

Hi Shipmates,

Please find below more snippets of information since circular #2017-05 went out on 12th February 2017.

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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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***

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Whaleboat "PETREL" left in Grytviken, South Georgia
Photo: Capt. Dag Dvergastein, Master Seabourn Quest ©

‘Maritime Jobs at Sea and Ashore’ and ‘Sea Ports for Prosperity’

Two new themes launched for Seafarers Awareness Week (24-30 June 2017)

Announcing the themes ‘Maritime Jobs at Sea and Ashore’ and ‘Sea Ports for Prosperity’, Seafarers UK has launched this year’s Seafarers Awareness Week campaign, with the focus on promoting maritime career opportunities, both at sea and ashore, including in the UK’s thriving port industry.

Addressing more than 150 maritime professionals at the official launch of the seventh Seafarers Awareness Week campaign event at sponsor Inmarsat’s London HQ, Commodore Barry Bryant CVO RN, Director General of Seafarers UK, underlined that despite recent reports by the Department for Transport about declining UK seafarer numbers, there was cause for optimism following the UK Maritime Growth Study recommendations and Maritime UK becoming the promotional body for the whole UK maritime industry, bringing together for the first time shipping, ports, marine and business service sectors.

Said Commodore Bryant: ‘Our island nation is dependent on a diverse range of seafarers:

Fishers, deep sea, offshore, and nowadays including those who take to the sea to farm fish.

Skilled workboat skippers and crews, whose services are in high demand in growth areas such as offshore wind power.

Maritime pilots and harbourmasters, providing an essential link between land and sea.

Merchant Navy Officers and Ratings on cruise ships, where the huge number of hospitality workers are now also counted as seafarers.

Superyacht captains and crew members, where our seafarers are a vital part of the UK’s success story in that most buoyant of maritime markets.

‘And finally let’s not forget that the UK and London in particular has a huge requirement for maritime professional expertise, in law, finance, broking and insurance. Those professions need high quality British Master Mariners.

‘So when we talk about promoting Maritime Jobs at Sea and Ashore, and Sea Ports for Prosperity, we see many diverse employment opportunities for men and women, especially talented young people, beyond our traditional Merchant Navy.’

Following presentations by David Dingle, Chairman, Maritime UK and Drew Brandy, Inmarsat Senior Vice President Market Strategy, Commodore Bryant continued by highlighting the importance of Seafarers Awareness Week:

‘We believe it is good for the whole UK maritime world to benefit from raised public awareness of the contribution we collectively make to the UK economy. To do this we will disseminate positive messages about newsworthy maritime activities, from public events and school visits to ports, to college open days and other sources of information about maritime and marine job opportunities.

‘Seafarers Awareness Week is a solid platform on which just about any positive news, campaign or PR activity can be promoted to a media audience that goes far beyond the maritime trade press.’

Maritime individuals, businesses and organisations were urged to support the week by sharing news, engaging on social media and organising events throughout the week.

www.seafarersweek.uk

Cruiselineer breaks moorings at Timaru Port Timaru has broken its moorings and collided with another berthed vessel.



A spokesman for the port confirmed it happened after 3pm on Sunday but could not comment further. The vessel is the **SEABOURN ENCORE**, a luxury vessel launched in January. The ship arrived in Timaru early on Sunday morning. There were high winds at the time of the incident. **Source : Newshub**

The entire incident was caught on video and posted by **Corrina Worthington**. As seen in the footage below the force was strong and

even the ships gangway was still sticking out of the starboard side. Thankfully there were no injuries.

Looks like the smaller vessel's hull might have been holed judging by that "waterspout"

http://gcaptain.com/incident-video-brand-new-luxury-cruise-ship-breaks-moorings-crashes-into-vessel-in-new-zealand/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29

Ross-On-Wye - 35th Anniversary of The Falklands

The Ross-On-Wye Branch of the RBL is organising the above event on Sunday 4th June - we know many of your members were involved in this conflict and we would very much like some of your members to attend. There will be a Parade through the Town with an Exhibition in The Market Place, Presentation, Entertainment. For more details please contact me 01989 566301

Margaret Jones rossonwye.secretary@rbl.community

Two Incidents That Prove Improper Communication Leads To Accidents At Sea - By Chief Officer Abhishek Bhanawat

Communication is a common, widely used small word with a wide context. A very common funny incident quoted these days – Someone called up emergency services stating that a person named Hu met an accident. By the time the Emergency services could assert themselves regarding the identity of the victim and understand that it was Hu and not Who – the victim passed away. Often we have seen junior ranks on ships responding with ‘Yes Sir’ for any task assigned and later on to be discovered something else has been done with respect to the subject matter. Above example states the importance of an accurate and precise comprehension of instructions and their relevant and situational interpretation as well. Various instances onboard require a mariner to respond as well as act according to pre-defined and specified patterns during routine and emergencies. For various non-routine tasks also companies have introduced team meetings, tool box meeting and risk assessment procedures. These sessions of interaction are invariably held and they assist a master or other team leaders in recognising merits and de merits of

their team members prior a task. Communication between team the leader and team members or amongst team members here plays a pivotal role in underlining probable inception of error chains and eliminating such root causes.

The below incidents highlight how various communication failures led to accidents and even loss of property.

Case 1 : A vessel was transiting Suez Canal with pilot onboard where she was supposed to be navigating along the centre line of the channel , however as she drifted away from the centre line the pilots and bridge team used corrective helm and engines to counter it. By the time the vessel had swung considerably and it neared another bank on the opposite side. The stern of the vessel brushed and contacted with rocky bottom . A heavy thud was heard and vibrations felt on the wheelhouse and engine room as well. Speed of the vessel dropped and picked up again. All ship staff noticed the vibrations. Engine room called up bridge to confirm if everything was in order. Both the officers on watch confirmed with the pilot if everything was in order to which pilot responded affirmatively. The vessel had picked up speed again and resumed the canal transit. The senior-most officer on watch neither called master nor discussed it later on with him . However below the waterline the forward part of the hull suffered damages and thus her strength was reduced considerably in the area of impact. Slight deformation was there but below the waterline. The vessel crossed the canal and while she was loading in load port a large thud was heard again and the officer on watch noticed water rushing in ballast tank No. 1 ,2 ,3 on Port Side. Due to continual stresses on a damaged, deformed and fatigued hull the weak zone crumbled and gave away. The root cause upon investigation was lack of communication among onboard team as they failed to assess damages through ballast tank inspection after a contact and report the shore based management about the same. A strong channel of communication here between team onboard and shore staff could have saved off hire charges and the loss of reputation the ship owners suffered.

Case 2 : In an another chain of events a team of engineers at sea were busy with pre arrival tests of cargo machinery. It was planned to test the steam turbine driven cargo pumps. The junior-most engineer was asked to open the main steam valve. There were three valves in total, one each for a turbine. He opened one of the valves and there was a rattling sound of steam gushing through the line which damaged one of the steam turbine. A wrong turbine which was not being warmed up was exposed to steam. The vessel was approaching port within three days and no spares for turbine were available onboard thus vessel had only two pumps operational instead of three. This information was not conveyed further to the terminal in their pre-arrival questionnaire or the charterers. Instead the vessel reported all cargo equipment in order. As a result of this vessel was put on off hire till all three pumps were operational and black listed at the terminal for that port. The above incident did not happen because the team members were incompetent. The prime fact which the team had neglected was communication of specific instructions and the acknowledgement of the same by the personnel to whom the jobs have been assigned. A Reciprocating method is always helpful to prevent an error chain from developing.

A very common subject matter of case studies often points out authority gradient as a major contributing factor in accidents related to Navigation. Bridge team failures where due to one sided or restricted communication between senior and junior deck officers, the vessel ran aground, collided with a berth or another vessel or escaped a near collision situation.

Bridge team management or bridge resource management emphasises on development of two ways and interactive communication along with requisite navigational skills and expertise. As rightly put by them – Ill managed resources or personnel on the bridge pose an equivalent hazard comparable to navigational hazards during a passage. In almost every error chain, the consequences of which gradually lead to an accident has been due to failure of the team to communicate instantly and without hesitation. A team leader should always create an amicable environment and encourage inputs and active participation of his team members while planning and executing various tasks onboard. A well assessed team is an essential feature to achieve targets in a safe and time bound manner. Such teams witness well co – ordinated efforts with shore management and support. **Source: Marineinsight**

Grounding: Judge Rules Against Cruise Ship Owner

The owners of the cruise ship **CLIPPER ADVENTURER** will have to pay nearly \$500,000 in environmental costs to the Canadian government after a Federal Court judge ruled they were responsible for the vessel's grounding on a rock shelf off Nunavut. Justice **Sean Harrington** also dismissed a \$13.5-million claim from the vessel's Bahamas-based owners, Adventurer Owner, which alleged that the Canadian government should have given them more information about the shoal, reports CBC News. The incident occurred in August 2010. The **CLIPPER ADVENTURER**, carrying 128 passengers and 69 crew, struck an uncharted rock shelf near Kugluktuk, Nunavut. There was minor pollution and no injuries caused by the incident. In his decision, Harrington said the Canadian Coast Guard properly warned the Clipper Adventurer's crew of the rock shelf through a notice to shipping, which was not on board the ship. The shoal on which the **CLIPPER ADVENTURER** grounded had been previously discovered in 2007. An alternative route was available to the vessel, but it was not chosen by the bridge team due to the extra distance of 200 miles. Rather the bridge team chose to navigate a route on an inadequately surveyed single line of soundings made in a 1965 survey, using less reliable technology than that available today. The **CLIPPER ADVENTURER** was proceeding at full sea speed of 13.9 knots and was not operating with a functional forward looking sonar. The crew could have deployed one of the vessel's inflatables, equipped with portable echo-sounders, to precede the vessel but did not. As a consequence, the vessel struck the shoal at full sea speed, damaging the hull and the propulsion machinery. "Had Officer Mora ... taken serious note of the publications with which he was required to be familiar, he would have known perfectly well that there were written NOTSHIPS [notices to shipping], and that if he could not get them by visiting the Canadian Coast Guard website, all he had to do was call MCTS Iqaluit," the decision reads. "As it was, this nonchalant attitude put the lives of close to 200 souls at risk." The shipowner argued that the crew could not have asked about the notice, because they did not know there were hazards in the area. However, Harrington said: "**Captain Grankvist** and Mr Mora did not know they had a problem, because they had not properly prepared for the voyage. "They were under a legal obligation to update Chart 7777 to take into account NOTSHIPS and failed to do so. They should have made it their business to make sure that all NOTSHIPS were on hand and consulted. They did not." The Transport Safety Board of Canada report on the incident is available

<http://www.tsb.gc.ca/eng/rappports-reports/marine/2010/m10h0006/m10h0006.asp> source : MAREX

Ocean Weather Ships

There is some interesting reading here especially for those of you who have submitted, or still are submitting, weather reports.

