

Hi Shipmates,

Please find below more snippets of information since circular #2017-09 went out on 19th April 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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MNA Slop Chest, CLOSED

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Residents view the first iceberg of the season as it passes the south shore, also known as 'iceberg alley', near Ferryland, Newfoundland. Photograph: Reuters

Heroics of a WW2 seaman who rescued four comrades from a burning cargo ship during a Nazi bombing raid are revealed as his George Cross goes on sale for £140,000



- Chief Officer George Stronach spent 80 minutes in the ship looking for survivors
- He dragged sailors to safety while ammunition and fuel ignited all around him
- He was awarded the George Cross, Britain's highest civilian honour for gallantry
- Stronach's daughter said she was 'extremely proud' of her 'reluctant hero' father
- The auctioned medal is expected to raise tens of thousands for charity

By [Luke Barnes For Mailonline](#) PUBLISHED: 18:35, 16 April 2017 | UPDATED: 19:39, 16 April 2017

The prestigious George Cross, which was awarded to a heroic seaman who rescued four comrades from a blazing cargo ship, is being sold for an estimated £140,000. Chief Officer George Stronach was thrown 30ft into the air and knocked unconscious when a bombing raid caused a

massive explosion and fire on his ship.

When he came round minutes later he realised the captain was dead, so he ordered the crew to abandon ship.

Despite being knocked unconscious Chief Officer George Stronach spent 80 minutes looking for survivors in the burning boat

But instead of following his own orders he spent 80 minutes looking for survivors while thousands of tonnes of ammunition and aircraft fuel ignited around him.

Dousing himself with water from a hose to protect himself, Chief Officer Stronach searched through the ship.

He found one of the officers unconscious and badly burned and dragged him along the deck to a lowered lifeboat.

He then found another crew-mate trapped by debris, freed him and pulled him through a porthole before lowering him down to the boat.

As the situation became increasingly desperate, he went back again to find a third severely injured officer who he took to the side of the ship and lowered to a raft.



An artist's rendition of Stronach, who doused himself in water to protect himself, rescuing a wounded seaman from the stricken Ocean Voyager

Taking a final look round, he found a greaser lying unconscious. As there was no raft or boat alongside he threw him overboard.

Finally satisfied there were no more survivors, Chief Officer Stronach jumped overboard and swam to a raft.

He then directed the raft back to save the greaser - who tragically died of his injuries.

The heroic action took place on board the Ocean Voyager anchored off Tripoli, a major supply port for the Allies in

Libya, in 1943.



Chief Officer Stronach was a highly-decorated officer and was awarded, among others, the George Cross, the 1939-45 Star, the Atlantic Star and the Africa Star (from left to right)

The seaman was awarded the George Cross - the highest British gallantry decoration for someone not in the armed forces.

Stronach's was one of just three awarded to merchant seamen during the Second World War.

His decorations have remained in the family for the past 74 years but Chief Officer Stronach's daughter, who lives in Scotland, has now reluctantly decided to put them up for auction. She will donate some of the proceeds to charity.



HMS Nelson in action in the Mediterranean in 1942

The steel and sacrifice of British mariners in the Mediterranean

The Battle of the Atlantic was perhaps the Royal Navy's most famous engagement during World War 2.

But the bravery and sacrifice of British servicemen in the Mediterranean was just as crucial to the war effort.

Britain held three crucial strategic points of Gibraltar, Malta and the Suez Canal, which kept vital supply routes open.

Initially the Royal Navy thought it could leave the western Mediterranean in the care of the French navy.

But after they surrendered in 1940 a handful of Royal Navy ships were left to defend against the combined might of the Italian Navy and Air Force, alongside Hitler's Luftwaffe and U-boats.

This left merchant ships like Chief Officer Stronach's Ocean Voyager incredibly vulnerable to attack as there weren't enough British ships to defend them all.

The battle came to an end in 1943, when Italy surrendered to the Allies. By this time the combined might of British and American forces had made the Mediterranean much safer for transport ships.

She said: 'I am extremely proud of my father, for he was a very fine man in every way. I think it could be said of him, as of so many others, that he was a 'reluctant hero'.

'He never spoke about the the war although I know that he never forgot it or those of his ship who were lost during the bombing raid in Tripoli.

'Indeed, one of his greatest wishes was to have been able to visit the Commonwealth War Graves cemetery there in order to pay his respects to his shipmates.

'With regard to the medals and archive being offered for sale, I have had the privilege of being the custodian of his awards since he passed them into my safe-keeping nearly 30 years ago.

'However, I feel that the time has now come for me to pass them on safely to a new owner.

'It is my sincere hope that whoever purchases this archive will honour all of it and display the items for the public to view and ponder on.'



London auctioneer Pierce Noonan described Stronach as a 'quiet, reserved Scotsman who showed amazing calmness and courage' 'Following the sale, it is my intention to give some of the proceeds to a charitable organisation in his memory and I am currently looking into which would be the most suitable for this purpose.'

Pierce Noonan, of London auctioneer Dix Noonan Webb, said: 'George Stronach was a quiet, reserved Scotsman who showed amazing calmness and courage as the ammunition below decks on Ocean Voyager began to explode.

'Realising that the ship itself was doomed, he set about rescuing as many of his injured shipmates as he could, putting their lives above his own survival.

'There have been few better examples of such unselfish heroism in the distinguished history of the George Cross.'

Chief Officer Stronach was born in Port Gordon in Scotland in 1914.

He joined the Merchant Navy and was regularly promoted, becoming a Chief Officer in March 1941. He transferred to Ocean Voyager in August 1942.

The Luftwaffe attack happened on March 19, 1943.

The George Cross is Britain's highest award for civilian gallantry

The citation for his George Cross described his 'gallant efforts undertaken with utter disregard of his personal safety' and added 'his action equals any in the annals of the Merchant Navy for great and unselfish heroism and determination in the face of overwhelming odds'.

Chief Officer Stronach, describing the bombing raid in the wartime newspaper Parade, said: 'There were two direct hits through the bridge. I don't quite know what happened then.

'I was thrown about 30 feet right out into the starboard scuppers. It was a few seconds before I realised that I was still alive.

'My left trouser leg had been torn off. My left eye and the whole of my left side seemed affected by the shock.'

In later life, Chief Officer Stronach was a marine pilot on the Clyde. He



retired in 1979 and lived in Argyllshire, where he died aged 81 in 1999.

George Stronach's daughter said she was 'extremely proud' of my father and that, like so many others, he was a 'reluctant hero'

Stronach's decorations and medals consist of a George Cross, 1939-45 Star, Atlantic Star, Africa Star with clasp North Africa 1942-3, War Medal 1939-45, Elizabeth II Coronation Medal 1953, Elizabeth II Silver Jubilee Medal 1977 and the Lloyd's War Medal for Bravery at Sea.

They are accompanied by an archive of original material including letters of gratitude from two of the men whose lives he saved.

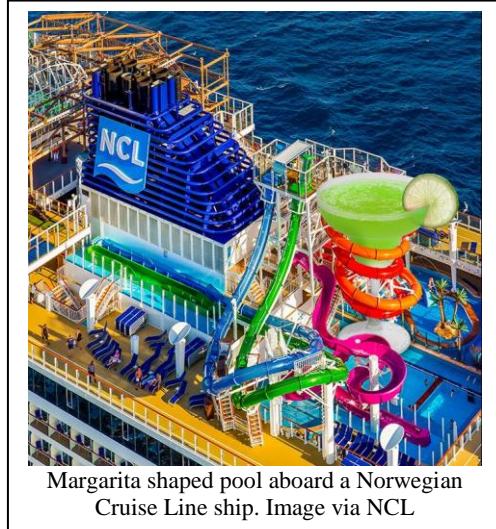


The auction takes place on May 10.

Read more: <http://www.dailymail.co.uk/news/article-4416710/Heroics-WW2-seaman-rescued-four-comrades-revealed.html#ixzz4emEm9Qd2>

Norwegian Cruise Line Hires Lifeguards After Multiple Child Deaths

April 19, 2017 by [John Konrad](#)



Norwegian Cruise Line ([NCL](#)) today announced that the line will begin employing certified lifeguards at all of the family pools across their fleet.

The need for Lifeguards aboard cruise ships was first highlighted in the a highly controversial expose [gCaptain published in 2013](#).

[Disney Cruises](#) was the first large ship operator to hire lifeguards several year ago following the [near-drowning of a four year old boy](#) which caused significant brain injury and led to a large settlement for the medical needs of the child. Since gCaptain first highlighted the problem several children drowned in swimming pools on NCL ships says Jim Walker, a cruise ship blogger and legal expert that's been closely [following the numerous swimming pool tragedies](#) aboard ship. Two years ago, a 10-year-old girl drowned in a swimming pool aboard [NCL's Norwegian Gem](#) and, in 2014, two small children were pulled from a

pool on NCL's [Norwegian Breakaway](#) as the cruise ship was sailing from New York to the Bahamas. Both children were unresponsive. The younger child (age 4) died on the cruise ship. The other child (age 6) was medevaced by the Coast Guard.

Royal Caribbean became the second cruise line to hire lifeguards when it announced two months ago that it would abandon its swim-at-your-own-risk which had been the industry's standard policy for decades. According to Norwegian Cruise Line the new lifeguards will be trained and certified by the American Red Cross in lifesaving rescue measures and will monitor the family pools during scheduled pool hours. The lifeguards will begin service this summer on the line's four largest ships – Norwegian Escape, Norwegian Getaway, Norwegian Breakaway and Norwegian Epic – and on the remainder of the fleet by early 2018.

