lost power due to the same cause and struck a jack up oil rig causing extensive damage to the

rig. On these engines, the outer surface of the lower areas of the engine' cylinder covers, a.k.a. heads, forms the internal area of the cooling water circuit when the cooling jacket is installed. Water flow from the cylinder liner is directed through four connections into the cooling jacket and then flows upward into other areas of the cylinder cover before exiting. The cooling jacket slips over the bottom of the cylinder cover's outer surface which has several o-rings that seal the coolant passages. The cooling jacket is held in place by the use of four shoulder type bolts that go through the cooling jacket and into the sides of the cylinder cover. Please watch the following YouTube videos for more information: **VIDEO A** (<https://www.youtube.com/watch?v=xn3kEWRfwWQ&feature=youtu.be>) and **VIDEO B** (<https://www.youtube.com/watch?v=c6oWb0Ratrc&feature=youtu.be>). By design, the shoulders of these bolts are longer than the cooling jacket wall thickness. New replacement bolts often have even longer shoulders. When the bolts are properly tightened there will likely be a gap between the bottom of the bolt head and the outside of the jacket cover. (**Image top Left**) The extra shoulder length allows the cooling jacket to position itself concentrically on the bottom of the cylinder cover and facilitate any movement or slight expansion of the o-rings. It also allows for some expansion of the cast iron cooling jacket. If the cooling jacket is slightly positioned non-concentrically on the cylinder cover, some of the bolt head's bottom surface areas may appear as if the bolt is fully tightened against the outside of the jacket cover. In the past, cooling jackets have fractured vertically through the bolt holes that secure the jackets to the cylinder cover. These fractures have caused a loss and reduction in cooling water that eventually resulted in the overheating of the cylinder cover. That then caused an automated slow-down of the engine and reduced the ship's maneuverability.

These fractures can be caused by the following:

- . Stress corrosion cracking
- . Inadequate coolant water treatment
- . Excessive rust and scale development
- . Use of wrong bolts to secure cooling jacket
- . Blockages of coolant flow throughout jacket space and cylinder cover passages
- . Overheating / thermal expansion of cylinder cover causing excessive stress on jacket cover

MAN B&W has developed a Service Letter related to this issue and it is available **HERE** (<https://www.uscg.mil/hq/cg5/cg545/docs/MANletter1.pdf>)

. As a result of these casualties the Coast Guard strongly recommends, regardless of engine manufacturer, that vessel:

- . Owners, managers and operators ensure that their vessel engineering staffs have access to all available manufacturer service letters for propulsion, electrical generation, steering and other critical equipment; and

. Senior engineering personnel on vessels with MAN B&W MC-C and other similarly constructed engines using the same cooling jacket cover securing method review the applicable maintenance procedures and ensure that persons assembling these components know that the shoulder bolts may not butt up against the cooling jacket cover, as breakage may occur if forced, and that regular bolts with no shoulders should never be used.

This safety alert is provided for informational purpose only and does not relieve any domestic or international safety, operational, or material requirements. Developed by the Investigations Division of Marine Safety Unit Portland, Oregon and the Coast Guard Headquarters Office of Investigations and Casualty Analysis. Questions or comments may be sent to HQS-PF-fldr-CG-INV@uscg.mil

Armed guards to protect ferry passengers from Christmas ISIS attacks

ARMED police are being lined up to patrol cross-Channel ferries to protect passengers against a Christmas Islamic State terrorist attack. By CAROLINE WHEELER Home Secretary Amber Rudd has signed an agreement with French authorities giving them the legal authority to put plain-clothed armed officers on board the vessels travelling into British waters. However, Ms Rudd has said she is also working with officials to ensure “reciprocal arrangements” can be put in place should she decide that British armed officers need to be deployed on ferries entering French territory to counter the terrorist threat. The news comes just days after Government sources admitted they were concerned about security at ferry ports over fears that terrorists – thwarted by tightened airport security – would switch their attention to shipping. In November, Ministers highlighted passenger ferries as a weak link in Britain’s defence against terrorists amid fears they could hijack a ferry in the Channel. Details of the new security arrangements emerged in a letter from Ms Rudd to Labour MP Yvette Cooper, who is chairman of the home affairs committee. In the letter Ms Rudd said that the French government had been deploying armed sea marshals on several French-flagged ferries since August, but only outside UK territorial waters with the elite teams being airlifted onto ferries. “In order for the gendarmes to remain on board ferries for the whole journey and therefore operate in UK territory, including UK territorial waters, we need to provide them with the appropriate legal authority. “My officials have agreed an arrangement with the French to ensure they have the legal authority to do so and to put in place other necessary safeguarding arrangements. “These include measures to ensure that the French understand the relevant sections of the College of Policing’s Authorised Professional Practice (Armed Policing) as well as clear agreement while the ferries are in UK ports.” Ms Rudd, who said the arrangement will be for a trial period until the end of March 2017, added: “Going forward, we are working with the French to ensure reciprocal arrangements can be put in place if we were minded to follow suit. “We continue to keep security in the maritime sector under review and regularly review all options to ensure we have measures in place which are proportionate to the threat.” Although Ms Rudd claims the French sea marshals – who are predominately comprised of teams of gendarmerie maritimes – are not being deployed in response to a “specific threat”, concerns were raised about security at ports and on ferries only last month. **Source: Sunday Express**