<http://www.weatherships.co.uk/default.htm>

Sky News: Rolls-Royce plans to launch crewless ships by 2020

<http://news.sky.com/story/rolls-royce-plans-to-launch-crewless-ships-by-2020-10765358>

Thanks Lucy

WATCH: Isle of Man Ferry Slams Into Pier – Incident Video

http://gcaptain.com/watch-isle-man-ferry-slams-pier-incident-video/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28Gcaptain.com%29

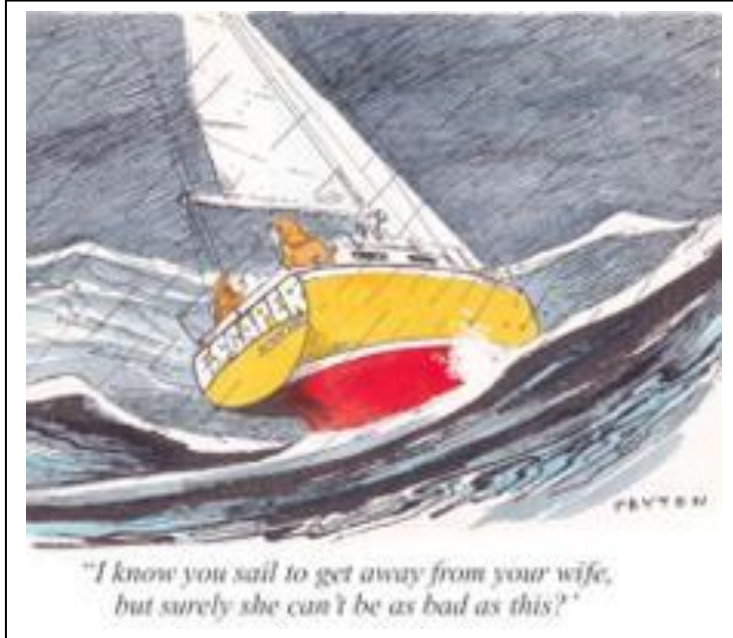
Incorrect Container Packing Leads To 65%Of Damaged Cargo

APL Containership Suffers 'Major Blaze' Off South Africa

http://gcaptain.com/apl-containership-suffers-major-blaze-off-south-africa/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28Gcaptain.com%29

Mike Peyton, the Picasso of Sailing, Dies at 96

Posted on [January 28, 2017](#) by [Rick Spilman](#)



You may not necessarily know his name, but if you have been reading yachting magazines over the years, his cartoons probably brought a smile to your face. British cartoonist [Mike Peyton](#), who died on January 25th at the age of 96, was described variously as “the world’s greatest yachting cartoonist” and as the “Picasso of sailing.” A lifelong sailor himself, for over sixty years his cartoons captured the joys, sorrows, absurdity and outright silliness of sailing. In 2012 the Royal Cruising Club gave Peyton their award for lifetime services to yachting. Last year the [Yachting Journalists’ Association](#) awarded their Diamond Anniversary Lifetime Achievement Award to Peyton. Comedian and sailor Griff Rhys Jones says of Peyton, “He captures the

anti-glamour of yachting.” Sir Robin Knox-Johnston says, “Mike’s been my favorite yachting cartoonist for decades.” At the presentation, Paul Gelder noted:

With a few squiggly lines from his pen, he took people to the heart and soul of sailing and sailing’s cock-ups. He was a unique commentator on the sailing scene for more than 60 years. There was no other sailing cartoonist in the world to match his elegant, economical wit and wisdom. He said he got his best ideas sitting in the bath.

His humour was gentle, rather than vulgar, brash or cruel. As well as a superb draughtsman, he had a winning way with words, whether it was a clever punch line, a headline or a caption. He was a great storyteller – as anyone who sat beside the glowing coal stove on his boats can testify.

Well done HMS Dragon.



The crew of the **HMS DRAGON** Rescued 14 sailors from the dismantled yacht **CLYDE CHALLENGER** in the Atlantic

Six Missing After Crab Fishing Vessel Sinks in Bering Sea

February 13, 2017 by [Mike Schuler](#)

The U.S. Coast Guard is continuing to search for the six missing crewmembers of the Seattle-based crab fishing vessel *Destination*, which is believed to have sunk in the Bering Sea off St. George, Alaska over the weekend.



File photo for the 95-foot FV *Destination*.
Photo: Capt. Casey McManus

The Coast Guard said Saturday that it had launched a search after picking up an electronic position indicating radio beacon (EPIRB) alert from the fishing vessel approximately two miles northwest of St. George in the Bering Sea.

The EPIRB was recovered among a debris field containing buoys, a life ring from fishing vessel *Destination* and an oil sheen, the Coast Guard said.

Weather on scene on Saturday was reported to be 30-mph winds with five to eight-foot seas and snowing. Air temp was reported to be 21 degrees with a sea temperature of 30 degrees.

The Coast Guard Cutter *Morgenthau* arrived on scene Sunday at 10 a.m. to assist with an Air Station Kodiak MH-

65 Dolphin helicopter crew currently deployed on the cutter. Citizens of St. George have also been patrolling the shoreline for any signs of the crew or vessel.

Coast Guard crews assisting in the search included two HC-130 Hercules airplane crews, two MH-60 Jayhawk helicopter crews, an MH-65 Dolphin helicopter crew, as well as the *Morgenthau*.

An active search was still underway of Monday.

“Prayers are needed for our brothers on the F/V *Destination* and their families,” [said Capt. Casey McManus](#), captain of the “Deadliest Catch” fishing vessel F/V *Cornelia Marie*. “Their EPIRB went off this morning triggering a search by the US Coast Guard. So far, a life ring, the EPIRB and some debris is all that had been recovered. An oil slick has been report on the surface, and a Hercules -130 aircraft and two Jayhawk choppers are conducting a search pattern along with the Silver Spray and the Bering Rose. The wind has come down, but it’s only 20 degrees and the seawater is 30. Please pray. The picture below does not do the boat justice. It was a very sturdy platform that was maintained at the highest levels. So hard to believe it could happen to a boat like this, with an amazing crew.”

<http://gcaptain.com/search-suspended-for-six-missing-crew-of-fv-destination-in-bering-sea/>

Liberian-flagged container vessel fire under control By : Kaveel Singh, News24



A fire that broke out on board a Liberian-flagged container vessel off the Eastern Cape coast has been brought under control, the SA Maritime Safety Authority (Samsa) said on Monday. Arrangements were being made to take the vessel into the Port of Ngqura, where firefighters were on standby, Samsa said in a statement. The **APL AUSTRIA** was about 30 nautical miles south-west of Cape St Francis when the fire

broke out on Sunday. It was carrying several containers of hazardous cargo. None of them caught fire. The cause of the fire was not yet clear. An investigation was underway. The Harbour Master of the Port of Ngqura boarded the vessel after 04:00 on Monday to make an assessment and advise the ship’s crew. Three Transnet National Ports Authority harbour tugboats helped fight the fire. “Lots of black smoke was emanating from the vessel. The weather conditions have been favourable since the incident occurred, with a light south-easterly wind,” Samsa said **SOURCE: News Now/ News 24 Online**

Maritime Monday for February 14th???, 2017: Portishead Radio

http://gcaptain.com/maritime-monday-february-17-2017/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29

Stena Line enters partnership with Mercy Ships

The humanitarian NGO Mercy Ships and Stena Line, the world's largest privately owned ferry company, have decided to enter a long-term partnership. The goal is to raise general awareness about the charity, promote volunteering and charitable giving both within Stena Line itself as well as amongst its passengers and partners. Mercy Ships owns and operates the largest civilian hospital-ship in the world to deliver free, world-class health care services to the poorest of the poor together with capacity building and sustainable development to nations in the developing world. Since 1978 Mercy Ships has helped more than 2.5 million people.



The ship's crew is made up of more than 400 volunteers from up to 40 nations. Surgeons, nurses, technical, marine and many other professionals, an average of a 1 000 volunteers yearly, pay their own expenses to aid those in need of safe surgical expertise and healthcare. "We have found a partner with the right qualifications and commitment who, like us, sees the advantages and flexibility in having the sea and ships as workplace. Care is part of our soul which means that our sustainability

work includes more than just environmental initiatives. Our partnership with Mercy Ships now becomes an important part of that work and it gives us an exciting opportunity to involve our staff, customers and partners in making a difference." says Niclas Mårtensson, CEO at Stena Line. "Mercy Ships is a unique organisation and we very pleased to see the great support from Stena Line. They have taken our mission to their heart and it is great to see their willingness to partner with us to support the work we do," stated Pascal Andréasson, Head of Marketing for Mercy Ships Sweden. At the end of January, Stena Line's CEO Niclas Mårtensson visited the **Africa Mercy**, currently docked in Cotonou Benin, to see for himself the work done on-board. The Mercy Ship is a former Scandinavian rail ferry which was converted to a hospital ship with five operating theatres and spends ten months at a time in African port cities. The impressions at the visit were many as Niclas Mårtensson says: "I see the great need to support Africa, where Mercy Ships with their volunteers, their commitment and knowledge, make an enormous difference. During the stay on-board the vessel in West-Africa, where I met patients and saw the operation of the organisation, I realised that this is a life-changing contribution. To see and experience this is a very important experience for me." Stena Line's vessels and social channels will be able to reach some 10 million people every year with information about Mercy Ships. During the spring of 2017 Stena Line will cooperate with Mercy Ships Sweden to bring awareness of the charity's commendable cause on their vessels in all of Europe. Stena Line is also presently working to set up a programme for sponsoring staff/crew who would like to join as volunteers on Mercy Ships vessels. **Source: HGVUK**

Public Comment Period Extended For Jones Act Proposed Revocations and Modifications by Mike Schuler

The U.S. Customs and Border Protection has extended the public comment period for its notice of proposed modification and revocation of ruling letters related to the CBP's application of the Jones Act. CBP published the proposed ruling on January 18, 2017, just two days before President Obama left office. It can be found at (opens as pdf in new window): **[Customs Bulletin \(Vol. 51, No. 3, at p. 1\)](https://www.cbp.gov/sites/default/files/assets/documents/2017-Jan/Vol_51_No_3_Title.pdf)**.
https://www.cbp.gov/sites/default/files/assets/documents/2017-Jan/Vol_51_No_3_Title.pdf

Sales of Seafarers Ale Continue to Support Seafarers in Need

Seafarers UK - the charity that supports seafarers in need - has announced that recent sales of Seafarers Ale have resulted in brewer and premium pub company Fuller, Smith & Turner PLC (Fuller's) making a donation to Seafarers UK of £39,000.