“Norwegian has stationed pool monitors on our largest ships since 2015 and we are now taking further steps to ensure the safety of our youngest guests with the addition of certified lifeguards across our fleet,” said Andy Stuart, president and chief executive officer of Norwegian Cruise Line. “While parents are always the first line of supervision when it comes to water safety, we felt it was important to provide this added measure across our fleet.”

Crew Member Medevaced from Cruise Ship after Being Injured

A crew member was seriously injured last week on a Holland America cruise ship in Italy.

When the **WESTERDAM** cruise ship which is operated by Holland America Line had not long departed the port of Civitavecchia, Italy a distress call was sent. The Italian Coast Guard responded to an injured crew member onboard the vessel around 13 nautical miles from Ladispoli. According to the Coast Guard, the crew member was in a state of unconsciousness so needed an urgent medevac. A patrol boat was launched to meet **WESTERDAM** so that the crew member could be taken to a Hospital on land for further medical care. Not details were released as to how the crew member was injured, we do hope the hard working crew member makes a full recovery. The ms **WESTERDAM** cruise ship was just starting a Mediterranean cruise from Civitavecchia, the main port for Rome in Italy. The vessel had also just completed a transatlantic cruise which departed Port Everglades, Florida on March 30. Westerdam is 82,300 gross ton vessel which can carry 1,900 guests at double occupancy. **Source: cruisehive**

What Is the International Ice Patrol? And How Ships Avoid Icebergs.

http://gcaptain.com/international-ice-patrol/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29

Eleven Missing After Cargo Ship Sinks Off Crimea April 19, 2017 by [Reuters](#)



MOSCOW, April 19 (Reuters) –

A cargo ship heading from Russia to Turkey sunk off the coast of Crimea early on Wednesday morning and 11 of the crew are missing, Crimea’s emergency situations ministry said.

It said that the Panama-flagged vessel ‘Geroi Arsenal’ had sent an SOS signal when it was located 14 nautical miles off the Crimean coast.

The Interfax news agency cited Russian transport officials as saying that the ship, whose home port was reported to be Kherson in southern Ukraine, had broken in half during a strong storm and sunk.

At least six ships and a helicopter were engaged in a search and rescue operation, the emergency situations ministry said in a statement. Their task was complicated however by high winds and choppy waters.

Only one of the 12-person crew had been rescued so far, the ministry said, saying that the crew had been made up of nine Ukrainians, two Russians and one Georgian.

Preliminary information suggested the ship was en route from the southern Russian port of Azov to Turkey and that its cargo was grain, the ministry said. (Reporting by Andrew Osborn; Editing by Christian Lowe)(c) Copyright Thomson Reuters 2017.



The new Marine Engineering Pathway (MEP) pods available from Sea Cadets and Seafarers UK.



A selection of our materials will be placed in these pods as they make their way around the UK going into schools and careers events and we will be working with them to ensure they are utilised as much as possible. They will be providing us with a schedule of events and we will be adding those to our list s to send out to all of you. The pods apparently have a working engine inside them and there will be seven in total. I attached a picture of the pod below and a briefing note provided by the Sea Cadets to give you some more information. I do hope that these pods are a welcome addition to the resources potentially available to you as Ambassadors. If

anyone is attending the Tall Ships Festival in Greenwich this weekend, the pod will be there and your thoughts and feedback would be much appreciated. By approaching this work in a collaborative manner, we will be able to promote engineering positions at sea far more than we are currently able to do.

Kind regards,

Fena Boyle

Training and Careers Co-ordinator

Merchant Navy Training Board, 30 Park Street, London, SE1 9EQ

Euronav contracted salvors for refloating of grounded VLCC Alex in Karimata Strait

The Belgian shipowner **Euronav** contracted **SMIT Singapore** and **PT Samudera** for refloating of the grounded VLCC **ALEX**, which hardly stuck in Indonesian waters a week ago.



The accident occurred

in Karimata Strait near Borneo and Sumatra in Indonesia during a voyage to Ningbo in China under full load. Shortly after grounding was estimated that vessel should lighten before being towed to safe depth, because of high danger for the vessel's structure and heavy load on board. The salvage companies SMIT Singapore and PT Samudera Indonesia will carry out the refloating procedure, including ship-to-ship transfer of cargo, underwater inspection and towing. Earlier, Euronav confirmed for the accident with grounding of VLCC **ALEX** and said that vessel did not suffer breaches or structural damages. Also there is no report for water pollution and injuries. The root cause of the grounding is under investigation, but there was no technical failure during running to the shallow. The very large crude carrier **ALEX** (IMO: 9722924) was built in 2016 by Hyundai Heavy Industries in their shipyard in South Korea. The vessel is owned and managed by the Belgian shipowner Euronav, operating under the flag of Belgium. The ship has length of 333.00 m, beam of 60.00 m and draft of 20.00 m. The deadweight of the crude carrier is 299,446 DWT and the gross tonnage is 154,379 GRT. **Source: Maritime Herald**

“Coasters of the 1970s. Volume 2”.

Coastal Shipping Publications recently published “**Coasters of the 1970s. Volume 2**”, written by Bernard McCall. “Coasters of the 1970s” is the latest in the popular ‘Coasters of ...’ series. This hardback full-colour album details coasters built in the 70s over 96 pages and with 106 photographs. Some ships remain in their original guise while others are documented throughout their life after being sold and/or modernized. The colour photographs are accompanied by detailed captions that tell more about the ship and, in some cases, the building yard.

Bernard McCall has written over 20 maritime books in the last two decades and has a passion for anything ship shaped. He established ‘Coastal Shipping Magazine’ in 1994. “**Coasters of the 1970s. Volume 2**” (ISBN 978-1-902953-79-3) is a hardback book, small size, of 96 pages, lavishly illustrated. The price is £17.00 plus £1.75 European postage. Ordering via the bookshop, or directly via the publisher, Coastal Shipping, 400 Nore Road, Portishead, Bristol BS20 8EZ, UK. Tel/Fax: +44(0)1275.846178, www.coastalshipping.co.uk, e-mail: Bernard@coastalshipping.co.uk.

Whistleblower in Record ‘Magic Pipe’ Pollution Case Gets \$1 Million Payout

http://gcaptain.com/whistleblower-gets-1-million-in-largest-ever-magic-pipe-pollution-case/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3AGcaptain+%28gCaptain.com%29

Pirates Kidnap Eight from Tug Off Nigeria, Attack Tanker

http://gcaptain.com/pirates-kidnap-eight-from-tug-off-nigeria-attack-tanker/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3AGcaptain+%28gCaptain.com%29

"Full Ahead" - Summer Edition - Deadline for articles to John Rix is 20 May.

Freezing and paralysed: Skerries race to the rescue of a hypothermic swimmer

http://magazine.rnli.org/Article/Freezing-and-paralysed-Skerries-race-to-the-201?utm_source=RNLI_Life_april_2017&utm_medium=email_team&utm_campaign=RNLI_Life_2017&utm_content=see_what_happened_button

Rickmers Sells Entire Containership Fleet to Navios

Owner and operator of dry bulk and container vessels Navios Maritime Partners L.P. said it has reached an agreement to acquire Rickmers Maritime's entire containership fleet. The deal, worth about \$113 million, will see Navios Partners acquire 14 container vessels from Rickmers Maritime through a wholly owned subsidiary, Navios Partners Containers Inc. Three of the container vessels are 3,450 TEU, and 11 are 4,250 TEU, combining for a total 57,100 TEU. The average age is 9.5 years. Angeliki Frangou, Chairman and Chief Executive Officer of Navios Partners, said, "We anticipate acquiring five 4,250 TEU vessels on May 15, 2017. These vessels are employed on charters that have staggered expirations in 2018 and early 2019 at a net daily charter rate of \$26,850." Frangou continued, "Our operating platform was attractive to [Rickmers Maritime] and its lending banks because of our disciplined technical and commercial management and favorable operating costs. This acquisition demonstrates our ability to source proprietary deals, and we are continuing to seek exposure to the container sector." The acquisition, still subject to a number of conditions, is being financed through a \$20 million equity investment by Navios Partners and a secured loan facility under discussion. In addition, a third party has an option to acquire up to 25 percent of the equity in Navios Partners Containers Inc., based on allocated cost. **Source : Marinelink**

Investigation to determine why Sewol sank to begin in May

A probe to shed light on the exact cause of the tragic sinking of the SEWOL ferry will begin late next month, a special fact-finding body said Thursday. The eight-member panel set up last month by special law aims to allow maritime experts and lawyers to determine why the 6,800 ton ship capsized in waters off the southwest coast in 2014. The sinking resulted in the deaths of 304 people, with the remains of nine still unaccounted for. "We expect that the investigation will start as early as late May," said Kim Chang-joon, the chairman of the board. "It takes time to allocate the budget and recruit officials." At the weekly meeting on Friday, he said the members will discuss ways to check and review all former documents and reports related to the accident. After the sinking, the prosecution, state auditor and other judiciary bodies carried out their own inspections into the cause of the sinking. "We now have the SEWOL on land. We will compare the existing records with the ship and verify them," said Kim. The wreck was raised from the bottom of the sea and put into dry dock at a local port in Mokpo, some 410 kilometers south of Seoul, last week. Search parties have been going into the wreck to look for remains. So far they have found two mobile phones and hundreds of personal belongings. At the same time, another search using divers is underway at the site of the sinking. Underwater fences were already set up to prevent any items that came from the ship from being carried away by currents. **Source: Yonhap**

Will This Ship Killer Make Naval Convoys Obsolete?

http://gcaptain.com/will-ship-killer-make-naval-convoys-obsolete/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3AGcaptain+%28gcaptain.com%29

Forging a Replica of The Titanic's Anchor (36 minute video)

<https://www.youtube.com/watch?v=fIHyaSV22Bs>

The Chinese Revolving Table

<https://sites.google.com/site/humoursix/sunday-family-humour-22nd-september>

Subject: Vinyl recording circa 1941

I am a 76 year old living in NZ. when living in U.K. a 12" recording was produced as a fundraiser for the Merchant Navy. It was Charles Dickens' 'Christmas Carol'. A copy was in our home and I remember listening to it.