China Will Give Back Drone, Criticizes U.S. “Hyping Up” the Incident

BEIJING, Dec 17 (Reuters) – China’s Defence Ministry said on Saturday it had been in talks with the United States about returning an underwater drone taken by a Chinese naval vessel in the South China Sea, but the U.S. was not helping by “hyping up” the issue.

The drone was taken on Thursday, the first seizure of its kind in recent memory, about 50 nautical miles northwest of Subic Bay off the Philippines, just as the USNS Bowditch was about to retrieve the unmanned underwater vehicle (UUV), U.S. officials said.

The Defence Ministry said a Chinese naval vessel discovered a piece of “unidentified equipment” and checked it to prevent any navigational safety issues, before discovering it was a U.S. drone.

“China decided to return it to the U.S. side in an appropriate manner, and China and the U.S. have all along been in communication about it,” the ministry said on its website.

“During this process, the U.S. side’s unilateral and open hyping up is inappropriate, and is not beneficial to the smooth resolution of this issue. We express regret at this,” it added. *By Reuters on Dec 17, 2016*

“CHRISTMAS AT SEA”

The sheets were frozen hard, and they cut the naked hand;
The decks were like a slide, where a seamen scarce could stand;
The wind was a nor’wester, blowing squally off the sea;
And cliffs and spouting breakers were the only things a-lee.

They heard the surf a-roaring before the break of day;
But ’twas only with the peep of light we saw how ill we lay.
We tumbled every hand on deck instanter, with a shout,
And we gave her the maintops’l, and stood by to go about.

All day we tacked and tacked between the South Head and the North;
All day we hauled the frozen sheets, and got no further forth;
All day as cold as charity, in bitter pain and dread,
For very life and nature we tacked from head to head.

We gave the South a wider berth, for there the tide-race roared;
But every tack we made we brought the North Head close aboard:
So’s we saw the cliffs and houses, and the breakers running high,
And the coastguard in his garden, with his glass against his eye.

The frost was on the village roofs as white as ocean foam;
The good red fires were burning bright in every ‘long-shore home;
The windows sparkled clear, and the chimneys volleyed out;
And I vow we sniffed the victuals as the vessel went about.

**The bells upon the church were rung with a mighty jovial cheer;
For it’s just that I should tell you how (of all days in the year)
This day of our adversity was blessed Christmas morn,
And the house above the coastguard’s was the house where I was born.**

O well I saw the pleasant room, the pleasant faces there,
My mother’s silver spectacles, my father’s silver hair;
And well I saw the firelight, like a flight of homely elves,
Go dancing round the china-plates that stand upon the shelves.

And well I knew the talk they had, the talk that was of me,
Of the shadow on the household and the son that went to sea;
And O the wicked fool I seemed, in every kind of way,
To be here and hauling frozen ropes on blessed Christmas Day.

They lit the high sea-light, and the dark began to fall.
“All hands to loose topgallant sails,” I heard the captain call.
“By the Lord, she’ll never stand it,” our first mate Jackson, cried.
...”It’s the one way or the other, Mr. Jackson,” he replied.

She staggered to her bearings, but the sails were new and good,
And the ship smelt up to windward just as though she understood.
As the winter’s day was ending, in the entry of the night,
We cleared the weary headland, and passed below the light.

And they heaved a mighty breath, every soul on board but me,
As they saw her nose again pointing handsome out to sea;
But all that I could think of, in the darkness and the cold,
Was just that I was leaving home and my folks were growing old.

[Robert Louis Stevenson](#) (1850-94).

Petition launched in bid to bring Liverpool Mersey Bar lightship home

The online campaign, started by [Liverpool](#) planner and historian Jonathan Brown, calls for the Trust to reverse its “calamitous decision” to remove the ship from Liverpool and says it has placed at risk a key piece of Britain’s maritime heritage”.