Fuller's acquired the Gales-branded Seafarers Ale in 2005 and since then a donation per pint sold has been made to Seafarers UK. The total raised to date exceeds £200,000, money that contributes to Seafarers UK's grants paid to charities, organisations and projects that support seafarers across the Merchant Navy, Royal Navy and Fishing Fleets.

Seafarers UK Director General, Commodore Barry Bryant CVO RN thanked Fuller's: 'This latest donation is most welcome in 2017, our centenary year. Since 1917 Seafarers UK has been providing vital funding to support seafarers in need and their families. Sales of Seafarers Ale enable us to maintain grant giving of more than £2 million per annum.'



www.seafarers.uk

www.seafarers.uk/what-we-do/partners/fuller-smith-turner/

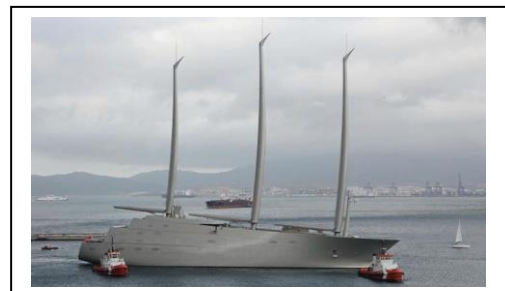
Support Seafarers whilst you Drink...Can't be bad!

More Submarine Problems

UKIP Defence Spokesman, Bill Etheridge MEP, has launched a broadside at the Ministry of Defence as news emerged of not only a ten month delay for the fourth Astute class submarine, but also a near £200m increase in their combined cost. The fourth Astute vessel, HMS Audacious, was initially due in August 2015 but this had already been put back to January next year. November 2018 is the new predicted date. The Ministry of Defence (MoD) have also admitted that the price to build the four new nuclear submarines rose by £191m in the year 2015/2016. A BAE spokeswoman said: "The design and build of a nuclear powered submarine is one of the world's most complex engineering challenges. Mr Etheridge, MEP for the West Midlands, said "An engineering challenge it may be, but surely that should have been included in the quote? "If there have been changes to the specifications of the order, then it is up to the civil servants in Defence Procurement to tell us that. "But what we are seeing at the moment is a succession of orders run over budget, past the agreed delivery date and failing to provide security for the country and its citizens. "The taxpayers of the United Kingdom deserve better!" **source : UKIP**

Is This Your Daddy's Yacht?

First time to Gibraltar the **SAILING YACHT A (SY A)** has arrived in port to take on bunkers. Due to the strong Easterly wind prevailing at the time of her arrival / berthing manoeuvre, the assistance of two local tugs had to be requested. she is on extended trials. Originally launched in January 2016 as the **WHITE PEARL** and acquired her present name in January this year, **Photo : Francis Ferro ©**



Union of Canada lawsuits alleging systematic breaches of the Temporary Foreign Worker Program

Commencing next week, the Federal Court had been set to hear arguments in dozens of lawsuits filed by the Seafarers' International Union of Canada ("SIUC") against the Government of Canada. However, the case has now been resolved with the SIUC accepting a last-minute settlement offer put forward by the Government of Canada. The SIUC filed 42 lawsuits in 2015 saying that, instead of providing Canadian seafarers with the opportunity to work, and in violation of the Temporary Foreign Worker Program ("TFWP"), the Government of Canada was systematically issuing work permits to the non-Canadian crew members of hundreds of foreign ships engaged in shipping in Canadian waters. The SIUC found evidence that some of these temporary foreign workers made as little as \$2.41 per hour while working in Canada, when they should have been paid the Canadian prevailing wage. In July 2016, the SIUC filed an additional 13 lawsuits with similar allegations. In July 2016, the Government of Canada admitted that it improperly issued work permits to the foreign crew members of the *New England*, a Marshall Islands flagged oil tanker that engaged in shipping in Canada. The Federal Court granted SIUC's judicial review applications and set aside 11 work permits for the crew of the *New England*. The SIUC was successful in reaching a settlement of the remaining outstanding 44 lawsuits with Employment and Social Development Canada ("ESDC"). Some of the settlement terms that ESDC has committed to are:

- Conduct a full review of ESDC's TFWP policies and procedures as they relate to employment of Temporary Foreign Workers on foreign-flagged vessels engaged in Canadian domestic shipping. ESDC will consult with SIUC Canada regarding the format of stakeholder discussions and SIUC will have a seat at the table.
- Immediately issue an interim practice directive to ESDC officers to enforce requirements under the TFWP requiring employers looking to hire foreign workers to crew vessels to first advertise the positions to Canadian Seafarers to prove that there are no available Canadian seafarers, and to also require documentation from employers seeking an exemption from minimum advertising requirements.
- Carefully consider and commence investigations into the SIUC's allegations that seafarers admitted to work in Canada as Temporary Foreign Workers are not being paid the proper Canadian prevailing wage and, in some cases, are being paid below the Canadian minimum wage.

SIUC President James Given said, "After 18 months of litigation, I am very happy to see the Government finally agree to what we sought all along – enforcement and a review of the rules with the full participation of the SIUC Canada." President Given added, "We are confident that the terms of the settlement will lead to hundreds of jobs for Canadian seafarers who are qualified and available to crew marine vessels of all sizes and types." The settlement is a major victory for the SIUC and its members. The SIUC Canada looks forward to participating as a lead stakeholder in a full review of the TFWP policies and procedures as they relate to employment of Temporary Foreign Workers on foreign-flagged vessels of all types engaged in Canadian domestic shipping.

Photos Reveal Fire Damage Aboard APL Austria in South Africa

<http://gcaptain.com/photos-reveal-fire-damage-aboard-apl-austria-south-africa/>

Argentina's Rising Grains Production Strands Vessels in River Traffic

<http://gcaptain.com/argentinas-rising-grains-production-strands-vessels-in-river-traffic/>

Inspectors Halt Royal Caribbean Ship in Florida Over Life-Saving Gear

http://gcaptain.com/inspectors-halt-royal-caribbean-cruise-life-saving-gear/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29

Shipping Industry Calls for Exemption from EU Carbon Market Reform

http://gcaptain.com/shipping-industry-calls-exemption-eu-carbon-market-reform/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29

HELP ALDEN PLOWS TO JOIN MERCY SHIPS



Hello, my name is **Alden Plows**. I'm a merchant navy deck officer, recently qualified, I completed my training with **Ship Safe training Group Ltd** but unfortunately due to the downturn in offshore my sponsoring company were unable to offer me a job. I have decided to offer my services to **Mercy Ships** and I would like to tell you about the incredible work mercy ships are doing in Africa and what I need funding for!

Mercy ships is a non-profit charity organisation which operates the hospital ship, **AFRICA MERCY**. As a floating hospital, we can sail directly to some of the world's poorest people to deliver life-saving medical care and provide safe, state-of-the-art facilities in which to treat them. The ship itself is 152m, with 5 operating

theatres and 82 patient beds which has been outfitted with state-of-the-art equipment that includes a CT scanner as well as X-ray, laboratory services and a Nikon Cool scope to aid accurate diagnoses. Whenever necessary, information can be transmitted almost instantaneously via an onboard satellite for consultation with doctors back in the UK.

So what does the your money go towards?

For people to volunteer onboard the ship you need to be entirely self funded, willing to give up

months of your time to join and work in this incredible environment. I'm appealing to you today for your support in raising enough funding to get myself out there to work on the ship. The funding goes towards flights and crewing fees. Crew fees help to cover my housing and food costs as well as evacuation and repatriation insurance. **Ship Safe Training Group Ltd** have been very generous in supporting me, paying for one month of my time onboard

Why me in particular?

At the moment they are desperate to find a third officer to join as soon as possible. I am ready and willing to fill the role and give it my best. I have trained for years to be able to do the job and I am fully qualified to take on the challenge. I have gone through the application process and passed the reviews to be in a position where I can finally go. I have been given the 27/02/2017 as a confirmed joining date. I will be flying out to Cotonou, Benin to join the ship which will be alongside there for the duration of my time onboard. **Ian Palmer** Of **Ship Safe Training Group** commented that **Alden** is a special lad that has worked hard and deserves this opportunity to gain the valuable experience that **Mercy Ships** can offer.

www.sstg.org



Rickmers in Plea to Creditors for Help to Escape Going Under as Debts Mount -

By Mike Wackett

(The Loadstar) – Beleaguered panamax containership owner Rickmers Maritime Trust (RMT) has pleaded with its creditors for help to restructure its debts.

Singapore-headquartered RMT posted a full-year 2016 net loss of \$180m, after charter revenue of just \$69m, and continues to carry an enormous debt pile.

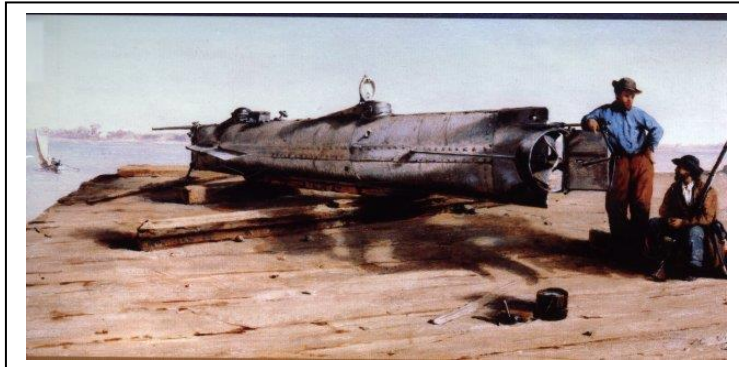
It operates a fleet of 15 containerships of 3,450-5,060 teu, five of which are on long-term charter to MOL, five operate on the spot market and the remaining five are in lay-up.

According to vesselsvalue.com the live and demolition value of the RMT fleet has sunk to around \$83m, compared with its mortgage and loan note debt of approximately \$300m.

