

Hi Shipmates,

Please find below more snippets of information since circular #2017-11 went out on 5<sup>th</sup> May 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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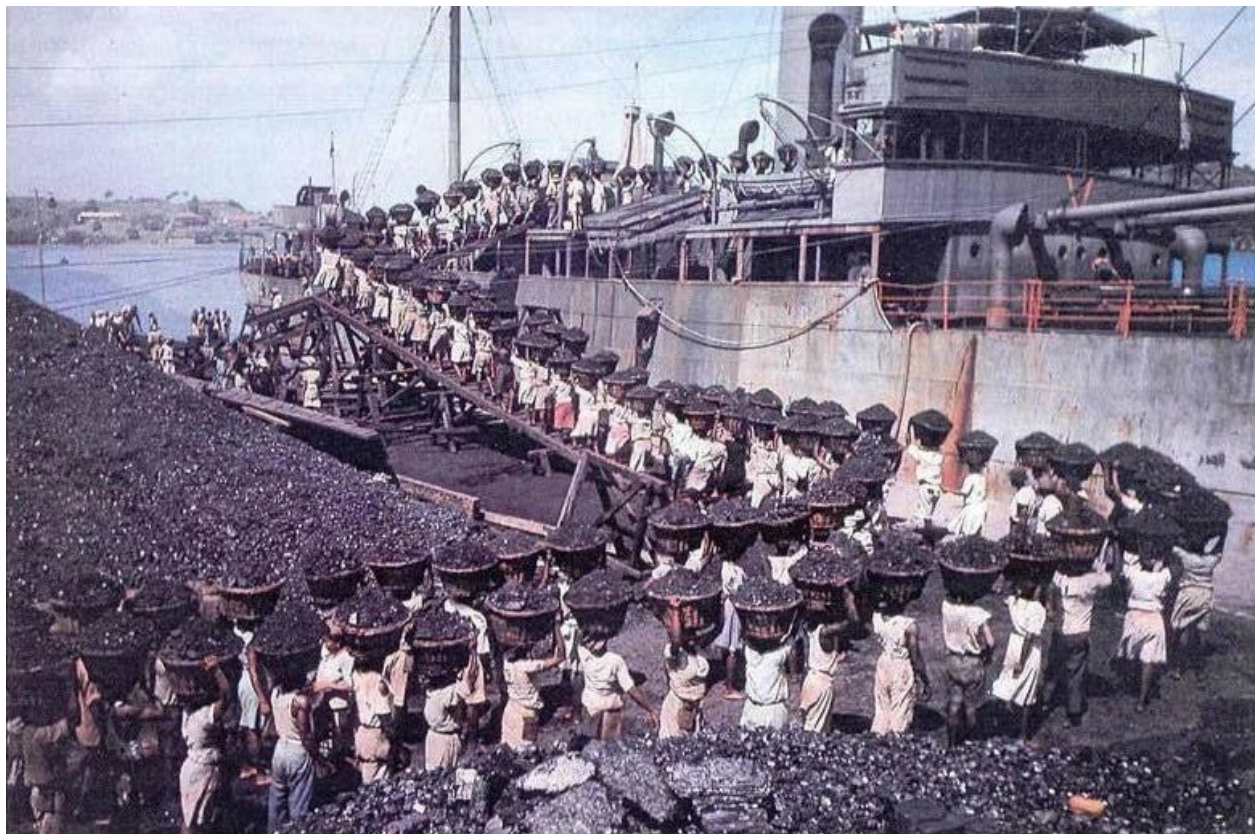
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***MNA Slop Chest, CLOSED***

**Change of Address????** *If any member has changed any of their contact details (Postal, E-mail or Telephone) it is important that you inform ROY GLENCROSS and copy in Nigel*

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



**I came across this WWII photo on FaceBook which will bring back memories for a few.**

## Armed Forces Day Events Across the Country

There are hundreds of events taking place to celebrate Armed Forces Day across the country. Search the web-site below to find your nearest event. The site is updated regularly to provide details of Armed Forces Day events. Search by Post-Code, City or Town

<https://www.armedforcesday.org.uk/find-events/>

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## IMB: Latest Piracy Report Issued

The International Chamber of Commerce (ICC) International Maritime Bureau (IMB) has issued its latest piracy report for the first quarter of 2017. IMB's report "Piracy & Armed Robbery against ships" indicates that 43 ships were attacked within the sovereign waters of 16 countries and 58 seafarers kidnapped in the first quarter of 2017. The figures are comparatively higher than for the same period in 2016. According to the IMB, the persistent piracy hotspots off Nigeria and around the Southern Philippines, where two crew members were killed in February, continue to be areas of major concern. The first quarter of the year also witnessed the first successful hijackings by Somali pirates in five years. Although the IMB suspects these incidents were opportunistic in nature, they continue to encourage all vessels transiting the area to strictly adhere to Best Management Practices for Protection against Somalia Based Piracy (BMP4).