<http://you.38degrees.org.uk/petitions/bring-back-liverpool-s-planet-lightship>

This may be too late...but I'm sharing it anyway

Update - Liverpool Mersey Bar lightship

From Lucy Knight

Update on Planet Lightship ex Liverpool. I sent you previous info about the plight of Planet. The story appeared many times in Liverpool Echo. Here is a discussion thread on CR&T. One of the contributors appears to have been at the court case.

<http://thunderboat.boards.net/thread/642/bar-lightship-impounded-crt-yesterday?page=1>

If you click on above label and go to last pages 34 and 35, it seems the Chester court case went against owner yesterday.

Best regards

Lucy

The Late Robert Douglas Morris

It is with deep sadness that I report that Robert (Aged 88) peacefully passed away on Wednesday Dec 7th 2016, following a chest infection. He had been resident at Cleeve Lodge Care Home in Goring-on-Thames for a number of years having agreed to leave his previous personal residence of: 8 Maisonettes, Icknield Road, Goring-on-Thames.

The details for Roberts funeral are:

Date: Tuesday, 3rd January

Time: 1.30pm - Brief Committal service

*West Berkshire Crematorium
Bath Rd
Thatcham
Berkshire
RG19 4LD*

2.30pm - Thanksgiving Service followed by refreshments.

*Goring Free Church
High Street
Goring-On-Thames
Reading
Berks
RG8 9AT*

Canadian Woman Who Documented Her Baller Cruise On Instagram Is in Court Now By Manisha Krishnan

One of the two Quebec women found with a massive amount of cocaine in her luggage after partying on a cruise ship for two months has pleaded guilty to importing a commercial quantity of cocaine into Australia. Isabelle Lagace, 28, entered the guilty plea Friday, according to the Sydney Morning Herald. She will be sentenced in February and could face life in prison. Lagace, Melina Roberts, 23, and 63-year-old Quebecer Andre Jorge Tamine were busted in Sydney, the final stop of luxury cruiseliner MS **SEA PRINCESS**. Australian authorities reportedly said drug sniffing dogs helped them locate the 95-kilogram stash of cocaine, valued at more than £18 million. Prior to being arrested, Lagace and Roberts documented themselves having a sick vacation aboard the £12,000-a-head cruise; Instagram photos show them ATVing in Peru, drinking out of coconuts in French Polynesia, and hanging out in Times Square. Roberts is set to appear in court next week while Tamine's next court date is set for next year in the Australian province of New South Wales. The drug bust is the largest Australia has seen via boat or plane. **Source: VICE Canada**

Publication of EU MRV Delegated and Implementing Regulations, including Templates for Monitoring Plans, Emission Reports and Documents of Compliance

Applicability: Owners and operators of ships greater than 5,000 gt making commercial voyages into, out of or between EU ports

The European Commission has published the delegated and implementing acts to support the entry into force of the EU Regulation on Monitoring, Reporting and Verification of CO₂ Emissions from Ships (EU MRV).^{*} This follows completion of the consultation announced in Class News 23/2016, and input from the European Sustainable Shipping Forum's MRV sub-groups, in which Lloyd's Register has been an active participant. The four published regulations provide the information needed by shipowners or operators and verifiers, as follows:

- **Commission Implementing Regulation (EU) 2016/1928** on determination of cargo carried for categories of ships other than passenger, ro-ro and container ships pursuant to [EU MRV] **This provides the cargo parameter definitions for different ship types to support clear implementation.**
 - **Commission Implementing Regulation (EU) 2016/1927** on templates for monitoring plans, emissions reports and documents of compliance pursuant to [EU MRV] **The three templates are provided as annexes to the regulation.**
 - **Commission Delegated Regulation (EU) 2016/2072** on the verification activities and accreditation of verifiers pursuant to [EU MRV] **Various definitions and procedural details are clarified.**
 - **Commission Delegated Regulation (EU) 2016/2071** amending [EU MRV] as regards the methods for monitoring carbon dioxide emissions and the rules for monitoring other relevant information
- Amendments to Annexes I and II of EU MRV are made to reflect necessary changes to the required monitoring practices and to reflect industry best practice.** Owners and operators of ships that will be subject to EU MRV are advised to review these regulations in order to support preparations for when MRV comes into effect. ^{*}Regulation (EU) 2015/757 of the European Parliament and of the Council of 29 April 2015 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC. **Source: Lloyd's Register**