In a statement today RMT said it “remained in active talks” with lenders “to restructure the borrowings”

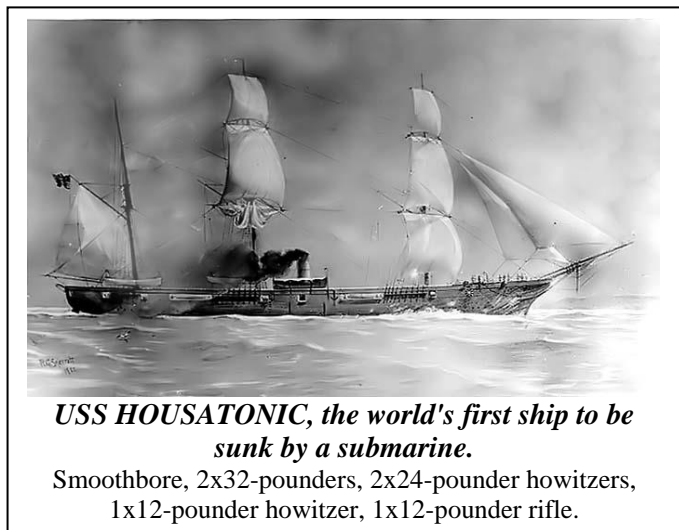
Full article at:- http://gcaptain.com/rickmers-plea-creditors-help-escape-going-debts-mount/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29

Feb. 1864 - During the American Civil War, 1861-65, the Confederate hand-propelled submarine HUNLEY sinks the Union's HOUSATONIC in Charleston Harbour, South Carolina



In what is considered the first 'successful' attack by a submarine warship. The image is from "Submarine Torpedo Boat H.L. Hunley Dec. 6 1863" by artist Conrad Wise Chapman (The Museum of the Confederacy, Richmond, VA. Photograph by Katherine Wetze), on the cover of the SCDAA South Carolina Highway Historical Marker Guide.

The kill was made by pilot Lt. George Dixon and his eight-man crew during the night of 17 February 1864. The crew of the Hunley approached the Union blockade ship, the Housatonic, which was powered by steam and conventional sail. On the front of the Hunley was a 22 foot long wooden tip (spar), with a 135 pound "torpedo" (an explosive charge) stuck on the end, and attached via a rope. The Hunley rammed the torpedo inside the hull of the Housatonic below or right at the waterline. Then the "straight eight" reversed direction and backed away from the doomed Union vessel. When the rope reached its limit, it jerked a mechanism that activated the "torpedo," and blew a hole in the side of the ship, and set the entire ship on fire. The Housatonic burned and sank in three minutes.



USS HOUSATONIC, the world's first ship to be sunk by a submarine.
 Smoothbore, 2x32-pounders, 2x24-pounder howitzers, 1x12-pounder howitzer, 1x12-pounder rifle.

Thanks to Peter Hogg for drawing this to my attention

Feb. 1882 - First refrigerated shipment of sheep meat from New Zealand
The S.S. DUNEDIN sailed from Port Chalmers, Dunedin with the first refrigerated shipment of sheep meat from New Zealand. All 5000 frozen carcasses arrived in excellent condition in Great Britain on May 24.

Thanks to Peter Hogg for drawing this to my attention

Caledonian MacBrayn's annual passenger carrying figures exceed five million for first time in 20 years By Milton Stuards,

Caledonian MacBrayne's official carrying statistics for 2016 reveal that the west coast of Scotland ferry company passed five million passengers for the first time since 1997. • Figures mark first full year of reduced rate fares (known as road equivalent tariff or RET) across the company's network • A total of 5,055,827 passengers and 1,356,396 cars, equates to a rise of 428,801 passengers (+9.27 per cent) and 186,695 cars (+15.96 per cent) • Significant increases in both passengers and cars on a number of routes • Minister for Transport and the Islands congratulates CalMac on 'delivering this achievement' • Enhanced economic sustainability for communities with reduced fares enabling greater mobility and potential rise in visitor numbers Caledonian MacBrayn's annual passenger carrying figures exceed five million for first time in 20 years. Source: CalMac

HMS COSSACK (L-03) RESCUES 300 BRITISH MERCHANT SEAMEN FROM GERMAN SUPPLY SHIP ALTMARK 17 FEBRUARY 1940 in NORWEGIAN FJORD.



February 1940, British merchant seamen on board the destroyer HMS COSSACK as it arrives at Leith, Scotland. The destroyer had released the men who had been held as prisoners on board the German supply ship 'Altmark'

Altmark incident

Cossack's first action was on 16 February 1940, under the command of [Philip Vian](#). This was the [Altmark Incident](#) in [Jøssingfjord, Norway](#) which resulted in the freeing of the *Admiral Graf Spee's* prisoners who were being held aboard the supply ship [Altmark](#) and the death of seven crew members of the German

ship. *Cossack* arrived at [Leith](#) on 17 February with the 299 freed prisoners. The Norwegian Government subsequently protested at *Cossack's* breach of Norway's neutrality and demanded the return of the prisoners (the same that the Norwegian Navy pronounced as non-existent), with the German government further protesting at the act of violence committed against *Altmark*.

In January 1940, [HMS AFRIDI](#) went in for repairs so Captain Vian, her commander, exchanged ships with Commander Sherbrooke. *Cossack* was now leader of the 4th Destroyer Flotilla (4th DF). On 15th February, Captain Vian received reports that the 13,580 ton German supply tanker *Altmark* had been sighted off Trondheim, Norway. Her guns had been removed and she was posing as a merchant ship to assure free passage between the Norwegian offshore islands and the mainland. No one had a clear idea of what *Altmark* looked like. At last, on 16th February, [HMS Arethusa](#), [HMS Intrepid](#) and [HMS Ivanhoe](#) intercepted *Altmark*. The German ship received a shot across her bow in an effort to force her out of Norwegian territorial waters. Quickly, the *Altmark* slipped away and found shelter in a narrow inlet in Jøssingfjord. Due to Norway's



neutrality and for diplomatic reasons, a British ship could not board a German vessel while in Norwegian waters. Through negotiations with the Norwegians, Captain Vian was permitted to approach the tanker and land a boarding party. If nothing illicit were found, the tanker would be allowed free passage. At 2312 hours, *Cossack* approached the German ship. A boarding party consisting of three officers and thirty men was ready to move on a moment's notice. While coming alongside, the big tanker tried to crash her heavy stern into the destroyer's thin plates. Expert seamanship saved the *Tribal* from serious damage. Before *Altmark* was seized, four Germans were killed and five wounded. When the boarding party searched the ship, they discovered and rescued 299 captives in the hold of the ship. When the destroyer arrived in the UK, the British press learned of the rescue and *Cossack* was instantly elevated to fame in the headlines of the world's newspapers. *Cossack's* stem plating had to be repaired as a result of bumping into *Altmark* but it was a small price to pay for the saving of human lives. After this incident, Captain Vian returned to *HMS AFRIDI* and the destroyers reverted to their North Sea patrol and convoy rescue duties.

Thanks again to Peter Hogg for drawing this to my attention

Vroon Offshore Services win OSJ “Shipowner of the Year” Award

Journal Award for “Shipowner of the Year 2017”. This Award was handed over to **Vroon Offshore Services** on Wednesday 8 February during the annual Offshore Support Journal Awards Gala Dinner, held in London. **Jan-Piet Baars, Director Offshore of Vroon Group B.V.** and **Craig Harvie, Managing Director of Vroon Offshore Services Ltd.**, were delighted and honoured to accept the Award on behalf of the Vroon Offshore Services organisations.

Vroon Offshore Services received the Award for our ‘ability to re-role vessels and move into the offshore wind, walk-to-work and other markets, for initiatives in offshore Africa and for showing excellence in the operations of our ships.’ This is a fantastic achievement and a positive recognition of the wider Vroon Offshore Services offering in the current, challenging market. All at Vroon Offshore Services, offshore and onshore, are proud to have played a part in contributing to this recognition of our company’s achievements.

Major investment scrapped at Upper Clyde's last yards By: David Leask, Chief Reporter SHIPBUILDING

in Scotland will wither in the global marketplace, it has been claimed, after BAE Systems scaled back much-vaunted investment plans that would have been a “game-changer” for the industry. The defence giant has confirmed it will no longer invest in a major new outfitting hall to build new frigates for the Royal Navy. Instead it will this summer begin a series of less dramatic investments at both its facilities, Govan and Scotstoun, to enable it to carry out what is now a smaller contract than first mooted. Shipbuilding insiders stress that scrapping the giant shed, planned for Govan, is just the latest move to downgrade multi-million-pound investments on the Clyde mooted before the Scottish independence referendum in 2014..... **Source: martini.heraldscotland**

Channel Dash

Hi Malcolm,

I hope you don't mind me sending you these pictures as it's not technically Merchant Navy but without these brave airmen flying Swordfish aircraft on February 12th; 1942 to attack the German battle fleet as they tried to get back to Germany many seafarers, both R.N. & M.N. would have been lost as I'm sure you would agree.



Members and Standard Bearers of both our "Independent Vindicatrix of East Kent" and the "Prince of Wales Sea Training School" have attended this commemoration service since the 1st; unveiling in Ramsgate followed by the unveiling of the 2nd; Memorial in Dover the following year and we will continue to do so. I have attached some photos of the day along with a press report for you in the hope that it is of interest.

Regards,

*Phil Hughes, (Secretary / Standard Bearer),
 Independent Vindicatrix of East Kent - M.N.*

Tribute to the sacrifice of courageous airmen

By Robin Martin
newsdesk.thanet@kentlive.news

TWO buglers from the Royal Marines band in Portsmouth played an emotional Last Post in a moving service at the Channel Dash Memorial Trust monument alongside Ramsgate's Royal Harbour on Sunday to mark the 75th anniversary of a courageous war time mission.

Operation Fuller, known as the Channel Dash, was one of the most daring and courageous actions in the history of naval aviation.

It began on February 12, 1942, when 18 aviators from the Fleet Air Arm's 825 Naval Air Squadron flew six fabric-covered Fairey Swordfish biplanes from RAF Manston in an attack on the might of the German battlefleet which was passing through the Straits of Dover.

Threat

Thinking that the German force would travel through the Straits of Dover at night, the British Admiralty had stood down the vast majority of its aircrews, thus just leaving the six Swordfish available to combat the German threat when the ships were identified in daylight hours.

Flying through the anti-aircraft fire of the big ships and against the power of the Luftwaffe, the slow Swordfish stood little chance. All six biplanes were shot down and only five of the 18 men who set out survived.

Some of the aircraft got their torpedoes away but none hit their intended targets - the battleships Scharnhorst and Gneisenau. These enemy craft were protected by six destroyers, 40 flak ships and 200 fighter aircraft.

Crippled and ablaze before they had



WE REMEMBER: Standards held high at the ceremony

even got within range of their targets, the heroic British naval aviators delivered their attacks and paid the ultimate sacrifice.

The service in Ramsgate was attended by representatives of the armed forces, serving members of today's 825 Naval Air Squadron, and senior representatives of the Fleet Air Arm as well as Admiral of the Fleet the Lord Boyce, Lord Warden of the Cinque

Ports and patron of the Channel Dash Association.