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## Chinese navy ship that foiled pirate attack on bulk carrier hands over suspects to Somalia By Nandini Krishnamoorthy



Three Somali pirates who were suspected of attempting to hijack a cargo ship last month have been handed over to Somali authorities by a Chinese navy ship on Friday (5 May). A joint operation by the navies of India and China thwarted an attack by suspected Somali pirates on a merchant ship in the Gulf of Aden. The Tuvalu-flagged bulk carrier **OS35**, was travelling from Kelang in Malaysia to the Yemeni port city of Aden on 8 April when it was attacked. The three pirates, including a local pirate leader known as Aw Kombe, are now reported to be in the custody of security officials in the semi-autonomous northern region of

Puntland. "A Chinese navy ship handed over three pirates to Puntland," Reuters cited Ahmed Saiid, the deputy director of maritime police forces in Puntland as saying. The three suspects will be tried on piracy-related charges, Colonel Yasin Ali Nur, commander of security forces at Red Sea port of Bosaso told VOA Somali. "These three prisoners, their weapons, will be kept here at the prison at the port until they are transferred to the central prison, until they appear before a court," Nur said. Kombe was reportedly involved in up to 26 hijackings, according to Abdimajid Samatar, director of Regional Ministry of Ports and Marine Transport – the department that oversees anti-piracy activities in the Puntland region in Somalia. Kombe said he and the two other pirates entered the OS35 bulk carrier in an attempt to hijack it. However, the trio got into trouble when the crew of the ship, including the captain took refuge in the ship's strong room in line with established safe shipping operation procedures. The crew, comprising of 19 Filipinos, sent a distress call from safety room, which was responded by four Indian navy ships that were sailing nearby. In a bid to avoid getting caught by the Chinese navy, which was being supported by the Indian navy, Kombe said he and his team hid on the ship. "I was sleeping 12 hours throughout the night. The next day, they [the Chinese navy] heard a bit a of noise. They find out where we were hiding, then they apprehended us," he told VOA. "I'm back home, the sight is pleasant, my mind is good, I'm back with my people, I'm not missing anything," he added. The attempted hijack of **OS35** was reported to be the latest in a string of attacks after years of silence by Somali pirates. Piracy off Somalia's coast has declined in recent years. At its height in 2010-2011, piracy had cost the global economy \$7bn (£5.4bn) a year in increased trade expenses. Pirates were attacking tens of ships every month and claimed millions of dollars as ransom for their release. More than 1,000 hostages were also taken captive by the pirates during that period. **source: IBtimes**



## ANOTHER SHIP SINKS IN SUVA

The container ship, **MV SOUTHERN PHOENIX** (built in 1986) sank in the Suva Harbour on Friday, 5 May.



**SOUTHERN PHOENIX** had completed its cargo operations around midnight and thereafter received bunkers. Upon completion of

bunkering at 0800 the vessel listed rapidly to port and began to sink. To ensure the vessel did not sink at the berth, creating berth congestion, the vessel was immediately towed away by the port's tugs and finally sank around 100 metres away from the Kings Wharf. The crew were unable to control the situation as the vessel continued to take in more water, further listing to the port side. All the crew members abandoned the vessel before it sank. It was also reported that for the safety of the crew, integrity of the Suva Wharf and safety of the users of Suva Harbour, the crew had to evacuate and the lines were cut and the vessel was towed towards a safer position as she continued to take in more water. Some of the containers have been secured with ropes to prevent them from floating away in the harbour.

According to Police, cargo containers were being loaded on the ship when the load became unbalanced and the ship listed to port. Details about the contents inside the cargo containers are unknown at this stage. Fiji Ports Corporation Limited's Harbour Master, Captain Laisiasa Gonewai says he is currently compiling a report and details will be released later.

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## Ship's Bell App for Macs

Something for our readers - I've had this app on my Mac for a couple of years  
<http://macgenius.co/app/Ships-Bells/639350915> (costs \$0.99)

Great, clear sound, plays in the background if wanted.

I presume there's a Windows equivalent.

Chris=

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## Two new tugs begin working from Sheerness and they can be seen from the seafront

Two new tugs have arrived at Sheerness from Panama.



**SVITZER HELEN** and **SVITZER CELIA** were built in Hong Kong for a project in South America but when it was delayed they were diverted to the UK. Once in Britain they were renamed **SVITZER MONARCH** and **SVITZER GANGES**, and joined their sister vessels **SVITZER VICTORY**, **SVITZER HARTY** and **SVITZER INTERPRID** at Sheerness as part of the Medway fleet.

Left : Tugs **SVITZER MONARCH** and **SVITZER GANGES** now based in Sheerness.

They can now often be seen from Sheerness seafront as they sail out to meet visiting cargo ships and tankers. Both tugs

are 32 metres, with 5,000 horse-power engines, and can pull 85 tons. They are classified for escorting and fire-fighting duties. **Source : Kentonline**

### 'Disgusting' thieves raid RNLI Skegness shop By Holly O'Flinn

Thieves have broken into the lifeboat station in Skegness making off with stock needed to help raise funds for the charity. Raiders forced their way into the RNLI shop in the early hours of May 6 stealing items that are vital in funding the life-saving service. The lifeboat station says it has "excellent" CCTV footage of the burglary which is currently under investigation by the police. **source: lincolnshirelive**

### First Zero-Emission, Fully-Autonomous Container Ship Planned for 2020



Manned operation is planned to start in the latter half of 2018, with remote-operation beginning in 2019 and fully-autonomous operation starting in 2020. Credit: Yara/Kongsberg Norwegian fertilizer producer Yara and maritime technology firm Kongsberg Gruppe are teaming up to build what they say will be the world's first fully-electric and autonomous container feeder ship.

"The new zero-emission vessel will be a game-changer for

global maritime transport contributing to meet the United Nations sustainability goals," the companies said on Tuesday.