Container Ship Collides with Fishing Vessel

The ultra large container ship **MSC REGULUS** has collided with a fishing vessel off the coast of Peru, killing five. The container ship was en route from Callao, Peru, to Lazaro Cardenas, Mexico, when she collided with the fishing boat, the **DON GERARDO II**. Of the 23 people on board the fishing vessel, five have been confirmed dead, another 12 rescued, some with injuries, and six remain missing. An investigation is underway. **Source : MAREX**

Amendments to Radio Regulations

IMPLEMENTATION OF AMENDMENTS TO RADIO REGULATIONS CONCERNING THE REVISED MARITIME FREQUENCIES AND CHANNELLING ARRANGEMENTS

1. This circular informs on the MSC.1/Circ.1460/Rev.1 “Revised Guidance on the validity of radiocommunications equipment installed and used on ships” as approved at the 97th session of the Maritime Safety Committee of the International Maritime Organization.
2. To ensure GMDSS communication capability, the 92nd Maritime Safety Committee has earlier issued MSC.1/Circ.1460 to advise that High Frequency (HF) radiocommunication equipment capable of operating narrow-band direct printing (NBDP) should be updated by the first radio survey after 1 January 2017; and other radiocommunication equipment may be updated appropriately in accordance with the decisions of the Administration.
3. In order to avoid any unnecessary updates of HF radiocommunication equipment that is already capable of operating NBDP, further noting that the International Maritime Organization has approved the draft outcome of the detailed review of the Global Maritime Distress and Safety System (GMDSS) including the conclusion that NBDP can be removed as a carriage requirement for distress followup communications in Sea Areas A3 and A4 in the future, the Maritime Safety Committee at its 97th session agreed to amend the date in paragraph 6 of MSC.1/Circ.1460 to advise that HF radiocommunication equipment capable of operating NBDP should be updated by the first radio survey after 1 January 2024.
4. In line with MSC.1/Circ.1460/Rev.1, Singapore ships equipped with HF NBDP radiocommunication equipment need not be updated until the first radio survey after 1 January 2024.
5. For VHF equipment, in view that GMDSS's important channels are not amended and that there are many other existing VHF channels that can still be used for communication between the new and existing VHF equipment. The VHF radio communication equipment is deemed suitable for continued use onboard, 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.
6. Shipping Circular No.23 of 2016 is hereby superseded.

For full circular, please go to

file:///E:/LAPTOP%202014/Merchant%20Navy%20Association/Pandora/Amendments%20to%20Radio%20Regulations%20sc_no_29_of_2016.pdf

Source: MPA

Investigators recommend extending search for missing Malaysia Airlines flight

By Tom Westbrook and Rozanna Latiff

Investigators searching for missing Malaysia Airlines flight MH370 have recommended extending the search by an additional 25,000 sq km (9,650 sq miles), to an area further north in the Indian Ocean, after conceding for the first time they were probably looking in the wrong spot Australia, one of three search countries, rejected the recommendation citing a lack of "credible evidence" to extend the search, leaving it unclear whether Chinese and Malaysian search teams will finance a prolonged search. "The report does not give a specific location for the missing aircraft and so we need credible evidence that identifies the specific location of the aircraft to extend the search," a spokeswoman for Australia's Infrastructure and Transport minister Darren Chester told Reuters by telephone Malaysian transport minister Liow Tiong Lai said it remains to be seen how the investigators' report could help identify the specific location of the aircraft. He did not make a statement on funding. The current 120,000 sq km (46,330 sq miles) underwater search area west of Australia in the Indian Ocean is due to be completed in January, with no sign of the missing jet.

Flight MH370 disappeared in March 2014 with 239 passengers and crew on board, most of them Chinese, en route to Beijing from the Malaysian capital, Kuala Lumpur..... **Source : reuters (Reporting by Tom Westbrook in SYDNEY and Rozanna Latiff in KUALA LUMPUR. Writing by Jonathan Barrett.; Editing by Paul Tait and Michael Perry)**

Australia and France insist on secrecy of new sub design

Shares giveaway to employees of DFDS, which sales from Dover, for firm's 150th anniversary. by Sam Lennons

Ferry employees have now been given a stake in the company they work for.

DFDS will give everyone of its 7,000-plus employees shares as a 150th anniversary gift. All staff who are employed by the company as of December 1 this year and who work at least 24 hours a week will receive 30 shares valued at just under £1,100. Employees on fewer hours will receive shares proportional to the hours worked. Niels Smedegaard corr, DFDS chief executive, said: "Very few companies are in a position of being able to celebrate their 150th anniversary. "We have therefore wanted to combine the celebration of our foundation and our founders with a celebration of, and thanks to, our many employees. "They every day help to ensure that DFDS can continue contributing to trade, travel and growth also in the future." The shares are tied up for a three-year period, after which they can be freely redeemed by the employees, who now become co-owners in the company.