The mayors of Ramsgate, Broadstairs and Margate represented their respective communities, with Ramsgate Mayor Trevor Shonk thanking the local public for braving the elements and coming out in such vast numbers.

South Thanet MP Craig Mackinlay was also in attendance.

Royal Naval Wildcat helicopters from 825 NAS and an RAF Tucano of 72 Squadron performed a flypast over the service in a salute to those heroes who had bravely fought against overwhelming odds.

A small party of dignitaries and Armed Forces members then boarded the USN P22 gunboat to lay flowers in the commercial harbour, flanked by the Ramsgate lifeboat.

HNLMS ABRAHAM CRIJNSSEN

Sometimes in life, the guy with the so-crazy-it-just-might-work ideas hits one out of the park and saves the day. This is what happened in 1942 aboard the HNLMS ABRAHAM CRIJNSSEN , the last Dutch warship standing after the [Battle of the Java Sea](#)

Originally planning to escape to Australia with three other warships, the then-stranded minesweeper had to make the voyage alone and unprotected. The slow-moving vessel could only get up to about [15 knots](#) and had very few guns, boasting only a [single 3-inch gun and two Oerlikon 20 mm canons](#) making it a sitting duck for the Japanese bombers that circled above.

Knowing their only chance of survival was to make it to the Allies Down Under, the CRIJNSSEN's 45 crew members frantically brainstormed ways to make the retreat undetected. The winning idea? Turn the ship into an island.

You can almost hear crazy-idea guy anticipating his shipmates' reluctance: Now guys, just hear me out. But lucky for him, the ABRAHAM CRIJNSSEN was strapped for time, resources and alternative means of escape, automatically making the island idea the best idea. Now it was time to put the plan into action.



The crew went ashore to nearby islands and cut down as many trees as they could lug back onto the deck. Then the timber was arranged to [look like a jungle canopy](#), covering as much square footage as possible. Any leftover parts of the ship were painted to look like rocks and cliff faces these guys weren't messing around.

Now, a camouflaged ship in deep trouble is better than a completely exposed ship. But there was still the problem of the Japanese noticing a mysterious moving island and wondering what would

happen if they shot at it. Because of this, the crew figured the best means of convincing the Axis powers that they were an island was to truly be an island: by not moving at all during daylight hours.



While the sun was up they would anchor the ship near other islands, then cover as much ocean as they could once night fell praying the Japanese wouldn't notice a disappearing and reappearing island amongst the nearly [18,000 existing islands](#) in Indonesia. And, as luck would have it, they didn't.

The CRIJNSSEN managed to go undetected by Japanese planes and avoid the destroyer that sank the other Dutch warships, surviving the eight-day journey to Australia and reuniting with Allied forces.

This type of story really intrigue me – Landscape Gardening at Sea!

The Fall of Singapore February 1942

When the Japanese arrived in February 1942, Singapore's defenders were woefully underprepared. The head of the British Army in Malaysia, General Arthur Percival, had repeatedly delayed the reinforcement of Singapore's defences. He was convinced that no army would be capable of crossing the dense jungle which protected the colony in the north. He also saw the construction of defences as dangerous to civilian and military morale. To make matters worse, the two biggest British warships in the Far East, Repulse and Prince of Wales, had been sunk by Japanese air attack on 10 December 1941, which destroyed any hope for the naval defence of Singapore.

In the ensuing battle, Japanese forces were commanded by General Tomuzuki Yamashita, who became known as the 'Tiger of Malaysia'. His troops had essentially entered 'by the back door', crossing Thailand and moving down the east coast of Malaya. Japanese forces began landing on Singapore Island on 8 February. In some areas there was fierce resistance, but thanks to Japanese air cover, and the poor preparations and deployment of Commonwealth troops, the Japanese soon made critical inroads into the defences. General Percival surrendered the island's garrison after 7 days of fighting. It was the largest surrender of British-led troops in history. 80,000 British, Australian and Indian soldiers became prisoners of war. The defenders lost 138,000 men in the battle; the invaders 10,000.

For Churchill, the fall of Singapore was the 'worst disaster in British history'. In the mentality of the time, the easy defeat of the 'white man' by Asiatic forces represented a huge loss of face for the British. Many historians argue that the defeats fuelled the confidence and strength of the post-war anti-British movements. Both Hong Kong and Singapore were occupied by the Japanese until the end of the war.

Evacuation of Civilians from Singapore - February 1942

Civilian Evacuation list

Michael Pether has compiled a list of Ships/Vessels carrying Civilian Evacuees and the dates of departure from Singapore. He has compiled this list only for vessels known to be carrying civilians and vessels carrying only servicemen have not been included where known. Michael is keen to add names and details where possible and should you have any further information I would be pleased to put you in contact with Michael.

<http://singaporeevacuation1942.blogspot.co.uk/2007/06/civilian-evacuation-list.html>

Hanjin Shipping is declared bankrupt after operating for four decades

A SOUTH Korean court has ended Hanjin Shipping Co.'s 40-year run by declaring it bankrupt and ordering the liquidation of the shipping line, which was once ranked the nation's biggest and the world's seventh-largest container shipper. The Seoul Central District Court declared Hanjin Shipping bankrupt after ruling earlier this month that the firm's liquidation value would be worth more than its value as a going concern. The company was put under court receivership in September last year, as its creditors, led by the state-run Korea Development Bank, rejected its self-rescue plan. Earlier, an accounting firm estimated the liquidation value of the shipping line, which was founded in 1977, at KWR1.79 trillion won (US\$1.56 billion) saying that the liquidation of the troubled shipper is "more economical," rather than continuing its rehabilitation scheme, reports South Korea's Yonhap News Agency. The court said in a statement it has chosen a bankruptcy administrator, and claims by creditors are due by May 1, 2017. The first meeting of creditors will be held on June 1, 2017. "The court will, through the bankruptcy process, make efforts so the maximum of debt repayment will be conducted in a way that is fair and balanced to the creditors," it said. **Source : Schednet**

Watch: Heavy Surf Sea Trials with Safehaven Marine's 'Thunder Child'

http://gcaptain.com/watch-heavy-surf-sea-trials-with-safehaven-marines-thunder-child/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28Gcaptain.com%29

Istanbul subsea tunnel megaproject put out to tender for feasibility study



A three-level subsea tunnel under Istanbul's Bosphorus Strait, which will connect the city's two sides with one railway and two highways, has been put out to tender for feasibility efforts. Four companies have presented technical and financial offers in the tender for project and engineering services for the "Grand Istanbul Tunnel," which is estimated to be worth \$3.5 billion. The tender for the project was first released on Aug. 10, 2016, with İdom,

Tecnimont and Yüksel Project firms' financial offers, but it was later declared null due to a financial mistake in one of the companies' offer. This year the offers were made by Tecnimont Civil Const., İtalfer-Sintagma, Arcadsi-Prota and Yüksel companies. The price for the feasibility bid was determined to be 30 million Turkish Liras, with some 7.5 million liras of the funds allocated to feasibility, engineering and deep drilling works that will take place over this year. The authorities will determine the ground data for the project. The three-level tunnel will pass under the Bosphorus, featuring tubes for cars and trains. Trains will pass through a tube in the middle, while tubes below and above will be for vehicular transit. One part of the planned 6.5 kilometer-long tunnel will connect a high speed subway system from the İncirli neighborhood on the European side to the Söğütlüçeşme neighborhood on the Asian side. The second part will connect a two-lane land route between Hasdal on the European side and Çamlık on the Asian side. The tunnel will be integrated into nine subway lines, the TEM Motorway, the E-5 Motorway and the Northern Marmara Motorway, according to officials. Around **6.5 million passengers** are expected to use the tunnel on a **daily** basis once it is completed in the next five years. Passengers will be able to reach Söğütlüçeşme from İncirli in 40 minutes. The travel time between Hasdal and Çamlık will be reduced to 14 minutes. The tunnel will be the largest in the world in terms of size and capacity. The project was launched in 2015 by then-Prime Minister Ahmet Davutoğlu. "The three-level megaproject will be the signal flare of the Turkish Republic, the fourth global state in Istanbul after three empires," he said in a publicity meeting for the project on Feb. 27, 2015 at the Istanbul Congress Center, adding that the tunnel is "the first of its kind in the world." He said the Bosphorus Bridge, the Fatih Sultan Mehmet Bridge, and the Yavuz Sultan Selim Bridge, which was under construction at the time, but is now functioning, will all be connected to each other once the tunnel is completed. It was also announced that the subsea tunnel will be built with a build-operate-transfer model in the form of a public-private-partnership scheme, so "the state will not have to pay a single penny." Some 2,800 workers are planned to be employed for the construction, and 800 more workers will be employed once it goes into operation.

Source : hurriyetaidailynews.

Cruise ship crew member found hanging By: Martina Johnson

A young crew member aboard the **COSTA MAGICA** vessel which was docked at Heritage Quay pier was found hanging in his cabin, police confirmed. The dishwasher who is from India, has been identified as Conciecao Silva. he was 27 years old. Well-placed sources reported that another crew member discovered the body just before 2 pm. Local cruise officials and members of the crew were very tight-lipped about the matter, but **OBSERVER** media learned that the deceased was fully dressed when the discovery was made. Sources said the crew member who shared a cabin with Silva, allegedly took down the body and attempted to revive him, to no avail. The doctor on board was also called upon to help but could do nothing for the man who was pronounced dead on the scene. **OBSERVER** media was unable to ascertain whether the individuals who police were questioning up to 5 pm would have been kept in custod overnight. **Source : Antigua Observer**

35th Anniversary of the Falklands - 4TH JUNE 2017

Good morning,

We are organising the above event. The idea started on Remembrance Sunday when a local family always lay a wreath for the Falklands – I approached them and asked if they would like us to do something this year to Commemorate Tim's death – they were quite overwhelmed and said they would be very proud. Priv Timothy Jenkins aged 19 years was in 3 Para. Another family who moved to the area lost their father on the Sir Galahad he was in the Welsh Guards. 3 Para & 2 Para. Associations have been very supportive, I have also contacted SAMA82 – again they think this is a great idea. We would like your association to be involved as well – we understand that the Merchant Navy was very involved in this conflict and feel there must be veterans living within the three counties of Hereford, Gloucester & Worcester and this day is all about them. Both 2 Para & 3 Para are being very supportive and I have the Roll of Honour and will shortly receive a book on the Falklands from SAMA82.

We are organising a Service of Remembrance at Tudorville Cemetery where Tim is buried – his body was repatriated so this is the focus of the Commemorations in the morning.