The planned autonomous container feeder ship, to be named *YARA Birkeland*, will cut emissions from road transport when it starts shipping products from Yara's Porsgrunn plant to Norway's Brevik and Larvik ports, the companies said. Brevik and Larvik ports are about 14 km and 26 km away from Porsgrunn respectively by road. The vessel is expected to reduce emissions and boost safety by removing up to 40,000 truck journeys per year.

*YARA Birkeland* will initially operate as a manned vessel before moving to remote operation in 2019, and later to fully-autonomous operations from 2020 onwards.

Kongsberg will be responsible for the development and delivery the technology required for the vessel, including the sensors and integration required for remote and autonomous operations, in addition to the electric drive, battery and propulsion control systems.

"By moving container transport from land to sea, *YARA Birkeland* is the start of a major contribution to fulfilling national and international environmental impact goals. The new concept is also a giant step forward towards increased seaborne transportation in general," says Geir Håøy, President and CEO of Kongsberg.

"Developing systems for autonomous operations is a major opening and natural step for KONGSBERG, considering our decades of expertise in the development and integration of advanced sensors, control and communication systems for all areas of ship operations. *YARA Birkeland* will set the benchmark for the application of innovative maritime technology for more efficient and environmentally friendly shipping," Håøy added.

In 2016 Kongsberg teamed up with the UK's Automated Ships Ltd to build what they claimed would be [the world's first unmanned and fully-automated vessel for offshore operations](#). If all goes as planned the offshore vessel, named *Hrönn*, could enter service as the world's first full-size unmanned ship as early as 2018.

See 3 minute animated video at

[http://gcaptain.com/worlds-first-zero-emission-fully-autonomous-ship-planned-for-2020/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29](http://gcaptain.com/worlds-first-zero-emission-fully-autonomous-ship-planned-for-2020/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29)

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## **Empire Heritage – Sunk off Malin Head 0600hrs 8<sup>th</sup> September 1944**

We have had an enquiry from Peter Almond (93), a survivor from the above sinking, asking if we were able to locate any other survivors from that sinking.

The Empire Heritage, a converted whaling ship, was in a 10 knot convoy from USA to UK carrying crude oil in her fish oil tanks and 30 Sherman tanks in the tweendeck plus a number of trucks & other vehicles.

Just before 0600hrs she was struck by a torpedo on the starboard side and sank within 4 minutes. Peter told me he was with a group of DBSs shipped aboard the Empire Heritage for return to UK. He was the last man to escape from the forecabin accommodation, only just being able to force his exit up the ladder against the inrush of seawater, the other 9 in that accommodation did not make it!

Any news of any other survivors from the Empire Heritage still alive to [R546060@aol.com](mailto:R546060@aol.com) please.

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## **Young sailor is forced to give up his career dream after being told he's unfit for work because of nut allergy**

<http://www.dailymail.co.uk/news/article-4482010/Young-sailor-forced-dream-nut-allergy.html>

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## **Cracks Found on Another Polaris VLOC**

Cracks have been found aboard another Polaris Shipping-operated very large ore carrier (VLOC), the 1994-built **STELLAR QUEEN**, following an inspection of the ship which was conducted in Sao Luis, Brazil. A representative of Holman Fenwick Willan Singapore LLP, speaking on the authority of the ship's operator told World Maritime News that "two small cracks" were found on the **STELLAR QUEEN**'s deck. The cracks "have been inspected by Port State Control and by Class and repairs are underway," the representative added. Featuring 304,850 dwt, the VLOC is currently anchored off the coast of Brazil. According to AIS data provided by MarineTraffic, the vessel is scheduled to start its journey to Changdao in China on June 27.

The discovery was made on the back of the March 31 disappearance of **STELLAR DAISY**, which prompted the South Korean ship operator to launch a special program for immediate inspection of all vessels currently operated. The 266,100 dwt vessel went missing and is believed to have sunk some 1,700 miles east of the Port of Montevideo, Uruguay. The ship was sailing from the Port of Guaiba, Brazil, to China, carrying 260,003 million tons of iron ore. The 1993-built **STELLAR DAISY** was carrying eight South Korean and sixteen Filipino sailors. Two of the sailors were rescued on April 2. The ship was converted from a crude carrier to an ore carrier, a process that has been put under spotlight as it is believed that a crack in the ship's hull caused the splitting in half and sinking of **STELLAR DAISY**. In mid-April, the company informed that one of the firm's vessels reported a crack on the outer hull of a tank while it was en route to the discharge port, near Cape Town. The vessel in question is the 1993-built bulk carrier Stellar Unicorn, which was carrying a cargo of 270,000 million tons iron ore bound for China at the time. The ship was also converted from a crude carrier to an ore carrier. **Source : World Maritime News Staff**

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## **Italian submarine collides with cargo ship**

The Italian military confirmed Thursday that a navy submarine had struck a cargo ship off the coast of Calabria, but said there were no casualties or major damage from the accident. Naval officials said the **SCIRE**, a 180-foot U212 sub, had been sailing to take part in a training exercise when it hit the ship in the Ionian Sea. The ship wasn't damaged and resumed its course, the statement said, while the Scire and its crew were rerouted back to base. The Navy said an investigation would determine how the collision occurred. **Source : CBSnews**

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## Costa Concordia Captain Heads to Prison as Italy Upholds Conviction



FILE PHOTO: Captain of the Costa Concordia cruise liner Francesco Schettino looks on during a break of his trial in Grosseto February 9, 2015. REUTERS/Max Rossi/File Picture



May 12, 2017 by [Reuters](#)

By Crispian Balmer ROME, May 12 (Reuters) – The former captain of the Costa Concordia cruise liner was sentenced to 16 years in prison on Friday by Italy’s highest court for his role in the 2012 shipwreck, which killed 32 people off the Tuscan holiday island of Giglio.