Has it ever been transposed to CD form, is it still available in vinyl?

I expect the answer to both those questions is no, but I thought I would make inquiries.

From: Mike Martin <mikemartin@orcon.net.nz>

DERBYSHIRE DEEPS 211 *The Trade Journal* May 2017

THE LATEST VERSION IS AVAILABLE ON OUR WEB PAGE ON THIS LINK

<http://www.godfreydykes.info/DD%20211%20May%202017.pdf>

Terry Hall, Hon. Secretary/Treasurer

Derbyshire Submariners

http://www.godfreydykes.info/derbyshire_submariners_page.html

Latest Derbyshire Deeps Newsletter - *The Trade Journal* 211 May 2017

<http://www.godfreydykes.info/DD%20211%20May%202017.pdf>

RBL PAO Stanley Rural Area HAE05, MOSVTrustee W5795 Bomber Memorial

Troublesome paper certificates and why the maritime industry must embrace e-Certificates

As a result of ongoing commercial challenges and regulatory changes in the maritime industry, maritime organisations are undergoing many radical strategic and business model changes, including the drive to modernise outdated business processes. One of the prominent approaches for driving efficiencies, reducing costs and gaining competitive advantages has been through technological innovation. An existing example is the adoption of Electronic Chart Display and Information System (ECDIS), whilst the industry is also on the brink of numerous other developments, ranging from the paperless ship, to 24/7 ship internet connectivity and possibly even the contentious 'driverless ship'. As a software development company engaged in the maritime industry, some of the more intriguing aspects of the maritime technology landscape are the interlinked possibilities around electronic certification, online verification and the facilitation of the 'paperless ship'. Electronic certification and online verification of certificates increasingly is a topic of conversation with our contacts and clients (no longer something confined to the watercooler), which are also being accelerated by regulatory changes. However, despite the obvious benefits of electronic certification we are discovering that true digitisation is not necessarily being embraced as quickly as one might expect.

So, why not stick with paper, after all it has worked for hundreds of years?

Typically, the process for issuing paper certificates, or similar documents, involves a number of inherent inefficiencies in the modern world, as outlined below:

1. Manual processes: reliance on printing, stamping and posting in this modern technology age is inefficient, lengthy and costly.
2. Risk of Certificate loss: due to the nature of manual delivery, certificates can be lost and damaged during postage, leading to Port State Control (PSC) incidents, with the International Maritime Organization (IMO) having documented such cases.
3. Administrative burden: paper certificates contribute to the administrative burden placed upon ships' masters, PSC as well as ship registries. In fact, they place a burden on anybody who has to engage with them in the overall process.
4. Security issues: identification of an 'original' gets more challenging and onerous, leading to exposure to forgery, particularly where validity and anti-forgery processes are not kept up-to-date. With respect to security, the simple fact is that paper certificates are inherently insecure. In fact, certificate fraud is a well-documented issue, to the extent that the IMO itself has previously stated that this issue risks undermining the STCW convention.

A major study into Certificate of Competence (CoC) fraud by the UK Maritime & Coastguard Agency (MCA) also highlighted the vulnerability of paper certificates, with fraud occurring through:

- Counterfeit documents or their alteration (60%)
- Falsification of records (30%)
- Cloning or impersonation (10%)

Part of the issue with certificate fraud is that there appears to be no consistent certificate format or approach to verifiable features, making it extremely difficult, for example, for PSC inspectors to verify a document's authenticity. Meanwhile, new 2017 IMO regulations really focus the need to deal with the absence of online verification capabilities across the industry. Many regulatory flags, managers and crewing agents still struggle to check certificate validity before issuing an endorsement or providing employment, carrying an ongoing administrative burden as a result. New electronic certification verification processes should deal with the latter issue too.

Does regulation support the use of electronic certificates/documents?

The IMO's Guidelines for the use of Electronic Certificates, issued in April 2016, does not appear to have focused stakeholder's attention on widespread adoption, despite many in the industry already recognising the value of electronic certificates. However, the industry regulators and advisory bodies including IMO and FAL, who strive to ensure that all relevant maritime industry stakeholders use the highest practicable degree of uniformity in their formalities and other procedures, are very much providing and driving regulatory changes to allow this to happen.

The latest Facilitation Committee (40th session April 2016 – FAL 40) recommended changing the IMO Procedures for Port State Control so that electronic certificates are considered equivalent to paper certificates, including providing guidance for accepting certificates delivered via a website through the ship's computer. This is a real step change and means that if the stakeholders (e.g. ship owners; flag states; Recognised Organisations) use electronic certificates, PSC officials could be viewing them either on the ship computer or possibly through their own devices, without needing to request a printed copy. As a result, the industry needs to be in a position to ensure that the ship has both the procedures and capability to verify certificates on-board if, for example, a PSC official questions a document's authenticity.

Safeguards put in place at FAL40 are intended to encourage the acceptance of electronic versions and to help deal with the real-world issue that in some regions the electronic version is still routinely questioned. The IMO guidelines stipulate that 'e-certificates' must include a unique tracking number or reference and also be protected from modifications, which are both capabilities that the IT world is already very familiar with.

That the top industry bodies are putting in place the necessary provisions to ensure that industry can accept electronic certificates and documentation has been qualified by Roger Butturini, Chair of the 'Working Group on Electronic Means for the Clearance of Ships of the FAL Committee'. Roger explained to us that: "FAL's main goal in developing the FAL40 Circular was to remove barriers to the use of electronic certificates. We fairly quickly determined that the challenge to using electronic certificates was not a technological one, but a policy decision predicated on acceptance by Port State Control Officials. Otherwise, the advantages of electronic certificates are unquestionably preferred to paper certificates."

The significant point here is, that from a pure technology perspective, enabling the solutions for true electronic certification and online verification are all very achievable, however the challenges of engagement, acceptance and business change represent the greater hurdles.

How technology can address these issues

The challenge here is not dissimilar to electronic documentation, digitisation and online service changes that have been faced in other industries, where such technology already exists. However, people need to know how to use it, what to use and be able to trust it.

Within PDMS Maritime's MARIS ship registries platform, we are launching new functionality which includes generating electronic signatures and unique tracking numbers for every new version of a certificate, to protect against counterfeiting of documents. The use of cryptography aligned with the inbuilt security within the platform will further protect documents from being modified, altered or falsified.

The issue of ensuring a document comes from a trusted source and hasn't been modified since being issued are both neatly dealt with by digitally signing the document with what is termed a security-certificate. In an unfortunate clash of terminology, this has nothing to do with a pen and paper signature, nor a vessel or seafarer certificate. These security-certificates are issued by global authorities that certify the validity of the certificate and any documents signed using it. The 'security-certificate' in this case is electronic data issued and held by an accredited certificate authority.

This can be thought of as a set of keys used to encrypt and decrypt an electronic document. In each case, there are two keys. The first, a private key, is held securely with the authority and is used by the platform to create and encrypt the digital signature of a document. The second is a public key which is freely available to anyone requiring it and is used by an eDocument reader to decrypt the digital signature which consequently validates the contents and origin of the document. Details of the signature are then displayed to anyone viewing the document to indicate that it is authentic and has not been tampered with. Once a signature is created it can only be read by using the public key. The origin of the public key can be verified with the certificate authority ensuring the signature was generated by the private key that was issued to the ship registry, or creator. So, once digitally signed, documents are truly 'read only' and cannot be modified.

Benefits of e-Certification and online verification

There are considerable benefits of e-Certification and e-Verification for stakeholders throughout the industry. It can significantly reduce the administrative burden placed upon ship's masters and all stakeholders, as well as eliminating the need to courier certificates, or e-mail unsecured attachments all around the world, reducing unnecessary costs and service lead times. Furthermore, online verification (including for printed hard copies) will also enable key stakeholders, e.g. PSC and ship registries, to type in the unique document tracking code and receive an instant digital authentication. This significantly reduces the amount of time spent manually requesting verifications of a certificate or document.

In parallel, the ability to access an electronically stored certificate 24/7 from anywhere in the world and from any device is hugely beneficial for industry stakeholders including: owners; crewing agents; management companies and ship managers, to name a few.

Barriers to uptake and trusting technology

Despite the clear benefits of e-Certification and e-Verification, there are a number of barriers which can still lead to a reluctance to embrace them – with similar resistances experienced when aiming to move away from paper through both the Maritime Single Window project and ECDIS. One of the primary issues has been acceptance, with legitimate concerns that PSC can be reluctant in many cases to accept e-Certificates. However, the recent IMO/ FAL guidance means the drive for acceptance should be further empowered and so this should no longer be seen as a barrier. In our experience, another key issue which has led to slow engagement has been general concern from the maritime industry with respect to cyber-security implications.