In the afternoon, there will be Parade in the town - I am trying to get a Marching Band – do you have any connections I can try - Royal British Legion Standard Bearers have been invited from the three counties of Herefordshire, Worcestershire & Gloucestershire plus their members – do you have an Association Standard if so is it possible for this to be paraded, the Royal British Legion Riders will be attending, members of both 2 Para & 3 Para. Welsh Guards, Royal Marines & Gurkha associations, local cadets, scouts, guides etc. And of course the families.

Timings to be confirmed but we are looking at 1030 hrs for 1100hrs for the Remembrance Service at Tudorville. The Parade will start at 1430hrs. In the Market Place, there will be an Exhibition on the Falklands, the Chairman of SAMA82 will give a talk and this will be a grand reunion.

I feel this is long overdue and I hope your association are able to support us, please feel free to give me a ring if you have any questions.

Regards

Margaret Jones

Secretary Ross-On-Wye Royal British Legion

01989 566301

Svitzer salvages stricken container ship by Martyn Wingrove

Svitzer tugs have towed stricken container ship **VICTORIA** from rocks in Denmark to a shipyard in the Odense Fjord. Tugs **SVITZER MARS** and **SVITZER TRYM** towed the 17,188gt Peter Döhle-operated ship to the Fayard shipyard for repairs. The tow was monitored by the Danish Maritime Authority, Environmental Protection Agency and Danish Defence, which had an environment vessel, Miljø 103, following the tow. **VICTORIA** went aground northeast of Fyns Hoved, Jutland on 10 February. Earlier this week, divers discovered a 50m long and 20cm wide gash in the hull where fuel oil had spilled from. Oil had been seen floating in waters close to the shore and some seabirds had been covered in oil. The risk of a major oil spill had only been prevented because the cold seawater had solidified the oil at the hull breach. In the Baltic Sea, a salvage team from Rostock, Germany, raised sunken cutter Potsdam, 16 miles east of Sassnitz, Germany. According to Vesseltracker.com, crane vessel Sanne A and converted ferry Mira A conducted the salvage operation with anti-pollution ship **ATRKONA** in attendance. The wreck was lifted on to **MIRA A** for transport to Rostock. In Poland, a salvage team has raised yacht Down North, which had sunk to the bottom of the Szczecin port. Floating crane Lodbrok raised the vessel for the owner. **Semco Salvage & Towage** has successfully refloated bulk carrier, **ALAM MANIS**, after several failed attempts over the last 10 days. The ship hit the Saya De Malha Bank in the Indian Ocean. It was pulled off the bank and moved to Pipavav for inspections. **Source: tugtechnologyandbusiness.**

Shipping in the EU Emission Trading Scheme (ETS): A strong message sent by the European Parliament to all maritime stakeholders

Two days ago, the European Parliament has voted in favour of the inclusion of CO₂ emissions from shipping in the EU Emission Trading Scheme (ETS) and the establishment of a maritime climate fund “in the absence of progress at international level” as from 2023. FEPORT sees this decision as a strong signal of support sent by “people’s representatives” to all industries who have already taken initiatives to decrease the level of the carbon emissions resulting from their operations and an incentive to the shipping industry to engage in discussions at IMO level. Shipping has a role to play. COP21 was a missed opportunity for the industry to be included in the framework of the global discussions about climate change. It is therefore important that the “missed rendez-vous” is transformed into a proactive attitude within IMO which remains the best place where the necessary reduction of shipping carbon emissions should be agreed upon. “Whether ETS is the best scheme to target the issue of the reduction of emissions from shipping has still to be demonstrated but within FEPORT, we consider that the European Parliament’s meaningful vote has to be considered as a strong message to the shipping industry about the necessity to act and develop a global comprehensive scheme for emissions reduction” says Ms. Lamia Kerdjoudj-Belkaid, FEPORT Secretary General. “The EU and national climate measures resulting from Paris Agreement shall compel port stakeholders to meet the requirements and to reduce their carbon footprint. Port Authorities and private port operators will be accountable for all emissions resulting from port operations but also those produced by ships during their calls” continues FEPORT Secretary General. Since 2012, the major container terminal operators in the European Union have created a voluntary methodology (the EEGG Guidelines) which allows container terminals to calculate their CO₂ emissions on a periodical basis. More recently FEPORT has engaged with Smart Freight Center, the initiator of the Global Logistics Emissions Council (GLEC), a voluntary partnership of companies, associations and programs committed to the consistent calculation and reporting of emissions from logistics operations, with a view to using this information as the basis for targeted emissions reduction from the logistics sector. “We believe in proactivity and in the fact that we are all interdependent in the maritime logistics chain. Therefore, if one party does not deliver in terms of carbon reduction, the overall result will remain unsatisfactory and below the targets” concludes Ms. Lamia Kerdjoudj-Belkaid. **Source: FEPORT**

Coast Guard Hearings Wrap-Up in El Faro Probe

<http://gcaptain.com/coast-guard-hearings-wrap-up-in-el-faro-probe/>

Maritime Monday for February 20th, 2017: Philosophenschiff

http://gcaptain.com/maritime-monday-feb-20-2017/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29

US Navy Strike Group Begins Patrol in South China Sea



A U.S. Navy aircraft carrier strike group has begun patrols in the South China Sea, despite a warning from China on Wednesday not to interfere with Chinese sovereignty in the area. The U.S. Navy announced the group began routine patrols Saturday. The group includes Nimitz-class aircraft carrier **USS CARL VINSON**. The area where the U.S. group is

patrolling is a disputed area; China has been asserting its rule over the waterway despite territorial claims from a number of other east Asian nations. Nations competing with China for claims to parts of the South China Sea include Cambodia, Indonesia, Malaysia, the Philippines, Singapore, Thailand and Vietnam. Taiwan also claims part of the area. The U.S. strike group trained off the coasts of Hawaii and Guam in preparation for the patrols. **Source: VOA News**

NHS Code 13JY

The following has been extracted from

[The Veterans Party](https://www.facebook.com/VeteransParty/posts/1100029810038334) <https://www.facebook.com/VeteransParty/posts/1100029810038334>
· 18 May 2016 ·

I have been asked to explain the NHS position regarding treatment of veterans and the NHS Code 13JY. The following might help:~

The Military Covenant states:~

The first duty of Government is the defence of the realm. Our Armed Forces fulfil that responsibility on behalf of the Government, sacrificing some civilian freedoms, facing danger and, sometimes, suffering serious injury or death as a result of their duty. Families also play a vital role in supporting the operational effectiveness of our Armed Forces. In return, the whole nation has a moral obligation to the members of the Naval Service, the Army and the Royal Air Force, together with their families. They deserve our respect and support, and fair treatment. Those who serve in the Armed Forces, whether Regular or Reserve, those who have served in the past, and their families, should face no disadvantage compared to other citizens in the provision of public and commercial services. Special consideration is appropriate in some cases, especially for those who have given most such as the injured and the bereaved. This obligation involves the whole of society: it includes voluntary and charitable bodies, private organisations, and the actions of individuals in supporting the Armed Forces. Recognising those who have performed military duty unites the country and demonstrates the value of their contribution. This has no greater expression than in upholding this Covenant.

The Military Covenant is an agreement between the Armed Forces Community, the Government and the Nation. On November 3rd 2011 The Military Covenant was enshrined in Law and put into the Armed Forces Act.

What this means to health professional is that we need to offer ex-service personnel (Veterans) 'Priority Treatment'.

The Covenant states; (*My interpretation for MN personnel is in brackets in blue*)

Veterans receive their healthcare from the NHS, and should receive priority treatment **where it relates to a condition which results from their service in the Armed Forces** (*MN: where it relates to a condition which results from their service whilst in support of the Armed Forces*), subject to clinical need. **Those injured in Service**, whether physically or mentally, should be cared for in a way which reflects the Nation's moral obligation to them whilst respecting the individual's wishes. For those with concerns about their health, where symptoms may not present for some time after leaving Service, they should be able to access services with health professionals who have an understanding of Armed Forces culture.

In simple terms this means that if a veteran is suffering from a health condition that can be attributed to their military service (*MN: where it can be attributed to their service whilst in support of the military*) **then they should be given priority treatment.** However to prioritise this does not mean they would just jump to the front of the queue. If people already waiting have a clear clinical need they should be prioritised, but if those waiting have an equal clinical need then the veteran should take priority.

WATCH: North Sea Platform and Accommodation Rig Take HUGE Wave

February 20, 2017 by [gCaptain](#)

http://gcaptain.com/watch-north-sea-platform-takes-huge-wave/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29

Trump must reassert US control of the seas - article in The Times

<http://www.thetimes.co.uk/article/trump-must-reassert-us-control-of-the-seas-7dp6w3rgt?shareToken=67b08170dcd7eed3e39ee2406812f496>

One dead, seven kidnapped in attack on cargo vessel in Southern Philippines

Philippines gunmen attacked a Vietnamese cargo vessel in the south of the country killed one crew member and kidnapping seven on Sunday evening. The Philippines Coastguard said pirates had attacked the Vietnamese ship *Giang Hai* Baguan Island in Tawi-Tawi, Reuters reported. The Coastguard said it had rescued 17 of the 25 crew members, while one was killed and seven kidnapped according to multiple media reports. Coastguard spokesman Commander Armand Balilo said it had launched a pursuit in coordination with the military and the police. In some confusion over the number of seafarers abducted the ReCAAP Information Sharing Centre in Singapore said six had been kidnapped including the master and chief officer, quoting information from the Vietnamese Coastguard. "The pirates destroyed navigation and communication equipment before escaping. The ship is now at Taganak anchorage area, Tawi Tawi, Philippines undergoing investigation conducted by the Philippine authorities," ReCAAP said. The attack took place close to the strong hold of Islamic terror group Abu Sayaaf that has been linked to a string on kidnap for ransom cases against commercial shipping in the southern Philippines since the March 2016. Abu Sayaaf started attacking commercial vessels in the Sulu-Celebes sea area in March last year and successfully kidnapping crew from 10 vessels, with a further six unsuccessful attacks last year alone. Initially attacking smaller vessels such as tugs and barges, the militants graduated to hitting larger ships, including an unsuccessful attack on a capesize bulker. The Islamic militants are currently estimated to holding 27 hostages from attacks both on shipping and abductions on land. **Source: seatriade-maritime**

SENSELESS DEATH OF SIX PEOPLE IN SALISBURY ISLAND PIT ENCLOSED SPACES – WILL WE NEVER LEARN????