[Francesco Schettino was originally found guilty](#) in 2015 of manslaughter, causing a shipwreck and abandoning his passengers. Friday’s ruling marked the end of the appeals process, with the court upholding the initial verdict.

Free during the prolonged legal battles, Schettino, 56, reported to a Rome prison to start his sentence as soon as he

was told of the verdict, his lawyer Saverio Senese said.

“As always, Italy needs to find a scapegoat,” Senese told reporters, adding that his client had waited for word of his fate alone outside the prison gates rather than stay at home with his family in southern Italy. The [Costa Concordia](#) was carrying more than 4,200 passengers and crew, when it hit rocks off Giglio on a chill January night, tearing a hole in its side and eventually keeling over.

Schettino was lambasted by the Italian media and branded “Captain Coward” for leaving the stricken ship while a chaotic night-time rescue operation was in full flow. Critics accused him of bringing shame to the whole country through his actions.

At his first trial prosecutors had asked for a 26-year term. Schettino admitted some responsibility but denied blame for the deaths that occurred during the evacuation and said he was not solely to blame. His lawyer said he might appeal to the European Court of Human Rights. “I think there have been serious abuses here,” Senese said. “I never give up.”

Investigators severely criticized Schettino’s handling of the disaster, accusing him of sailing too close to shore to perform a [spectacular “salute” to Giglio](#) for the benefit of the ship’s head waiter, who came from the island.

Schettino was also accused of delaying the evacuation and abandoning his ship prematurely. He said he had been thrown off the vessel as it tilted and had landed on the roof of a lifeboat.

Humiliatingly, a furious coast guard official had to order him to return to his ship and take charge of the rescue.

He was left alone on the stand to answer for the disaster after the ship’s owner, the Costa Cruises subsidiary of Carnival Corp, paid a fine of 1 million euros (\$1.3 million at the time) and prosecutors accepted plea bargains from five other officials.

The massive, rusting hulk of the Costa Concordia was left abandoned on its side for two-and-a-half years before it was towed away in the most expensive maritime wreck recovery in history. The last body was not recovered until 2014.

Schettino’s defense team contended that he prevented an even worse disaster by steering the ship close to the island as it sank. (Editing by Isla Binnie, Greg Mahlich)

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## Ultra-large MOL Triumph container ship docks in Southampton

The 20,170 teu *MOL Triumph* became the largest ship to ever visit the UK when it docked at the port of Southampton <http://www.bbc.co.uk/news/uk-england-hampshire-39882244>

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## IMO Film: The Polar Code Explained

[http://gcaptain.com/imo-film-polar-code-explained/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29](http://gcaptain.com/imo-film-polar-code-explained/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29)



**Giant Crane Collapses at Falmouth Docks** ay 10, 2017 by [Mike Schuler](#)



The collapsed crane at Falmouth Docks in Cornwall, England, May 10, 2017.

The giant crane boom at Falmouth Docks in Cornwall, England collapsed on Wednesday, causing the evacuation of the site but amazingly nobody was hurt in the accident. Officials in Cornwall said they started receiving calls at about just before 9 a.m. reporting that the crane at Falmouth Docks had collapsed resulting in damage to nearby cylinders holding the inflammable substance acetylene, causing a leak of the gas. As a result all personnel were temporarily evacuated from the docks and a next door facility.

In a statement, owner of the facility A&P Falmouth confirmed there were no injuries in the incident, adding that a full health investigation will take place. According to [reports](#), the crane was working on the Royal Fleet Auxiliary tanker *Tidespring* when the crane operator suspected something was wrong and maneuvered the boom away from the ship. The tanker was not damaged in the incident.

One firefighter sustained injuries during the response. **Source: gCaptain**

**Cybercrime on the high seas: the new threat facing billionaire superyacht owners**

[https://www.theguardian.com/world/2017/may/05/cybercrime-billionaires-superyacht-owners-hacking?CMP=Share\\_iOSApp\\_Other](https://www.theguardian.com/world/2017/may/05/cybercrime-billionaires-superyacht-owners-hacking?CMP=Share_iOSApp_Other)

**Rickmers Group's survival in doubt after bondholders vote fail to hit quorum**

Germany's Rickmers Group has failed to secure the majority support needed from bondholders to carry out a proposed restructuring, prompting the company to make a last ditch effort to invite bondholders for a vote again.



The RICKMERS ANTWERP navigating the Westerschelde outbound from Antwerp  
Photo : Stan Muller ©

Bondholders voted between 8-10 May in relation to the EUR275m (\$298.7m) 8.875% bonds 2013/2018 and the results did not achieve the

necessary quorum of at least half of the outstanding bond capital. In total, bondholders holding bonds representing EUR47.763m participated in the voting, corresponding to 17.37% of the outstanding bond capital, meaning that the voting was not quorate even though the majority of the participating bond capital voted in favour of the proposed restructuring plan. "Against this background, Rickmers Holding AG will for the last time invite all bondholders to vote in favor of the restructuring plan in the so called second meeting of the bondholders in form of a physical meeting on 1 June 2017," Rickmers stated. Rickmers said however the second bondholders' meeting will be effective only if the present bondholders represent at least 25% of the outstanding bond capital, in order to push through the restructuring. "If this quorum is not achieved or the bondholders do not approve the proposed restructuring plan by a qualified majority (75% of voting rights present) the reorganisation would likely fail and the positive continuation forecast of Rickmers Holding AG would likely no longer apply," Rickmers said. Under the proposed restructuring, sole shareholder Bertram Rickmers is prepared to reduce his stake from 100% to 24.9% to allow key stakeholders to majority control the company. **source : Seatrade maritime**