However, as this paper has set out to articulate, the technology is not the real problem and has been proven in other industries. So, resolving these issues is already in the domain of technology experts which should leave maritime businesses, including PSC and ship registries, for example, to focus on their core business activities with the confidence that they shouldn't need to worry about the technology. The real challenge in the maritime industry is one of full engagement, acceptance and business process change. These represent the greater hurdles, even with the FAL and IMO recommendations. In the broader maritime technology landscape, it is also important to consider e-Certification and online verification, along with the complete stakeholder engagement, in the wider context of the 'paperless ship'. Electronic certificates are certain to become the norm, aided significantly by provision of viable 24/7 connectivity on board ships, which to many is no longer viewed as a luxury but a necessity.

Conclusion

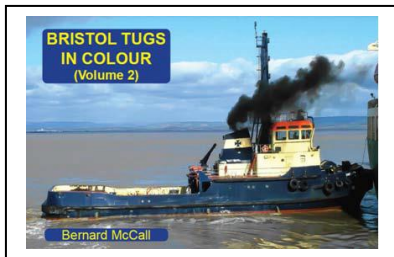
Full engagement with e-Certification and electronic documentation will not only improve service provision, efficiencies and quality across the industry but will also provide modern tools to address increasing service expectations whilst still under the ever-present commercial challenges. It must surely be embraced. **Source: PDMS Maritime**

Canary Islands ferry crash: 13 injured

https://www.youtube.com/watch?v=hnwPd_NM5Hw

Thirteen ferry passengers have been injured when the boat slammed into a breakwater in a port on the Canary Islands, Spanish authorities say. Manolo Vidal, spokesman for Naviera Armas, the company that owns the ferry, says that a "loss of electrical power" caused the accident as the boat was leaving the Puerta de la Luz on the island of Gran Canaria on Friday night. Emergency services say five of the injured needed to receive attention at a hospital. Televised images showed the ferry hitting the breakwater head-on, sending chunks of the concrete wall tumbling down onto a service road. The regional government says it has activated an emergency plan to deal with a three-kilometre spill caused when the boat's impact damaged fuel lines running along the breakwater. The company says that the ferry was able to dock following the accident and that the passengers had been placed in hotels. **Source: Associated Press**

“Bristol Tugs in Colour”.



Coastal Shipping Publications recently published “**Bristol Tugs in Colour (Volume 2)**”, written by **Bernard McCall**.

“**Bristol Tugs Volume 2**” is a colour album which documents some of the smaller tugs that used to be seen in Bristol City docks plus some of the rarer and larger tugs that have paid only one or two visits to the port in recent years. With over 60 lavish photographs and detailed captions this book is in three sections. The first covers older tugs in Bristol City Docks, the second looks at tugs working on engineering projects in the Bristol Channel i.e. the new Severn

Bridge, and finally the extra tugs needed for ships handling in and around Avonmouth Docks. **Bernard McCall** has written over 20 maritime books in the last two decades and has a passion for anything ship shaped. He established ‘**Coastal Shipping Magazine**’ in 1994. “**Bristol Tugs in Colour (Volume 2)**” (ISBN 978-1-902953-77-9) is a softback book, small size, of 64 pages, lavishly illustrated. The price is £9.95 plus £1.75 European postage. Ordering via the bookshop, or directly via the publisher, Coastal Shipping, 400 Nore Road, Portishead, Bristol BS20 8EZ, UK. Tel/Fax: +44(0)1275.846178, www.coastalshipping.co.uk, e-mail: Bernard@coastalshipping.co.uk

Maritime Monday for April 24th, 2017: Ultima Thule

http://gcaptain.com/maritime-monday-april-24-2017/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29

This Mesmerizing Interactive Map Displays Ship Movements Across the Globe

http://gcaptain.com/this-mesmerizing-interactive-map-displays-ship-movements-across-the-globe/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29

“Right Crew” initiative from North of England P&I

North of England P&I’s Loss Prevention team said that it had repeatedly identified issues with both officer quality and safety culture as a root cause of major claims. It has therefore launched “The Right Crew” initiative, which it described as “part of a pioneering campaign to support Members in their aim to attract, recruit and retain the ‘right crew’ for their ships”. North is encouraging its Members to consider the Crew Evaluation System (CES) and associated benchmarking service offered through “an exclusive partnership” with Seagull Maritime. The CES is an online assessment tool to evaluate the background knowledge of seafarers with the aim of supporting the recruitment process and identifying training needs. Seagull Maritime is currently the only provider of the online benchmarking tool.

source : insurancemarineneews.

Free Fall Lifeboat Launch – Gemi Terk

<https://www.facebook.com/denizci.sailors/videos/vb.261230213904263/1671456336214970/?type=2&th eater>

Explosion Aboard Bulk Carrier in North Atlantic; One Dead, Three Badly Burned

April 24, 2017 by [Mike Schuler](#)

Update: [Second Crewmember Dies, Emergency Response Continues](#)



MV Tamar. Photo:

A multi-national emergency response is underway following an explosion aboard the Marshall Islands-flagged bulk carrier *Tamar* in the North Atlantic some 1,300 miles off the coast of Cape Cod.

One crew member has died and three others are badly wounded.

The U.S. Coast Guard is coordinating with the New York Air National Guard's 106th Rescue Wing and the Canadian and Portuguese Coast Guards to provide a medical emergency response for crewmembers of the vessel.

The U.S. Coast Guard the captain of the 623-foot bulk carrier *Tamar* contacted watchstanders at approximately 7 a.m.

EST reporting an explosion in the ship's forward storeroom. He also reported the explosion killed one crewmember and three suffered massive burns and are in need of immediate medical attention.

The Coast Guard reached out to their partner agencies to coordinate the emergency response. The New York Air National Guard's 106th Rescue Wing launched an HC-130 aircrew with six pararescuers and one combat rescue officer. The air crew is estimated to reach the *Tamar* at approximately 6:30 p.m., the Coast Guard said. The pararescuers will jump from their HC-130 with a small boat and advanced life-saving equipment to provide medical treatment for the crewmembers.

The Canadian Coast Guard has diverted two warships with physician assistants aboard estimated to arrive after midnight.

The fire resulting from the explosion is extinguished and the cause is unknown, the Coast Guard reported. The vessel, which is sailing from Baltimore to Gibraltar, is continuing on its transit to the Azores, Portugal. The ship's engineering plant was unaffected by the explosion and fire.

The First Coast Guard District is responsible for 1,300 miles of offshore search and rescue area. After 1,300 miles, the Portuguese Coast Guard assumes coordination authority for cases east of the boundary, the Coast Guard noted.

Coast Guard concludes medical response from ship explosion, 2 medevaced

The two surviving crewmembers of the bulk-carrier **TAMAR** explosion were medevaced at approximately 4:30 a.m., by a Portuguese aircrew along with three New York Air National Guard's 106th Rescue Wing pararescuers to continue medical care. The aircrew arrived in Terceira Island, Azores at about 7 a.m. A Portuguese Air Force jet is scheduled to be waiting along with a medical team to bring the injured to Lisbon, Portugal for medical treatment.

Somali pirate gets life in prison for attack on US Navy ship

A Somali pirate has been sentenced to life in prison for his role in attacking a U.S. Navy ship Federal prosecutors said Wednesday that 31-year-old Mohamed Farah was among seven pirates who tried to commandeer the **USS ASHLAND** in 2010. The men had mistaken the *Ashland* for a cargo vessel in the Gulf of Aden. After the pirates opened fire, U.S. sailors destroyed their skiff and killed one pirate. The sailors rescued the surviving pirates. Farah and the remaining attackers were prosecuted in federal court in Norfolk and sentenced to various jail terms. Farah's attorney, Jason Dunn, told The Associated Press in an email that the sentence was excessive but unavoidable. The mandatory sentence for piracy has been life in prison since 1909. Before that, the mandatory punishment was death. **Source : Foxnews**

Why are Lifeboats Killing Seafarers?

By [Nick Yatsenko](#), Master Mariner

During my life at sea, I was always anxious during lifeboat drills. One of my relatives was employed on a MSC container carrier as an Engineer Watchkeeper, and during his routine inspection inside the free-fall lifeboat, the craft suddenly released and fell into the water while a ship was underway.

He was lucky enough to survive and suffered only severe injury to his knee, and since the vessel was close to the shore so he was evacuated by the helicopter. In the hospital, he had a surgery and then spent another year recovering.

When I was working for Maersk Line, one of our ships [reported](#) that a rescue boat accident resulted in one crewmember being killed instantly. Another crewmember was seriously injured.

Unfortunately, there is no comprehensive statistics on [lifeboat accidents](#), but there is an ample amount of research showing a scary outcome. To name a few studies, from 1992-2004, marine insurer [Gard](#) “recorded 32 cases of accidental release of lifeboats. Five cases were without injury to people (there are certainly much more, but these five have been reported because they involved P&I claims), the others caused 12 deaths and injury to 74 people. Among the people injured there were several very serious cases of head and spine injury, some causing paralysis or possibly leading to death at a later stage. There were also a few cases where members’ vessels have picked up drifting lifeboats at sea – boats which had obviously fallen from the ships they belonged to.”