The six men who died at the Salisbury Island Naval Base last Friday may have been saved had proper safety precautions been in place, leaving the Department of Public Works and the Navy who should now be held jointly held responsible for the tragedy. Three men from the Public Works Department were working in a sewer pit when they were overcome by a methane gas leak, a smell that we are told has been there for years. Calling for help from the deep pit, three naval servicemen nearby bravely rushed to their aid, with no thought of their own safety, but were overcome by the fumes as well. Had basic safety precautions involving confined spaces been in place, with the men in the pit being properly attired with masks and breathing equipment, and a standby team above also suitably equipped, then all six men could be alive today. The naval base lies within but outside the authority of the Port of Durban, where stringent safety rules and systems have been put in place by Transnet, even to the sometimes-silly extent of fencing and markings to prevent people from approaching the edge of quaysides. Everyone entering the port precinct is required to wear safety boots, hard hats and reflective jackets no matter what they are going about. Then why, is the question that must be asked, were really essential safety measures regarding working in confined spaces, such as those introduced and in service on all ships, not in place at the country's second naval base? The South African government has issued its condolences to the families of those who lost their lives, and a deserved recognition will no doubt be given to the three servicemen who gave their lives, but the authorities need to do more now, including setting in motion a proper, meaningful and open enquiry leading to those responsible for this dereliction of well-known safety measures being held accountable. The fact that this took place at a time when preparations were underway in Durban for the annual Armed Forces Day, when thousands of soldiers, sailors and airmen were in the city to help commemorate the event and the 100th anniversary of the sinking of the **SS MENDI** in the English Channel – another senseless act – makes this even more surprising and sad. **Source: Terry Hudson newsletter**

Italian Court Investigates Whether Smugglers Finance Rescue Boats

February 20, 2017 by [Reuters](#)

http://gcaptain.com/italian-court-investigates-whether-smugglers-finance-rescue-boats/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3AGcaptain+%28gcaptain.com%29

The Jones Act Under Attack By Maritime Injury Center

With the Jones Act again coming under scrutiny, it is timely to remember that those most directly affected by the act are seafarers. Over the years, lawmakers and presidents have proposed making somewhat controversial changes to the Jones Act. Some have gone so far as to recommend repealing it entirely as Senator John McCain did in 2015. He described the law as archaic and claimed that it restricts economic growth and drives up prices for consumers by limiting the extent to which foreign-flagged ships can move goods through the U.S. The Jones Act has been in the news again recently as the U.S. Customs and Border Protection has made a move to revise or reverse more than 30 interpretive rulings of the law that date back to 1976. These mostly relate to offshore operations through the extension of the Jones Act called the Outer Continental Shelf Lands Act. The changes could have far-reaching consequences, and many, including the Trump administration, are concerned they will limit offshore growth and tonnage. The administration has put a temporary freeze on any changes to the rulings so that they can be reviewed.

The Definition of a Seafarer

The Jones Act, passed in 1920, protects legally-defined maritime workers and helps maintain a safe and efficient maritime industry by holding employers accountable for worker injuries and fatalities. The definition of who qualifies as a seafarer came about through the court system. Not all maritime workers qualify, and there are other laws that are set aside to protect many of these other workers, such as the Longshore and Harbor Workers' Compensation Act. By the definition of the law, a seafarer is someone who spends a significant proportion of working time on a vessel in navigation and contributing to the operation of the vessel. Parts of the definition have been further clarified to state that a significant proportion of time working on a vessel means 30 percent of working hours. This time can be spent on one vessel or be split between a fleet of vessels. The "in navigation" part of the definition has also been clarified by the courts. The vessel on which the seafarer works must be afloat, in operation, capable of moving and on navigable waters. The definition of a seafarer by law disqualifies workers on offshore oil platforms and those who spend most of their time working in a port or shipyard, not on ships in the water.

A Seafarer's Right to Compensation

For those many workers who match the definition of a seafarer, the Jones Act provides a legal way to seek compensation from an employer who is found negligent in a seafarer's injury, illness or death. The burden of proof is relatively low for the seafarer. He or she only needs to show that the employer was at least partly negligent in causing an incident that led to the injury. The law is based on the fact that workers have a right to expect a relatively safe work environment and that employers are obligated to take all reasonable measures to make that environment safe. A shipowner or captain could be negligent in a number of ways:

- Not providing workers with adequate training to do their jobs safely
- Allowing the maintenance of a ship or equipment to deteriorate
- Failing to provide enough safety equipment for all workers
- Failing to maintain a safe deck, free of debris or slick spots
- Allowing a vessel to go out in waters or weather in spite of signs that it will be too dangerous.

Damages Under the Jones Act

An injured seafarer has a right to seek damages from an employer. Damages include several types of compensation and are similar to those allowed in personal injury cases. A seafarer may seek recovery of lost wages or even future diminished earning capacity if he or she is not able to do the same job after being injured. Damages may also include all current and future medical expenses related to the injury, compensation for pain and suffering and compensation for mental anguish or emotional suffering. The dependent family members of a seafarer who has died on the job also have this right to seek damages when negligence has played a role.

In Peace and War

The Jones Act has played an important role in protecting maritime workers and in pushing for safe working environments for them. It has also played a big role in helping to maintain a vital, safe and efficient maritime industry for both peace and war time in the U.S.

The opinions expressed herein are the author's and not necessarily those of The Maritime

Executive. This entry has been created for information and planning purposes. It is not intended to be, nor should it be substituted for, legal advice, which turns on specific facts. **Source : MAREX**

Fire on ferry outside Palermo - A ferry broke out on the a ferry called the Toscana whilst moored in the port of Palermo on Sunday



Firefighters and all those available at the harbour intervened on Sunday and managed to save all 113 passengers and 75 crew members on board, none of whom were hurt. The fire started in the engine room while the ferry was still a mile from port. The captain took immediate action to manoeuvre the ferry into port in order to help rescue services to solve the problem. As he did so he notified the port authority that everything was “under control.” In the meantime passengers had been rounded up and taken to evacuation points around the ship and away from the

engine room. Passengers described the efforts of the crew as “very good, really good,” she added that “Being gathered in evacuation points was scary but there was never panic. We never saw any flames.” Passengers reported the smell “but then the staff reacted and quickly intervened. They supported us well and gave us directions and reassured us.” The only moment of tension came when the ship docked in the Santa Lucia dock. Passengers who thought they would be able disembark immediately were told to wait for emergency services to open the door. It took a total of one hour for it to be done whilst the passengers were unaware that the fire had been tackled. The Palermo prosecution is still considering whether to open an investigation as there is a chance that the fire was caused by arson. **Source: Italian Insider**

ICS RELEASES LATEST FLAG STATE PERFORMANCE TABLE

The International Chamber of Shipping (ICS) has published its latest Flag State Performance Table which can be downloaded free of charge via the ICS website. See www.ics-shipping.org/docs/flag-state-performance-table

The ICS Table provides an annual overview of the performance of the world’s flag states against a number of criteria such as port state control records, ratification of international maritime Conventions and attendance at IMO meetings. The Table is mainly intended to encourage shipowners and operators to maintain an open dialogue with their flag administrations with respect to any improvements that might be necessary. ICS Director of Policy & External Relations, Simon Bennett, said: “This year’s ICS Table continues to highlight the sound performance of all of the world’s major flag administrations, regardless of whether they are open registers or so called ‘traditional’ maritime flags. But in response to feedback from IMO Member States, our member national shipowner associations have agreed to some further refinements in order to make the Table as objective and useful as possible.” in particular, flag states which do not qualify for the United States ‘Qualship 21’ programme have not been given negative performance indicators in the latest ICS Table. “The list of flag states qualifying for Qualship 21 now varies considerably from year to year. We therefore no longer currently view non-inclusion as being an indicator of negative performance” explained Mr Bennett. However, flag states that continue to qualify for the U.S. programme are still given a positive performance indicator. An important development in the previous 12 months is that participation by maritime administrations in the IMO Member State Audit Scheme became mandatory in 2016. ICS therefore intends to add a new field to address this for inclusion in its next Annual Table in 2018. The ICS Flag State Performance Table for 2016/2017 is now being distributed among ICS national shipowners’ associations and their member companies, which cover over 80% of the world merchant fleet.

Hello, sailor! Royal Navy bans porn & saucy pin-ups aboard its warships

The Royal Navy has banned sailors from enjoying porn films and having saucy pictures on board after an official review found that Her Majesty’s warships are rife with smut.... “The Royal Navy makes sure that the work environment, whether ashore or at sea, is inclusive and appropriate and we’re proud to be recognised as a top 100 employer in Stonewall’s Workplace Equality Index 2017,” a Navy spokesperson told the Sun. **Source : Russia Today**

US 'naval operation' in South China Sea angers China

China said it opposed action by other countries under the pretext of freedom of navigation that undermined its sovereignty after a US aircraft carrier strike group began patrols in the contested South China Sea.

<https://www.youtube.com/watch?v=58-HkG2QMDg>

The US navy said the strike group, including the Nimitz-class aircraft carrier the **USS CARL VINSON**, began "routine operations" in the South China Sea on Saturday amid growing tension with China over control of the disputed waterway. "China always respects the freedom of navigation and overflight all countries enjoy under international law," Chinese foreign ministry spokesman Geng Shuang said at a daily news briefing. "But we are consistently opposed to relevant countries threatening and damaging the sovereignty and security of littoral countries under the flag of freedom of navigation and overflight," Geng said in China's first official comment on the latest US patrol since it began. The United States has called for a halt to China's artificial island building, and has tried to signal its determination to challenge Beijing over the disputed sea by sending military ships and planes near the islands. Here's more to this story. "We hope relevant countries can do more to safeguard regional peace and stability," he said. The US carrier strike group has not referred to its recent operations in the South China Sea as "freedom of navigation" patrols. US ships last year conducted several such patrols to counter any efforts to limit freedom of navigation in the strategic waters. Friction between the United States and China over trade and territory under US President Donald Trump has increased concern that the South China Sea could become a flashpoint. China wrapped up its own naval exercises in the South China Sea on Friday. War games involving its own aircraft carrier have unnerved neighbours with which it has long-running territorial disputes. Beijing last week warned Washington against challenging its sovereignty in the South China Sea. It claims almost all of the resource-rich waters, through which about \$5 trillion worth of trade passes each year. Brunei, Malaysia, the Philippines, Taiwan and Vietnam also claim parts of the South China Sea that command strategic sea lanes and have rich fishing grounds, along with oil and gas deposits. The United States has criticised China's construction of man-made islands and build-up of military facilities in the sea and expressed concern they could be used to restrict free movement. Foreign ministers of the Association of South East Asian Nations (ASEAN) on Tuesday expressed concern over what they see as militarisation in the South China Sea, Philippines Foreign Secretary Perfecto Yasay said after meeting with his ASEAN counterparts. **source: Reuters**