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### **WATCH: Giant Crane Collapses After Being Hit by Ship at Jebel Ali**

CCTV footage has been released and shared by YouTube account Humans At Sea which shows the moment the 11,388 TEU CMA CGM CENTAURUS containership hits a quay crane at Terminal 1 in Jebel Ali Port, Dubai. DP World reported that the incident resulted in one moderate and nine minor injuries, but no fatalities. An investigation is currently underway to establish the cause of the incident. According to a PTI source, who shared images of the aftermath, the crane had only been in operation for six months. As of May 08, 2017 07:50 UTC, Vessel Finder shows CMA CGM CENTAURUS heading for Hamad Port.

[http://gcaptain.com/jebel-ali-crane-collapses-after-hit-cma-cgm-ship/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29](http://gcaptain.com/jebel-ali-crane-collapses-after-hit-cma-cgm-ship/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29)

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### **US Customs withdraws proposal to tighten Jones Act, end exemptions**

US Customs and Border Protection on Wednesday withdrew an Obama administration proposal to strengthen the Jones Act and end exemptions to the maritime policy that limits which vessels can be used to carry goods between US ports. The agency proposed in January revoking decades of rulings allowing foreign-built vessels to transport certain equipment, such as repair pipe, between US ports and oil and natural gas operations in US waters. The American Petroleum Institute praised the withdrawal, arguing the proposal could have reduced US Gulf of Mexico production by about 500,000 b/d over the next 13 years. "By rescinding the proposal, CBP has decided not to impose potentially serious limitations to the industry's ability to safely, effectively, and economically operate," API Upstream Director Erik Milito said in a statement. The Obama administration proposed the changes days before President Donald Trump's inauguration. The change would have represented a significant strengthening of the federal government's enforcement of the Jones Act, a 100-year-old law that requires vessels transporting goods between US ports to be US-flagged, US-built and majority US-owned. CBP's proposal was backed by the US maritime industry and a bipartisan swath of Congress. The agency said Wednesday it decided to withdraw the proposal after receiving more than 3,000 comments. "Based on the many substantive comments CBP received, both supporting and opposing the proposed action, and CBP's further research on the issue, we conclude that the agency's notice of proposed modification and revocation of the various ruling letters relating to the Jones Act should be reconsidered," it said. **source: platts/spglobal**

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### **Gravesend RNLI lifeboat has officially been launched 1,500 times**

**Since 2002 the service has rescued 797 people and saved 69 lives**

Gravesend has been home to the RNLI station since January 2, 2002, during which time it has rescued 797 people and saved 69 lives. A spokesperson from the branch said: "None of this could happen without the legacy left by Olive Laura Deare which funded our first and our current lifeboat and the generous donations from the public. "Thanks to all of our partner agencies who we work with on the river and along the shore, including Kent Police and Kent Fire and Rescue. Working together, saving lives. "Thanks for everyone's support and to many more years serving our communities along the River Thames." The lifeboat station and service were set up as a result of recommendation from a Thames safety inquiry conducted by Lord Justice Clarke following the 1989 Marchioness tragedy, where two vessels crashed causing 51 people to drown. **source : gravesendreporter**

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### **Maritime Monday for May 15th, 2017**

[http://gcaptain.com/maritime-monday-may-15-2017/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29](http://gcaptain.com/maritime-monday-may-15-2017/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29)

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### **More suspected human bones recovered from South Korea's sunken Sewol ferry**



**Are Ships The Careless Giants Of The Sea?** May 14, 2017 by [Grant Livingstone](#)



Fishing Boats awaiting first voyage in the Bay Of Bengal India. Image Via NOAA

By Captain Grant Livingstone

It was late summer 36 years ago on a beautiful calm evening in the Bay of Bengal off the southern coast of India. We had just departed Tuticorin bound east then south for Cochin. Tuticorin being an ancient port city dating back to the 6<sup>th</sup> century AD known for its pearl diving and rich fishing grounds. I was a brand new Jr Third Officer onboard the S.S. President Adams.

I was on watch as we sailed into the

Bay of Bengal before turning south for Cochin. It was a calm dark foggy night with little vibration or noise from the ship. All was clear within one hundred miles and the captain had gone below. Just before the 2400 watch change the fog lifted and to my shock I found the ship in the midst of a sea of tiny yellow lights. Upon closer inspection it turned out to be dug-out canoes with single occupants carefully standing motionless holding small oil lamps aloft hoping to be seen. We had improbably steamed through a fleet of small boats over 50 miles offshore. As I scanned the now visible horizon I saw a multitude of beautiful small flickering yellow lights. The way was clear dead ahead as we had already passed through the fleet. Then the fog descended once again and the fleet disappeared from sight as though it were never there.

The second mate walked onto the bridge and saw nothing. We informed the captain and were told to continue. There was nothing to indicate that we had steamed over any of the small fishing boats except the law of probability. We discussed that night for the rest of the voyage. It was not that we did not care, quite the contrary. There was no VHF contact with shore. Turning and steaming back into the fleet in dense fog to check was obviously repeating a grave risk. What we experienced was the plight of small boats at sea for as long as small boats have ventured beyond the sight of coasts.