In 2001, the Marine Accident Investigation Branch (MAIB) [published](#) a review of a lifeboat and launching systems accidents covering a 10-year period from 1991, where seven people were killed and 10 injured.

Some of the recent cases of lifeboat accidents:

- [Thomson Majesty Accident – Five Crew Killed During Lifeboat Drill on Cruise Ship](#)
- [Lifeboat Drill Accident: One Killed, Four Injured in Fall Aboard Harmony of the Seas](#)
- [Rescue Boat Accident on Norwegian Breakaway Injures Four.](#)
- [Lifeboat Accident on NCL’s Pride of America Sends Two Crew Members to Hospital](#)
- [MTM Westport: Fourth Seafarer/Lifeboat Death in Two Months](#)
- [Sailor Killed, Two Others Injured in Apparent Lifeboat Accident Off Germany](#)
- [Lifeboat Failure Leads to Fatalities Aboard Ensco Rig](#)

As the most of the accidents occurred during routine drills and maintenance activities, the main causes are design failure, lack of maintenance, and lack of proper training. [“The equipment failure was reported to be the most common cause of accidents, within which quick release mechanism failure was identified as the most frequent cause.”](#) according to a report by the Nautical Institute.

In response to the growing number of lifeboat accidents, the IMO has released new SOLAS Regulation III/1.5 and the amendments to Chapter IV of the LSA Code concern on-load release mechanisms fitted to new and existing cargo and passengers vessels. SOLAS Regulation III/1.5 also specifies other important dates:

1. “For ships constructed on or after 1 July 2014, on-load release and retrieval systems shall comply with the LSA Code, as amended by Resolution MSC.320(89); and
2. Member Governments are encouraged to ensure that ships constructed on or after 20 May 2011 but before 1 July 2014, on-load release and retrieval systems shall comply with the LSA Code, as amended by Resolution MSC.320(89).”
3. For vessels constructed prior to 20 May 2011, any on-load release systems that do not comply with paragraphs 4.4.7.6.4 to 4.4.7.6.6 of the revised LSA Code must be replaced at the first scheduled drydocking after 1 July 2014, but no later than 1 July 2019.

For the ships which are awaiting for the modification or fitting of the new design on-load release mechanism, the IMO has issued the “Guidelines for Evaluation and Replacement of Lifeboat Release and Retrieval Systems” and advise that Fall Preventer Devices (FPDs) are to be used with each existing RRS, in accordance with [MSC.1/Circ.1327 “Guidelines for the Fitting and Use of Fall Preventer Devices \(FPDs\)”](#).

Some of the current requirements for the lifeboat/rescue boat inspections and maintenance are:

- Davit-launched lifeboats weekly moved from stowed position (SOLAS III/20.6.3)
- Monthly rescue boats other than a lifeboats launching (SOLAS III/19.3.3.6)
- Quarterly launching lifeboats & rescue boats (SOLAS III/19.3.4.3 & .6, MSC/Circ. 1206)
- Six monthly free-fall lifeboat drill (SOLAS III/19.3.4.4, MSC/Circ. 1206)

Considering all the accidents, do you think it is viable to break the boats from its stowed position every week? Or even worse to launch them with the crew inside every 3 months?

The Marine Accident Investigation Branch (MAIB) went even further and [recommended](#) that the IMO undertake a study on the present value, need and desirability of lifeboats.

While I'm not ready to argue the present value of the lifeboats, I'm confident that only a change in on-load hooks design is not good enough. Many accidents occurred due to the failed winch operation, damaged wire or some minor imperfection such as remote wire control. I believe more radical changes are required, for example:

- Reduce requirement for the davit-launched lifeboats to be moved from stowed position from weekly to monthly or even quarterly.
- Reduce the launching of the lifeboats & rescue boats from quarterly and monthly respectively to annually. Or even more radically, test the off-load and on-load release mechanism by shore contractor only while the boat in stowed position, of course with the additional securing arrangements. Therefore completely removing the requirements to launch the boat with the crew inside.

The crew has been trained how to use the survival craft during their STCW courses which are compulsory. During the external inspections the inspector, such as port state control can test the knowledge by asking relative questions. I'm very confident that in a case of emergency the crew would be able to lower the boat, start the engine, let go the hooks and steer away from the vessel.

This was originally published at <http://nickyatsenko.com/blog>.

To give you a bit of a visualization of lifeboat accidents, watch the three videos below and imagine you are inside one of these boats.

http://gcaptain.com/why-are-lifeboats-killing-seafarers/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29

Palfinger Tests World's Largest Lifeboat

Deck equipment manufacturer Palfinger has set a new world record with its MPC 49, the largest lifeboat on earth. The 50-foot by 18-foot enclosed lifeboat has enough room for 440 people, about on par with a typical 747. The firm recently sold a set of 12, plus 24 tenders, 36 davits and six rescue boat stations, for a series of cruise ships that are under construction at STX France. Like other lifeboats, the MPC 49 has to meet a loading time standard – in this case, DNV GL's maximum time limit of 10 minutes. Palfinger recruited 200 employees and 240 local volunteers to join in a loading test, and on April 21, this "boarding party" gathered in one of the manufacturer's assembly halls to see if they could all get into the boat on time. Palfinger officials set up boarding lines and muster stations to mimic the arrangement on a cruise ship, and the "passengers" mustered in the designated location. Factory manager Arvid Skogseide started the clock and the crowd began to file on board. The test was successful: it set a new time record at five minutes and 21 seconds. "Overall, the boarding tests proved a huge success for the project. The first test was performed within the time limit of 10 minutes, already at first attempt we set a record time," said global products director Arild Lokøy. "Before testing we were quite convinced that we would make it on time, but I must admit it's a huge relief to actually have demonstrated it." **Source : MAREX**

<https://www.youtube.com/watch?v=CPQ0YfApDs4>

QUEEN RISK: the former Cunard liner Queen Mary, which is now a floating hotel in Long Beach, in the United States— needs almost US\$300m to prevent structural collapse, a new report has revealed. Experts commissioned by the port authority where the ship has been moored since 1967 said the condition is 'approaching the point of no return'. **Source: Flashlight 174**

The “Red Duster” website

The site has been given a much welcome facelift – see: <http://www.red-duster.co.uk/wp/> . There is still work to be done on it.

If you have any suitable information for the site, please contact our webmaster, Terry Hughes – web.admin@mna.org.uk

Containership master convicted of being drunk in charge of his vessel.

Belfast magistrates court heard that Captain Eugenijus Tulauskas, from Lithuania, was up to four times over the alcohol limit when he was arrested in September.

A marine pilot reported the master to police ashore after smelling alcohol on his breath and had to take control of the vessel to ensure its safe passage into harbour, the court was told.

Lawyers for Capt Tulauskas contested the charge, arguing that he was not on duty at the time of the offence.

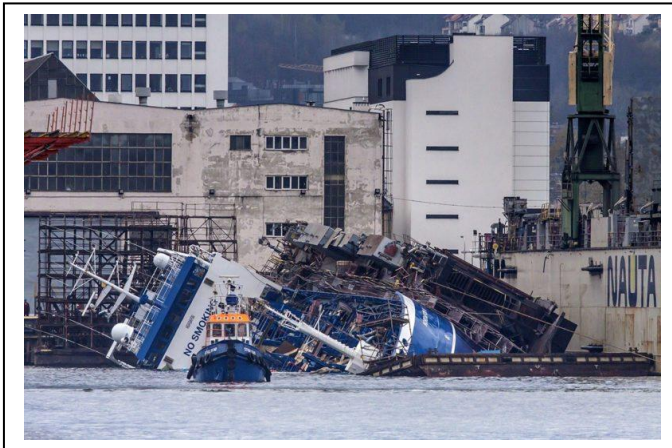
The court heard that the master had told the authorities he had not consumed any alcohol in the previous four hours.

Capt Tulauskas was fined £1,350, with the district judge stating that she had decided not to impose the maximum penalty because the master was now unemployed after being dismissed by his company.

Source: Flashlight 174

Dry Dock with Norwegian Tanker Capsizes at Polish Shipyard

April 27, 2017 by [Mike Schuler](#)



A floating dry dock housing the Norwegian tanker Hordafor V capsized at the Nauta Shipyard in Gdynia, Poland, April 27, 2017. Photo source: PortalMorski.pl

A floating dry dock holding a Norwegian tanker capsized Thursday afternoon at the Nauta Shipyard in Gdynia, Poland.

The Nauta Shipyard [said in a statement](#) that the dry dock began listing at about 1:30 p.m. local time on Thursday and came to rest practically on its side at a depth of about 10 meters.

Inside the dry dock is the Norwegian-flagged tanker Hordafor V, which is owned by Hordafor AS and operates in the aquaculture

market.

Reports say there were personnel on board at the time of the accident however everyone was able to escape uninjured. Pollution prevention equipment has been deployed to mitigate harm to the environment. The cause of the accident is under investigation.

Military is fighting ‘£20bn cash crisis’

<https://www.thetimes.co.uk/article/military-is-fighting-20bn-cash-crisis-rnv9mb9mp?shareToken=f616737839a4650ad1aece194097f59b>

Pioneering Spirit Sets World Lifting Record with Removal of the Brent Delta Platform

http://gcaptain.com/giant-pioneering-spirit-sets-world-lifting-record-with-removal-of-the-brent-delta-platform/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29

Seamanship? - Health & Safety?