Old Tilbury/Gravesend ferry ROSE operated by British rail on the River Thames

The 56 year old - 1961 built MLT flag and owned short sea ferry **KEPPEL** slipped at Manoel Island Yacht Yard, Marsamxett Harbour, Malta on Tuesday 21st February, 2017. She was originally the Tilbury/Gravesend ferry **ROSE** operated by British rail on the River Thames with sisters **CATHERINE** and **EDITH**. In 1967 she was sold to Caledonian Steam Packet Co becoming their **KEPPEL** and was used primarily as Largs - Millport Ferry, doing cruises in her latter years. In 1980 she ran aground off Farland Point and sustained considerable damage. She became surplus to requirements on the Clyde and was sold in 1993. She operated independently as Clyde Rose (name never registered) for that summer but was laid up at the James Watt Dock, before being sold to Maltese interests in 1993 of which her Maltese owners have extended her career on cruises out of Valetta, and later for cruises to and from the island of Comino. She's also powered by Voith Schneider Propulsion making her the only short sea ferry to be like this if not the only local Maltese Operated Vessel. **Photo : Capt. Lawrence Dalli - www.maltashipphotos.com**



Saga Cruises Releases Images and Details of New Build Cruise Ship

By Adam Coulter, UK Editor

Saga Cruises has released images and details of its first new-build cruise ship, which is set to debut in summer 2019. The 999-passenger vessel will have 540 all-balcony cabins and suites, including 81 which will be designed specifically for solo passengers. The as-yet-unnamed ship -- which Saga is referring to internally as "**Project Olympic**" -- will include two speciality restaurants, main dining room, and a Britannia Lounge. The 55,900-ton ship will also have an indoor and outdoor pool; library, spa and beauty salon.



Work will start on the ship at the Meyer-Werft shipyard in Papenburg, Germany shortly. Meyer-Werft is the ship yard where Celebrity Cruises' Solstice Class ships were built, which are known for their cutting-edge design. Details of the new ship were revealed by Saga CEO Robin Shaw at last week's Wave Awards in London. The project is being spear-headed by David Pickett who has joined Saga from Carnival UK, where he worked on P&O Cruises' ships **BRITANNIA**, **AZURA** and **VENTURA**. In a statement on Saga's website Pickett said: "We are currently liaising closely with the Meyer Werft shipyard in Hamburg, and every day is full of exciting developments. "A huge amount of thought and detail has gone into the design and construction. We've just finalised the sizes of the restaurants and the theatre. The designs of the stunning balcony cabins are also being finalised. "At the moment we're heavily focused on technical design, the engine, generator and propulsion plant. Everything to make sure we deliver a practical, working ship of the highest specification. It's a challenge, but certainly an exciting one." The design company -- SMC Design -- has extensive experience with cruise ship design, having worked on P&O Cruises' popular Indian restaurant, Sindhu; Norwegian Cruise Line's Mandara Spa; Viking Cruises' the Explorers' Lounge and many other restaurants and bars on ships. Andy Yuill, managing director, said: "I think people are going to be surprised by what Saga will deliver with this ship -- expect the unexpected! We are maintaining the best bits of the existing brand, but introducing new and unexpected elements. It's a ship built for a British company, with the customers at the forefront. "At the moment we're working closely with the Saga team to ensure that we understand their vision which we can then develop, and turn into a reality. "Saga Cruises currently operates a two-ship fleet – **SAGA SPPHIRE** and **SAGA PEARL II** -- both of which are very old, 28 and 36-years-old respectively. It is believed the new-build will replace one of the two. Ship itineraries will be on sale in September 2017

Woman Rescued After Fall from Cruise Ship

A woman who fell overboard from the **SUN PRINCESS** has been rescued after around 45 minutes in the water. Local New Zealand media reports that the woman went overboard on Friday while the cruise ship was voyaging from Brisbane to New Caledonia. Life rings were deployed, and the ship returned to the location. A life boat was then used to search for the woman who was eventually returned to safety. It was not clear how she came to go overboard. **Source : MAREX**

Stricken Barge Carrier in Danger of Grounding Off Norway

<http://gcaptain.com/stricken-barge-carrier-in-danger-of-grounding-off-norway/>

I was talking to a young woman in the bar last night..

She said, "If you lost a few pounds, had a shave and got your hair cut, you'd look all right."
I said, "If I did that, I'd be talking to your friends over there instead of you."
Cost me a fat lip, but...

When you're seventy.....who cares?

The plan for the UK's shipping industry post-Brexit

http://www.tankershipping.com/news/view,the-plan-for-the-uks-shipping-industry-postbrexit_46508.htm

OLDIE – FROM THE SHOEBOX



The above seen **SS FRANCIS DRAKE** (Photo Coll Harry Stott) and **SS GEORGE ANSON** were two fine small combination passenger cargo liners, which were owned by Dominion Navigation Co. Ltd, Nassau Bahamas, but managed in Australia by H.C. Sleigh Ltd. These fine ships were purchased by the Dominion Line in October 1962 to be used on the Australia Japan service. Both ships were sent to Barclay Curle Shipyards in Glasgow to be partially rebuilt and fully refitted. The superstructure was extended forward and all cabins were extensively remodelled. In addition full air-conditioning was installed for operations in warmer climate, and a pool was installed aft on Promenade Deck. Route: 1963-1965/1966-1971. Melbourne, Sydney, Brisbane, Townsville (optional), Cairns (optional), Manila, Hong Kong, Keelung, Kobe, Yokohama, Guam, Rabaul, Sydney, Melbourne. Their alternative was: September 1965 to December 1966. Melbourne, Sydney, Brisbane, Cairns, Manila, Hong Kong, Keelung, Kobe, Yokohama, Guam, Rabaul, Sydney, Melbourne.

There was a great deal of competition on the Australia, Japan service, such as the Royal InterOcean much white-yachts **TJILUWAH** and **TJIWANGI**. China Navigation Co, Changsha and Taiyuan, later the Kuala Lumpur was also added in a part time role. The Eastern Australian Steamship Co, Aramac. And finally P&O's **CATHAY** and **CHITRAL** also operated on this service. There was no doubt that this service was popular, but eventually passenger numbers declined due to the glut of berths on offer.

FRANCIS DRAKE and her sister **GEORGE ANSON** were extremely popular offering an all first class service with superb service and cuisine. Most passengers undertook the sixty three day voyage from Melbourne (less from other Australia ports) as a leisurely cruise. Others disembarked in Asia and flew home, but the vast majority came home with rave reviews of the service and quality of these ships.

However, like most company's by 1970 passenger's numbers was rapidly declining, thus Dominion Line decided to terminate services and in 1971 both ships were sold to ship breakers and they departed for Kaohsiung, Taiwan and they were broken up that same year. Specifications: **FRANCIS DRAKE & GEORGE ANSON**

Built by: Vickers Armstrong, Newcastle.

Length: 440ft. Width: 61ft.

Engines: Steam. D.R. & S.R. Geared Turbines.

Passengers: 130 all First Class accommodations.

Source: ssMaritime is owned by Reuben Goossens

Tonnage: both 7,743 GRT – 7,438 as built.

Draught: 25.6ft.

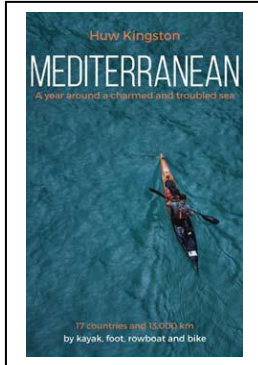
Screws: Single. Service speed: 16 knots.

Fully Air-conditioned.

A doctor held a stethoscope up to a man's chest. The man asks, "Doc, how do I stand? The doctor says, "That's what puzzles me!"

Book Review: Frank NEYTS

“Mediterranean”



Recently Whittles Publishing released a maritime title, “Mediterranean. A year around a charmed and troubled sea.”, written by Huw Kingston On 26 April 2014 Huw kayaked away from Gallipoli in Turkey to begin a 12-month and ultimately 17-country journey around the Mediterranean. He spent three months navigating the coastlines of Greece and the Balkans before a further three months walking the full length of the European Alps. He then cycled across Southern France and through Spain before returning to his kayak for the journey along the coast of Andalucia to cross the Strait of Gibraltar to North Africa.

During winter Huw continued by bike across Morocco, through Algeria – under police escort – and into Tunisia. Ever worsening circumstances in Libya forced an unexpected swap from bike to rowboat. Then followed 1,500 km of rowing day and night across the middle of the Mediterranean. It was Huw’s first time in a rowing boat. Kayaking the last 1,000 km, he arrived back in Gallipoli after 363 days, in time for the Anzac Centenary. This incredible journey is a fascinating story of adventure travel, endurance, and above all the power of human kindness. With the Mediterranean witnessing the worst refugee crisis since World War II, Huw’s epic journey raised much-needed funds for the children of war-torn Syria.

“**Mediterranean**” (ISBN 978-1-84995-274-3) is issued as a softback. The book counts 212 pages and costs £19.99 or \$25.95. The book can be ordered via every good book shop, or directly with the publisher, Whittles Publishing, Dunbeath Mill, Dunbeath, Cairness IKW6 6EG, Scotland (UK), e-mail: info@whittlespublishing.com, www.whittlespublishing.com.

Remember The Good Old Days?



The CALTEX MANCHESTER arriving in Sydney in 1965 note the opera house under construction in the background **Photo : Harry Stott Collection**

A drunk was in front of a judge. The judge says, "You've been brought here for drinking. The drunk says, "Okay, let's get started."

Beaver and Hunter.

A 86-year-old man went to his doctor for his annual check-up.

The doctor asked him how he was feeling, and the 86-year-old said,
'Things are great and I've never felt better.'
I now have a 20 year-old bride who is pregnant with my child.
"So what do you think about that Doc?"

The doctor considered his question for a minute and then began to tell a story.
"I have an older friend, much like you, who is an avid hunter and never misses a
season."

One day he was setting off to go hunting.
In a bit of a hurry, he accidentally picked up his walking cane instead of his gun."

"As he neared a lake, he came across a very large beaver sitting at the water's edge..
He then realized he'd left his gun at home and he couldn't shoot the animal.
Out of habit he raised his cane, aimed it at the animal as if it were his favorite hunting
rifle and went 'bang, bang'."

"Miraculously, two shots rang out and the beaver fell over dead.
Now, what do you think of that?" asked the doctor.

The 86-year-old said,
"Logic would strongly suggest that somebody else pumped a couple of rounds into that
beaver."

The doctor replied, "My point exactly."

That's all from me now folks.

Watch out for "Doris" – It's a bit windy out there!

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

*Yours Aye,
Malcolm*

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www.mna.org.uk

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