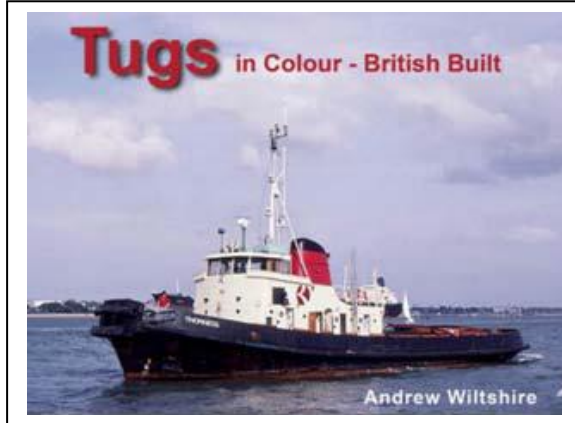
What I learned that night is that professional mariners care deeply about the plight of all those at sea. Too often the public narrative is the opposite, much of it fictional myth that ‘killer ships’ and tugs with tows are mindlessly cutting their way through fishing boats, sail boats and small craft without the slightest remorse:

“It was a towering wall of steel bursting out of a squall at full speed, bearing down on their ketch Siren. In a few dramatic moments, Siren was shattered by the indifferent juggernaut. Struggling for his life, Peter Hardin felt the hand of his wife being torn from his grip as the huge white letters on the supertanker’s stern-Leviathan–steamed away.” ‘The Shipkiller’ Justin Scott

There have been tragic accidents between ships and small boats. But rarely is it due to criminal negligence. On the ships and tugs I have sailed on in the last three decades I have never known a professional mariner that did not show great concern about small boats. But it would do no harm to remember how my ship appeared through the eyes of the fishermen and fleet we unknowingly steamed through 36 years ago. And I am incredulous at how often a ship that departed the other side of the world weeks earlier could meet a local small boat that just left its berth and is now crossing said ship’s bow at exactly the most dangerous point. Las Vegas would not give odds on that yet it we see it often.

As a pilot I find serious concern on the bridge about potential collisions with small boats in piloting waters. I see professional mariners that will go to great lengths to avoid small boats. Are professional mariners unintentionally violating COLREGS in that process? In the next article I will open that provocative discussion. **Source: gCaptain**

**BOOK REVIEW** by : Frank NEYTS “Tugs in Colour – British Built”.



Coastal Shipping Publications recently published “**Tugs in Colour – British Built**”, written by **Andrew Wiltshire**. ‘**Tugs in Colour – British Built**’ is intended as a sequel to Andrew Wiltshire’s first book on tugs ‘**Looking Back at British Tugs (2007)**’. This time he concentrates on examples that were completed in British shipyards. He has always been fascinated by the number of small shipyards that once existed around the UK, and often by the location of these yards. Many of them specialized in building tugs large and small for the home market as well as for customers overseas, and not just in the British colonies. Such was the quality of British-built tugs, that some went on to give many years of service. In

2016 a surprising number that have exceeded their 50th birthday can be found hard at work at locations around the world. This book covers tugs built at 46 different UK shipyard. Andrew Wiltshire is a prolific author and respected writer of transport books and photographic albums. “**Tugs in Colour – British Built**” (ISBN 978-1-902953-80-9) is a hardback book, small size, of 80 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](http://www.coastalshipping.co.uk), e-mail: [Bernard@coastalshipping.co.uk](mailto:Bernard@coastalshipping.co.uk).

**Gerard Dykstra teams up with Vitters to create a humanitarian “mothership” for the US & Fiji based charity Sea Mercy**

Naval Architect Gerard Dykstra, famous for his iconic yachts and sailing ships, has teamed up with Award Winning Superyacht Builders Vitters (Aquio 2017) to create a humanitarian “mothership” for the US & Fiji based charity Sea Mercy, the company said in its press release. Combining the talent of two of the SuperYacht industry’s most prestigious companies, the Sea Bridge One project has taken the designer and builders “off piste” – away from their usual luxury brief and into a totally different scope of requirements. Sea Bridge One has a different brief altogether. The idea for the new ship formed in the aftermath of Cyclone Winston, a category 5 storm that devastated Fiji in 2016. Sea Mercy, operating with private cruising vessels, provided emergency relief to thousands of people in many communities in the immediate aftermath and up to 5 months after. Due solely to the generous volunteer efforts of cruising vessels in the area, Sea Mercy was able to restore essential services such as clean drinking water and solar power, and bring medical supplies and building materials to these remote and often ignored areas. Sea Mercy goes where others cannot. Cruising sailors can access areas where local Governments have neither resources nor vessels to access. Importantly, many of these communities live within atolls with narrow or shallow entries, and without major harbours or jetties for land access. Limitations arose with sailors’ lack of capacity to ship large amounts of heavy supplies across seas, often upwind and loaded to the max. Multiple journeys were taxing vessels and crews alike. The idea for a sustainable, shallow, strong mothership was born. Sea Mercy volunteer and superyacht veteran Patrick Whetter approached Dykstra and Hamming and the benevolent agreement was struck. Plans are now drawn and shipyards soon to be shortlisted. Sea Mercy is now in the final fund raising stage to finance the construction of this unique vessel. **source : Portnews**

**WHAT IT'S REALLY LIKE TO GO ON A CARGO CRUISE AROUND THE MED - by: Sarah Treleven**

Who needs a tricked-out cruise ship full of passengers when you can have a boat to yourself? **Sarah Treleven** checks out cargo cruising