CHIRP Maritime Report on “How to Refresh the Load Line Marks Without using a Stage” - wtf

Did these seafarers undertake a risk assessment or toolbox talk before starting work? Perhaps the SMS records they should have, so is it a lack of commitment to training seamanship or a poor safety culture onboard that encourages seafarers to undertake unsafe acts?

Please keep sending your photos and reports to <https://www.chirpmaritime.org/submit-a-report/>



Top 25 causes of container claims Date: 21/04/2017 Source: UK P&I Loss Prevention Download:

- [Top 25 causes of container claims](#) (601 kB)

This booklet has been designed as a ready use tabbed reference book to be used by Ship’s crew and office-based operations staff as a training aid and assistance in the event of an incident. Following a review by the Club which identified the top 25 causes of claims in containers. The publication has been written in conjunction with TMC Marine Consultancy, a leading maritime consultancy with surveyors specialising in container stowage as well as Jensen Associates an independent expert consultancy and survey company, specialising in the international trade of perishable products.



Car Matters Date: 27/04/2017 Source: UK P&I Loss Prevention Download:

- [Car Matters](#) (1.9 MB)

This brochure is designed as both a teaching aid and practicable advice. Written in conjunction with SOLIS Marine Consultants and Richard Hogg Lindley, it contains case studies on recent ro-ro and car carrier casualties with lessons learned and a Loss Prevention quick reference matrix. The publication is designed for use by the Chief Mate, to aid them to prevent/or mitigate a potential claim.



Watch: Skillful Navigation Between a Rock and an Iceberg in Antarctica

http://gcaptain.com/watch-skillful-navigation-between-a-rock-and-an-iceberg-in-antarctica/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29

It is also good to know that the Master had complete faith in his engineering department.

Sewol-ho search team search 4th and 5th floor of sunken vessel

The team searching the inside of the **SEWOL-HO** began cutting into the exhibition room that had collapsed into the 4th floor. The 4th floor deck of the salvaged vessel is where the team's hoping to find the remains of 9 missing passengers. Cutting up and removing parts of a compartment from the fifth floor that collapsed one floor down was deemed necessary on Sunday as removing debris from the ferry’s bow on the fifth floor was not enough to enable the team to carry out the search of the cabin sections on the fourth floor. The process is expected to take up to 4 days. So far, several personal items have been found including a piece of a school uniform with a name tag on it. The **SEWOL-HO** sank in 2014 in waters near Jindo, taking 304 lives with it, mostly students from Danwon High School. **Source: Arirang**

N. Korea threatens to sink US nuclear submarine deployed to S. Korea

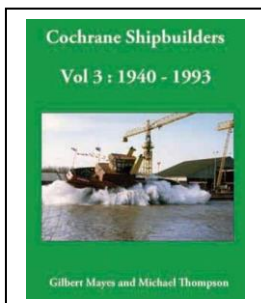


After the United States deployed a nuclear-powered submarine and an aircraft carrier to South Korean waters amid high inter-Korean tensions, North Korea on Sunday threatened to sink the underwater vessel, accusing America of stepping up military intimidation. "The moment the **USS MICHIGAN** tries to budge even a little, it will be doomed to face the miserable fate of becoming a underwater ghost without being able to come to the surface," the North's

propaganda website Uriminzokkiri said in a posting. "The urgent fielding of the nuclear submarine in the waters off the Korean Peninsula, timed to coincide with the deployment of the super aircraft carrier strike group, is intended to further intensify military threats toward our republic," the website claimed. The guided-missile submarine **USS MICHIGAN** (SSGN 727) sailed into the South Korean port of Busan on April 25 before heading out to sea four days later. The Ohio-class submarine is reportedly conducting various drills. The US has also directed the nuclear-powered aircraft carrier **USS CAL VINSON** to the waters near South Korea at the same time. The supercarrier is currently engaged in a joint exercise with South Korean naval forces. The North warned that "whether it's a nuclear aircraft carrier or a nuclear submarine, they will be turned into a mass of scrap metal in front of our invincible military power centered on the self-defense nuclear deterrence." The threat followed North Korea's failed missile launch. On early Saturday, North Korea fired off a ballistic missile which the South Korean military said exploded after flying only 71 kilometers. The launch marks the third missile test in April. **Source: Yonhap**

BOOK REVIEW - By : Frank NEYTS

“Cochrane Shipbuilders. Vol 3 : 1940 - 1993”.



Coastal Shipping Publications recently published “**Cochrane Shipbuilders. Vol 3: 1940 - 1993**”, written by Gilbert Mayes and Michael Thompson. This book is Volume 3 and the last in a 3-volume series. The book records a unique outline history of all the ships built by the Cochrane Company, including coasters, tugs, trawlers and progressive designs servicing the burgeoning off shore oil industry. Gilbert Mayes and Michael Thompson are well known authors of company history books, specializing in shipbuilding. Individually and collectively they have spent a lifetime researching the fishing and shipbuilding industries – especially on Humberside and the North East of England. “**Cochrane Shipbuilders. Vol 3: 1940 - 1993**” (ISBN 978-1-902953-75-5) is a hardback

book, A4 size, of 160 pages, lavishly illustrated. The price is £19.50 plus £1.75 European postage. Ordering via the bookshop, or directly via the publisher, Coastal Shipping, 400 Nore Road, Portishead, Bristol BS20 8EZ, UK. Tel/Fax: +44(0)1275.846178, www.coastalshipping.co.uk e-mail: Bernard@coastalshipping.co.uk

I was standing at the bar one night minding my own business. This FAT really ugly chick came up behind me, grabbed my behind and said, "You're kind'a cute. You gotta phone number?"

I said, "Yeah, you gotta pen?"

She said, "Yeah, I got a pen".

I said, "You better get back in it before the farmer misses you."

Cost me 6 stitches.....but,.....When you're seventy.....who cares?

Autonomy at sea – the future? April 2017

Maritime Autonomous Systems (MAS) technology in the marine and oil and gas sector has advanced rapidly in the last 20 years. Indeed a report prepared by the energy consultants, Douglas-Westwood1, suggests the demand for autonomous underwater vehicles (AUVs) is expected to grow by 49% in the next four years. The military sector will remain the greatest user of AUVs (73% of total demand), however, the commercial sector, including oil and gas, is expected to see the greatest growth in usage.

The drive to improve safety and reduce risks and costs has driven MAS to the forefront of operations, and AUVs are already being used successfully in carrying out surveys of pipelines for example. One of the biggest topics under discussion in shipping circles at the moment is the development of Autonomous Surface Vessels (ASVs) for which the growth, at least for the time being, is unlikely to be as rapid as that for AUVs, mainly owing to regulatory challenges. Given the success of AUVs in the oil and gas sector, it is perhaps not surprising that consideration is also being given to the use of autonomous offshore support vessels (AOSVs). While AOSVs are not currently anticipated to carry out larger tasks such as heavy lift, they are expected to be able to carry limited deck cargo and potentially support remotely operated underwater vehicles. With no requirement for manned spaces and accommodation, these vessels are expected to be cheaper to build with lower operating costs. Rolls-Royce Marine and Automated Ships Ltd/Kongsberg, for example, are already looking to develop AOSVs with the latter looking to enter into operation an AOSV in 2018 2; although this AOSV will be remote-controlled initially with full autonomy to follow after extensive testing. Of course, the implications of such technological advances are enormous and will require an amendment to the existing legal structures and regulations, perhaps paving way for a new regulatory regime to deal with liabilities; for example around those arising from collisions. In 2016, over 75% of insured marine losses arose from human error 3, so if autonomy helps to reduce these risks it will be attractive to both hull and P&I insurers alike and we anticipate insurance cover will be reviewed and new insurance products introduced to accommodate the new technology. A number of projects, such as the EU's Maritime Uncrewed Navigation through Intelligence Networks (MUNIN) and the Rolls-Royce-led Advanced Autonomous Waterborne Applications (AAWA) initiative have clearly helped to overcome the technical challenges faced by ASVs. For example, autonomous collision avoidance systems have been successfully demonstrated on a number of test craft. However, the biggest hurdle facing developers of ASVs is not the technology but the regulatory issues. While there is no statutory definition of ship under the Merchant Shipping Act 1995, it is our view that an ASV would still be considered a "ship" under English law or most other international maritime conventions, despite the existing regulations having been written with conventional crewed ships in mind. So, taking autonomous collision avoidance systems, would these be able to fully comply with the Convention on the International Regulations for Preventing Collisions at Sea 1972? Probably not. Compliance with Rule 2 in particular would be difficult, because this requires real-time human judgment to consider making a departure from the Rules necessary to avoid immediate danger. Similarly, keeping a proper visual lookout under Rule 5 would be problematic. Therefore, as matters stand, it is our view that algorithms in existing autonomous collision avoidance systems would be unable to comply with these Rules although arguably a suitably trained shore-based controller would be able to fulfil the requirements. The only way to achieve proper integration of ASVs with existing regulations is by developing acceptable industry standards and an international legal and regulatory framework that is acceptable to what has traditionally been a very conservative industry. The UK Marine Industries Alliance has already set up a UK MAS Regulatory Working Group to develop industry standards and practices with the first draft expected to be appear later this year. On the international front, the Comité Maritime International set up an International Working Group for Maritime Law and Unmanned Craft to produce a draft code of conduct, although a lot of work remains to be done before an international consensus will be reached. **Source: Holman Fenwick Willan LLP**

Maritime Monday for May 1st, 2017: Sexy Women Holding Carp

http://gcaptain.com/maritime-monday-may-1-2017/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29

Special movie performance at Curaçao

On May 10, 2017 the Curaçao Maritime Association will



organize a special event to memorize the fact that seventy seven years ago the city of Rotterdam was heavily attacked and the city center completely destroyed.