□ The total allocation amounts to £7.9 million.

□ DFDS operates up to 54 sailings a day between Dover and Calais and Dover and Dunkirk.

□ It also has sailings between Newcastle and Amsterdam and Newhaven and Dieppe.

The company is northern Europe's largest integrated shipping and logistics company with a network of around 30 routes and 50 freight and passenger ships. It was formed in 1866 by the merger of Denmark's three biggest steamship lines. DFDS stands for The United Steamship Company in Danish. DFDS has been named Europe's Leading Ferry Operator for the last six years, from 2011, as well as the World's Leading Ferry Operator' for the same period. The company was also named Best Family Ferry Operator at the 2016 Family Traveller Awards. **Source: Kentonline**

Vendée Globe Sailor in Trouble After Boat Hits Shipping Container Off New Zealand

U.S. Navy Shows Off Unmanned Autonomous 'Swarm Boats'

<https://gcaptain.com/u-s-navy-shows-off-unmanned-autonomous-swarm-boats/>

[Ships Off UN Blacklist After China Promises to Halt Use of North Korean Crews](#)

[Carnival Reports Record \\$2.8 Billion Profit in 2016](#)

UK Signs Emergency Towing Vessel 'Ievoli Black' to 5-Year Contract Off Scotland

December 20, 2016 by [Mike Schuler](#)



ETV Ievoli Black. Credit: Marnavi

The Ievoli Black was built in 2010 at the Remontowa Shipyard in Gdansk, Poland. Photo: Marnavi/Handout The UK's Maritime & Coastguard Agency (MCA) has signed a 5-year agreement with the marine salvage company Ardent for emergency towage services off the north and north-western coasts of Scotland using the tug *Ievoli Black*. The 2,283 gross tonnes *Ievoli Black*, owned by Italian shipping company Marnavi, measures 70 meters and has a towing capacity of 139 bollard pull. It is capable of firefighting operations, anchor handling, towing, research and underwater services. The vessel has a history in ETV operations, having served as an ETV for the Netherlands

from 2010 to 2013.

The vessel is currently en route from the Adriatic and is scheduled to arrive on station at Kirkwall in the Orkney Islands by the end of the year, where it will relieve the current ETV *Herakles*. The hand-off is scheduled for December 31.

The MCA said the contract was awarded after an open market competition involving 22 bids, which were evaluated based on vessel type and dimensions, age, bollard pull, speed, crew complement and experience, training and exercises, efficiency and the chargeable day rate.

“This award demonstrates the UK Government’s commitment to protecting the marine environment, specifically recognising the particular challenge in north and north-western Scotland where commercial tugs are scarce. The new contract provides the region with a new vessel which will regularly patrol her designated operations area,” the MCA said in a press release.

The current ETV, *Herakles*, has been on lease to the MCA since 2012 and the contract expires at the end of this month.

Ardent currently provides emergency towage, salvage support or consultation to eight governmental agencies worldwide. The company was formed in 2015 with the combining of Titan Salvage and Svitzer and has a long-standing relationship with the MCA. In January 2015, Ardent staff, working for Svitzer at the time, refloated the grounded car carrier *Hoegh Osaka* in Southampton, one of the biggest salvage jobs of the year handled by the MCA.

“We are proud to lead the maritime and offshore services market as an emergency preparedness and response partner,” said Oliver Timofei, Ardent Director of Emergency Management.

“The MCA is seen as a standard bearer of the governmental maritime safety agencies and we are excited to work together once again,” said Timofei.

“The award of this contract caps a 2016 where Ardent has seen significant positive development, including successful completion of the merger, a strong HSEQ and operational track record”. said Peter Pietka, Ardent CEO.

Last month, the company completed the salvage industries’ largest wreck removal of 2016 with the removal of the collapsed *Troll Solution* jack-up in the southern Bay of Campeche in the Gulf of Mexico.

The Late Mrs Clarissa Booth

It is with deep sadness I have learnt that Clarissa Booth, past chairman of the Wolverhampton Branch, died on 1 December. We send our deepest sympathy to her family and friends.

Clarissa’s funeral was held on Friday 16 December in St. Benedict Biscop Church, Wombourne,

That’s all from me now folks.

Hope you have not eaten too much at the many Christmas Lunches & Dinners

***Wishing you all the very best for Health & Happiness this Christmas
And throughout 2017***

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

*Yours Aye,
Malcolm*

Malcolm Mathison
National Vice-Chairman
Merchant Navy Association
email: R546060@aol.com

www.mna.org.uk

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