It wasn't your average cruise. The ship's first officer, walking very briskly, showed us to the small, dorm-like room we had been assigned. It had one single bed and a couch that had been made up into a second bed. There was also a desk, a small armoire and a very tight bathroom – all very clean but very modest. We had just boarded a Grimaldi cargo ship to spend five days sailing from Ashdod in Israel to Salerno. Jamie, my boyfriend, looked at me and smiled. We both knew this had been his idea. The trip was a fulfillment of Jamie's dream and his love of massive industrial things. I was promised that I would have fun, too, but we both know that my idea of fun involves circulating canapés. We'd booked the journey through a shipping agent with relative ease. At €1,230 for the cabin, it wasn't overly



cheap, and the information online was sparse, but as soon as we stepped onboard I realised exactly what this was: we were going to spend five days sailing on a massive steel parking garage, dropping new Fiats and used Mercedes in Limassol and Alexandria before docking in Italy, where we would disembark. Our cabin was on the tenth floor, as were all the facilities we had access to: a dining room, lounge, and super-depressing “gym” complete with unplugged treadmill and ping pong table. We dumped our stuff and wandered down the hall to take our first meal. Before embarking, I'd had visions of hobnobbing with a bunch of handsome Italian officers who would regale me with tales of giant squid sightings while pouring me limoncello. Instead, I found an austere room with one long table for the dozen or so officers (there was a similarly-sized group of mostly Filipino crew who had separate eating and sleeping quarters) and one small table for passengers. We introduced ourselves to the only other passenger: a middle-aged, sandal-wearing German, who'd just spent six months driving around Israel: “the land of the Bible.” He went on to explain that he had spent “a night or two” on the West Bank. “I can see now,” he said, imparting the deep expertise that can only be summoned from a night or two in a place, “why Israel can never give it back”. Under normal circumstances, I'd have rolled my eyes and excused myself, but on the ship, we were stuck. For five days, we tried not to bring up politics. Many meals were eaten in near-silence with only occasional requests to pass the bread or salt.

Unlike the conversation, though, the food on the ship was both competent and plentiful. Breakfast was homemade bread and plum jam, but lunch and dinner involved multiple courses of pasta or soup, followed by fish or meat, plus a small lettuce salad with the occasional carrot or tomato. Dessert was always fruit. We were each given one adorable 250ml bottle of red wine with dinner. On the first slow-moving day at sea, with no access to WiFi on the ship, I read and then reread all of the remaining tabs open in my internet browser. I thought of it as akin to fondly re-examining pictures of someone who recently died. Soon, though, we found our rhythm. Days revolved around meals, for which – in true cruise style – I was never hungry but always ate. We watched fuzzy BBC World News in the lounge. We sat on deck and watched the lovely nothingness of the open sea. Occasionally, we were allowed on the bridge, where the captain made us a cup of black tea blended with spices he'd collected around the world. There were pre-dinner cocktails, mixing vodka we'd brought ourselves with juice pressed from Italian oranges. We were in bed most nights by 9pm, squeezed into one of the single beds to watch a movie. Pulling into the ports at Limassol and Alexandria was thrilling. Disappointingly, we weren't allowed off the boat, but loved every minute of standing on deck to watch the verdant Cypriot coastline or chaotic Egyptian city slowly come into focus while surrounded by working ships from around the world. Unlike a conventional cruise, where an abundant staff bends over backwards, the officers were nice but preoccupied by the ship. Even with dozens of people on board, we were most often alone. It was just Jamie, me and the sea – along with some decent but not great Sicilian wine that we bought from the ship's avuncular chef for €5. Gradually, small intimacies emerged. On the third day, the chef blew me a kiss when I thanked him for lunch. The next day, filling handmade cannolo shells with sweetened ricotta, he beckoned us into the kitchen. He handed us each a finished cannolo, filled a bowl with four more and thrust it towards us, nodding towards our room. “Shhhhhhh,” he said. On the fourth day, with two days at sea stretching ahead of us, I finally got restless. The lack of activity worked like a sedative, and I was keen to be reconnected to the world. The next morning, when I woke in the Tyrrhenian Sea to a view of Calabria's spectacular



mountains, I had a burst of cabin fever and a thought popped into my head: how long would it take to swim to shore? Luckily, we docked in Salerno a few hours later. But when we finally disembarked and I was back on dry land, I turned back to look at the old ship and realised that I would do it all again. Only I'd want to disembark at every port next time. Also, I would bring more vodka. **Travel essentials** Sarah travelled with Allalouf, an Israeli shipping agent. The total voyage (including all meals) cost €615 per person. Two of the most popular global booking agents are The Cruise People and Freighter Expeditions, but you can also book directly through some many operators, including CMA-CGM and Marine Link Tours. Unlike conventional cruises, itineraries often aren't firmly set until six to eight weeks before the journey, so don't expect an early bird special. Additional expenses can include specialised transport to and from ports, security clearance fees, and wine. **source : independent**

### **Real Life Accident: Crew Member Falls Overboard, Loses Life**

After unloading containers from a general cargo vessel, crew prepared the decks and holds for a new cargo. One task was to move the hatch covers forward; a crew member operated the ship's crane to move the hatch while two other crew guided the hatch with securing lines on each side. The crew member guiding the hatch on the starboard side was blocked by the vessel's heavy lift spreader stored on deck, so he had to climb the spreader in order to continue his pace forward. At some point while on the spreader he lost his balance and fell overboard between the ship and the dock. An officer nearby heard the splash and rushed to the scene. With the help of other crew, the officer was able to recover the fallen crew onto the quay but the victim was unconscious. The victim was taken to hospital but died of his injuries later that day. It is not known how the crew member lost his balance, but after the accident it was found that his shoes and coveralls were in very poor condition. At the time of the accident the victim was not wearing a safety harness, life vest or helmet.