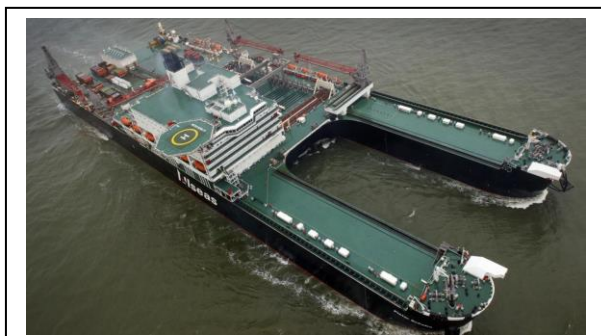
What happened? The Nazi German Armed Forces under command of Adolf Hitler attacked without any declaration of war he Netherlands, during the early morning hours on May 10, 1940 .(this kind of surprise attack was repeated by Japan on December 7, 1941 at Pearl Harbor (Hawaii). Rotterdam was attacked by Nazi airborne troops, who conquered “Waalhaven” airport, thus sending more troops and stores, allowing them to dominate the part of the city south of the river “Nieuwe Maas”. They tried to cross the city bridges

to the North side, 1000 feet long at that place. The bridges were defended by 300 Royal Netherlands Marines and no enemy soldier could cross. On the fifth day of the war, Hitler got nervous, since his troops were in a stale mate in the whole Netherlands, due to the unexpected ferocious Dutch defense. Hitler required an immediate Dutch surrender, unless he would destroy all Dutch cities by aerial bombardment. In Rotterdam the Nazi’s sent envoys to the Commanding officer of the Dutch Army. While the surrender was taking place, 90 HE 111 bombers started to bomb the city center and 900 civilians died and 78.000 became homeless. To commemorate this utterly sad moment in history, the city of Rotterdam had a most interesting documentary made with also historical German newsreels. This two hours movie will be shown for the first time at **Curaçao Maritime Museum on Wednesday night May 10** next in presence of foreign diplomatic authorities and high ranking military. A survivor of that bombardment will be present too. He was a new born baby at the time and he still has the piece of the Nazi bomb that got stuck 3 feet from his crib!



Brent Delta single-lift is game changer for North Sea decommissioning

Written by Jeremy Cresswell



A few days ago, a behemoth of a ship graphically challenged and changed the way large production platforms in the North Sea and elsewhere will be decommissioned henceforth. The ease with which the Allseas ship **PIONEERING SPIRIT** gently uplifted the 24,200 tonnes Brent Delta platform topsides in one lump and shipped the enormous package to Teesside for dismantling by Able was also vindication of an approach to decommissioning

that Allseas founder **Edward Heerema** began dreaming of at least 20 years ago. Then, the idea was to buy a pair of trading oil tankers, strap them together to form a gigantic catamaran, fit it with motion compensated lifting beams and offer it as an alternative to at least partial dismantling of large platforms in-situ before removal to the beach for recycling. In short, **Edward Heerema** wanted to transform decommissioning and, by combining the decommissioning function with another purpose ... long-distance pipelay ... it was hoped that a market-beater could be created. I encountered the gigantic Pieter Schelte concept model at OTC, Offshore Europe and Offshore Northern Seas time and again across a string of years.

To view the movie of the lift go to <https://www.youtube.com/watch?v=6jEXmOO22fQ>

But then one day at whatever show it was, a very different model appeared on the Allseas stand. Gone were the tankers and in their place was a purpose-designed twin-hulled behemoth that would also be the world's largest pipelayer. The project was evolving ... getting more purposeful and I began to wonder when an order would be placed. I never doubted that Allseas would build the vessel. It was a matter of timing. In 2011, the button was pushed. DSME of South Korea won the contract to build a vast beast that would be capable of lifting topsides to 48,000 tonnes and jackets to 25,000 tonnes. The **PIETER SCHELTE**, as it was still known would eclipse all other heavy lifters by a mile as indeed it has just demonstrated. It would represent Dutch maritime engineering on a grand-scale and be very expensive, not that Allseas has divulged the price tag. Of course it hit problems along the way, with rumours especially about issues to do with the lifting beams. However, what matters is the ship was completed, not as the **PIETER SCHELTE** but as the **PIONEERING SPIRIT**. The ship cut its teeth on the Yme platform last summer ... that was a snack. Everything worked, or at least seemed to be. The road was clear to lift the Brent Delta topsides as the opener of a contract awarded by Shell to lift and remove to shore, all four Brent topsides units.

And, on April 28, the lift of the Delta deck was successfully accomplished. In my view, this really is a gamechanger for North Sea and global medium-to-large platform decom and I have gone on record by saying this on at least two occasions during the build phase of the **PIONEERING SPIRIT**. In December 2013, when Allseas revealed that it had decided to build a second single-lift platform installation and decommissioning vessel with lifting capacities 50% greater than the first, I wrote: "Between them these twin-hulled mega-ships will radically alter the decommissioning market in the North Sea. "Indeed they will fundamentally change its shape as it should no longer be necessary to dismember the largest platform topsides offshore. "Instead it will be possible to lift and ship ashore in one piece, even the biggest of all North Sea platform topsides in either the UK or Norwegian sectors. "This should in turn greatly simplify offshore preparations of topsides, with all but the most essentially decontamination and disaggregation work carried out onshore in a decommissioning yard. "Allseas' decision to invest in a much larger vessel than the already game-changing Pieter Schelte should also simply the removal of even the largest." Heerema told an audience at Offshore Europe 2013 that he expected the sisters to be capable of uplifting a platform topsides (medium through large) per month in season, but that it would leave scope for other more "traditional" heavy lifters to secure decommissioning market share. My view that the first Allseas behemoth would fundamentally change decom is echoed in a recent study by Douglas Westwood. DW states that single-lift technology removes the need for demolition in place, creating significant savings – up to \$7billion for the UKCS alone where the current decom estimate stands at around \$50billion. Let's face it. This approach is safer, less messy; less dangerous too. As I've said on numerous occasions, why wouldn't any responsible operator be prepared to stand-in line ... if needs be for a couple or three years ... to get redundant platforms cleanly removed for demolition in the proper place ... onshore. I also believe there is at least one simpler, cheaper alternative to the hugely expensive Allseas approach, namely Craig Lang's Nessie concept based on his original uber-simple MPSS semi-submersible design. **Source: Energyvoice**

See also "How to decommission Brent"

<https://www.youtube.com/watch?v=n1GcO6w5PZQ#t=13.8302744>

E-Cigarettes Banned on U.S. Navy Ships

MERSEY MARITIME DONATES TO NEW £40,000 CENTRE FOR SEAFARERS IN LIVERPOOL

Mersey Maritime, the representative body of the maritime cluster in the North West of England has raised almost £5000 for Liverpool Seafarers Centre (LSC) through its annual Industry Awards dinner. Mersey Maritime presented John Wilson, Chief Executive Officer from the charity, with a cheque for £4687 at the After-Show Drinks Reception held for the winners of Mersey Maritime Industry Awards (MMIAs) 2017, following a charity raffle it held on the night. The money raised went towards the outfitting of a new £40,000 centre, which will work in partnership with the charity's headquarters at Colonsay House in Crosby to provide support to the 50,000 seafarers who pass through Merseyside's ports each year. The new centre is located at Queen Elizabeth II Dock in Ellesmere Port at the entrance to the Manchester Ship Canal and was officially opened on 19 April.

Chris Shirling-Rooke, Chief Executive of Mersey Maritime, said: "We were very happy to be able to hand over the money we raised at this year's MMIAs to the Liverpool Seafarers Centre at our Drinks Reception. Our third MMIAs was a huge success – the best yet - and I would like to thank everyone who took part in the raffle we held on the night to enable to us to make this donation to John. The view over the River Mersey from the 14th floor of RSM's offices, where we made the presentation, provided a stunning backdrop. We are also grateful to RSM for hosting the event." Welcoming the cheque, Mr Wilson said: "We were delighted to be Mersey Maritime's chosen charity at this year's Industry Awards dinner and are grateful to Mersey Maritime and its members for making this generous donation towards the new centre. The working life of a seafarer is a hard and, at times, dangerous one. Seafaring can be a lonely and isolating job and crew frequently do not have people to talk to. We provide that helping hand and ensure that the Port of Liverpool and the maritime industry on Merseyside maintain its reputation as a friendly caring port."

A Question of Buttons

I started collecting British shipping company buttons when I went to sea. Nearly 40 years later I have



over 500 different British shipping companies, and the collection is now greatly expanded include other non-UK companies, harbours, pilotage and generally anything nautical related. As with most collectors there are some which I have never

managed to identify and if you could through your pages print the attached photographs to help with their identification.

Thank you for any assistance in this matter.

Des McLindon (Captain)

dmclindon@btinternet.com

Source: Topmast

Italy Prosecutor Says There's No Proof of Wrongdoing Among NGO Rescuers

FILE PHOTO: Migrants on a wooden boat are rescued by the Malta-based NGO Migrant Offshore Aid Station (MOAS) in the central Mediterranean in international waters off the coast of Sabratha in Libya, April 15, 2017.

REUTERS/Darrin Zammit Lupi/File Photo

[http://gcaptain.com/italy-prosecutor-says-theres-no-proof-of-wrongdoing-among-ngo-](http://gcaptain.com/italy-prosecutor-says-theres-no-proof-of-wrongdoing-among-ngo-rescuers/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29)

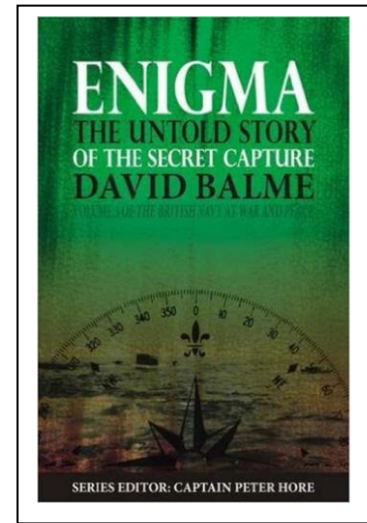
[rescuers/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29](http://gcaptain.com/italy-prosecutor-says-theres-no-proof-of-wrongdoing-among-ngo-rescuers/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29)



David Balme and Peter Hore *Enigma: The untold story of the secret capture*

Whittles Publishing 2016, hardback £16.99

SNR member and fellow Peter Hore has written some 1,000 obituaries for the *Daily Telegraph* and here he turns the notes he gathered into telling the story of David Balme who will be forever known as the 20-year-old hero who, on 9 May 1941, boarded a German U-boat in mid-Atlantic, and captured one of the greatest secrets of the Second World War. This capture – or ‘pinch’ as it was known within secret, inner circles – changed the course of the battle of the Atlantic and shortened the war itself. Balme was part of a team comprising officers and men of the Third Escort Group ably led by Commander Joe Baker Cresswell, also commander of HMS *Bulldog*, who shared the danger with other unsung heroes such as Lieutenant Commander George Dodds. Balme was tasked with taking the Bulldog’s whaler and a small party to board the U-boat *U-110* which had been disabled. However he was alone when initially boarding, entering and searching the U-boat. Balme and his boarding party succeeded magnificently in capturing an entire Enigma machine, the essential rotors and months’ worth of associated cipher material. Balme returned from the war and never spoke about the secret capture which he believed would be hidden forever. The story of the capture and ransack of *U-110* is told for the first time in the words and letters of David Balme, his captain Joe Baker Cresswell, George Dodds and others who took part in the most important submarine capture of the Second World War. This is the third volume of a series based from archives which Peter has accumulated in his years as an obituarist.



Source: Topmast

Rotterdam port inspector arrested on cocaine smuggling charges

A Rotterdam port inspector has been arrested in connection with attempts to smuggle 200 kilos of cocaine into the Netherlands, the public prosecution department said on Tuesday. The arrest was made two weeks ago but has just been made public. The man, who is 42, and has access to large parts of the port, is said to have allowed criminals to enter the port area. The cocaine arrived in a coal freighter at the end of March. The man is being investigated for potential involvement in other smuggling incidents. He has been remanded in custody and will appear in court for a preliminary hearing in July. Police and customs officials seized a record quantity of cocaine in the port of Rotterdam in 2016, the *Telegraaf* reported earlier this year. The paper bases its claim on its own calculations, which show at least 14 tonnes of cocaine with a street value of €700m were found at the port by a special police team. In 2014, 7.5 tonnes of cocaine were seized in Rotterdam and the year before that, 4.6 tonnes.

source : Dutchnews

MSC Suspects Mideclared Cargo Caused Fire

Swiss container operator MSC has aired fears mis-declared hazardous cargo may have caused the fire which recently erupted on board containership **MSC DANIELA** off Sri Lanka’s coast, according to *Splash247*. A fire broke out on board the 13,798 TEU containership on Monday April 3, 2017, after which the crew made a distress call. The Sri Lankan Navy came to the aid of the vessel and its 21 crew members later that day. The Sri Lankan Navy released a report on the incident saying two fast attack crafts were sent to help the vessel but "initial efforts went in vain due to the intensity of flames". Two Sri Lankan Port Authority tugs also joined the operation before the crew were finally evacuated. MSC continues to investigate the accident, a spokesman for the company said. A final set of containers were unloaded at the Terminal of Colombo on April 27, 2017, with some containers still smouldering on deck. Inspectors are examining the burned units and cargo to determine the fire’s source. Sri Lankan authorities are said to be concerned some chemicals in the air are drifting on land, thereby imperilling local people. Source: porttechnology

The Great Halifax Explosion

Planning is underway for the memorial event on December 6th, as well as other events being planned around that time, put on by community groups, universities, churches, museums, etc.

Check back regularly over the next few months on these websites for further details, as they come available:

<https://100years100stories.ca/>

<http://www.halifax.ca/halifaxexplosion/>

Source: office of the municipal clerk, Halifax

Well worth a read about this little-known devastating event.

A small contingent of MNA members are planning to attend, please contact Malcolm Mathison if you are interested.

California Ballast Water Regulation Changes

https://www.ukpandi.com/knowledge-publications/article/california-ballast-water-regulation-changes-138075/?dm_i=33T,4X1RO,LGE99N,INHGB,1

Source: UK P&I Club

Coast Guard Investigating Multiple Laser Strikes on Ships in Chesapeake Bay

http://gcaptain.com/coast-guard-laser-strikes-ships-chesapeake-bay/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29

Tall Ships Adventures - Stavros returns to Portsmouth

This May will see our Flagship vessel the Stavros S Niarchos, return to Portsmouth, Gunwharf Quays.

She will be alongside, with all four Challengers and the Cat for the first time since last summer. Our Ketch will miss the reunion as she is off to Inverkip for a summer of sailing. Don't miss your opportunity to see the Stavros alongside, before she leaves again at the start of June.

<http://tallships.org/sail-with-us/our-fleet/>

Rooming with a Snorer?

The guys were on a bike tour. No one wanted to room with Nick, because he snored so badly. They decided it wasn't fair to make one of them stay with him the whole time, so they voted to take turns.

The first guy slept with Nick and comes to breakfast the next morning with his hair a mess and his eyes all bloodshot.

They said, "Man, what happened to you? He said, "Nick snored so loudly, I just sat up and watched him all night."

The next night it was a different guy's turn. In the morning, same thing, hair all standing up, eyes all bloodshot.

They said, "Man, what happened to you? You look awful! He said, 'Man, that Nick shakes the roof with his snoring. I watched him all night.'"

The third night was Bill's turn. He was a tanned, older biker, a man's man. The next morning, he came to breakfast bright-eyed and bushy-tailed.

"Good morning!" he said. They couldn't believe it. They said, "Man, what happened?" He said, "Well, we got ready for bed. I went and tucked Nick into bed, patted him on the arse, and kissed him good night on the lips. Nick sat up and watched me all night."

EVENTS

Sun 07	Sinking of Lusitania 1915	Atlantic
Mon 08	VE Day	Europe
Thur 18	European Maritime Day	Europe
Sun 21	SAMA 35th Falklands Anniversary Service	Gosport
<u>JUNE</u>		
Sat 03	National Fish & Chip Day	UK
Tue 06	Anniversary of D-Day Landings 1944	UK
Thur 08	Anniversary of Treaty of Versailles 1918	Worldwide
Sun 11	Falklands Chapel Service	Pangbourne
Thur 15	HMT Lancastria Service - St Katharine Cree Church	London
Sun 18	Veterans' Parade & Father's Day	Weymouth
Wed 21	Longest Day of the Year	UK
Fri 23- Sun 25	International Mersey River Festival	Liverpool
Sat 24	Armed Forces Day	Liverpool
Sat 24 - Fri 30	Seafarers Awareness Week	Worldwide
Sun 25	National Service Day Service - NMA	Alrewas
Thu 29	Supporting Seafarers Day	UK
<u>JULY</u>		
Sat 08	National Council Meeting-observers welcome	Birmingham
Sun 09	Sea Sunday	UK
Wed 12	MNABC AGM	Weymouth
Wed 12	Seafarers UK Dinner	Bristol
Fri 14	13th London Maritime Ball	London
<u>AUGUST</u>		
Sat 13	George Cross Island, All Hallows	London
Mon 15	VJ Day	Worldwide

SEPTEMBER		
	The Red Ensign Campaign continues with over 800 participants...but we want more!	
Sun 03	Merchant Navy Day	Local
Sun 03	MNDCS and Re-union from 1130 onwards at Merchant Navy Memorial, Tower Hill	London
Mon 04	Royal Merchant Navy Medal Presentation	London

OLDIE – FROM THE SHOEBOX



The **CLAN MACGREGOR** sailing below the Erskine Bridge on the Clyde. The Clan Line fleet had been whittled down and it may have been the last Clan Line to visit Glasgow. **Photo : Jim Prentice (c)**

<http://caledoniantransportphotos.blogspot.com>

<http://caledoniantransportphotos-buses.blogspot.com>

<http://caledoniantransportphotos-railways.blogspot.com>

<http://caledonianmodelwarships.blogspot.com>

WING SUITER MEETS HIS MAKER

<https://safeshare.tv/x/kLlmcNCGBk>

That's all from me now folks.

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

*Yours Aye,
Malcolm*

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