#### **Lessons learned**

Personal protective equipment such as boots should always be in good order for proper support, protection and traction. When working on deck a safety helmet should always be worn. The crew considered moving the hatch covers a routine job. As such, they did not discuss arrangements and possible risks prior to moving the hatch cover on the morning of the accident. The spreader had an uneven surface and was without fall protection. It was probably slippery due to the morning dew; it had no anti-slip paint applied as it was not intended to be walked upon **Reference: nautinst.org**



### **Costa Concordia captain's sentence upheld by Italy court**

Italy's highest court has upheld the 16-year jail sentence given to the captain of the Costa Concordia, which capsized in 2012 killing 32 people. Francesco Schettino had handed himself in to the Rebibbia prison in Rome after the verdict, his lawyer said. Schettino was sentenced in 2015 after a court found him guilty of manslaughter, causing a maritime accident and abandoning ship. The cruise ship capsized after hitting rocks off the Tuscan island of Giglio. Schettino was nicknamed "Captain Coward" by the media, after the coastguard released recordings of him in a lifeboat resisting orders to return to the stricken vessel. More than 4,000 people were aboard at the time and were forced into a chaotic evacuation. Prosecutors say he steered too close to the island to show off to a dancer, Domnica Cemortan, who was with him at the helm. But he blamed communication problems with the Indonesian helmsman. The court ruling was welcomed by a lawyer representing relatives of the victims, who said it represented justice at last. The sentence included 10 years for manslaughter, five for causing the shipwreck, one for abandoning the ship before passengers and crew were clear, and one month for lying to the authorities afterwards. Costa Crociere, the company that owned the ship, sidestepped potential criminal charges in 2013 by agreeing to pay a €1m (\$1.1m; £769,000) fine. Five of Schettino's colleagues were also jailed for up to three years in earlier cases. **source: BBC**

**Fleet disposal opportunities as Forth Bridge nears completion** By Jake Frith



The new Forth Road Bridge, (Scotland, UK) known as the Queensferry Crossing is nearing completion allowing the construction consortium to release some of its floating plant onto the market. The Queensferry Crossing forms the centrepiece of a crucial upgrade to the transport across the Firth of Forth and a significant Scottish Government investment. On completion, the 2.7km crossing will be the longest three-tower, cable-stayed bridge in the world. In order to achieve the slender appearance of the towers and deck in an estuary prone to strong winds, engineers produced a design for extra strength and stability. As a consequence, it is now also the largest bridge to feature cables which cross mid-span. Three bridges now adorn the Firth of Forth: the iconic red Forth Rail Bridge, the original Forth Road Bridge, soon to be reserved for public. For the project FCBC acquired a number of items of floating plant. Since 2011 tugboats could be seen towing barges with massive bridge sections; barges could be spotted bearing large cranes and crew boats to-ing and fro-ing, ferrying construction workers safely across the Forth – all providing general support for the bridge construction. Without this fleet, the project would not have been possible. Their job now complete, all vessels are now for sale and ready for their next project. Vessels for sale are: two Voith Schneider Tugs (**Tummel** and **Carron**), five flattop barges ranging from 50-91m LOA (**E1704, Isabel S, Robyn S, Sara S, Ana S**) and 4 fast crew/safety boats 12-50 pax (**Fiona S, Tracey S, Nicola S, Linzi S**). FCBC have nominated **DSB Offshore Ltd** as exclusive brokers for the disposal of these units. The Queensferry Crossing is due to open in summer 2017. **Source maritimejournal**

**Container ship sinks off Turkey’s Balıkesir coast**



Some 12 people were slightly injured after a container ship sank off the Marmara province of Balıkesir’s coast during loading on May 14, Doğan News Agency has reported. The container ship named “**Ali Ağa**”, which arrived at the Bandırma Port from the Aegean province of İzmir’s Aliağa district, sank after the

loading process went wrong on the afternoon of May 14. Crew members Kenan Yavaş, Hasan Koç and İsmail Menekşe were taken to hospital. The other nine injured were treated by ambulance service. Officials stated that oil leakage from the ship was detected even though necessary precautions had been taken. **Source: hurriyetdailynews.**

## **The Ocean Victory – Supreme Court Decision**

The UK Supreme Court has upheld the Court of Appeal's ruling in The 'Ocean Victory' (Gard Marine and Energy Limited v China National Chartering Company Limited and Daiichi Chuo Kisen Kaisha (2017)) that the port of Kashima in Japan was legally safe. The Facts The 'Ocean Victory', a capsized bulk carrier, was discharging iron ore at Kashima in October 2006 but had to leave the berth because of long waves that were affecting the port. The vessel encountered gale force winds at the port entrance and subsequently ran aground, broke apart and was deemed a total loss. Losses amounted to some US\$ 170 million.

### **High Court Decision and Appeal**

The trial judge held that the port was unsafe and so charterers should bear the losses because it was well known that Kashima was often affected by long waves and/or gale force winds and there was no system in place to allow the vessel to safely leave. Therefore, the charterers' defence to the claim that the event was an 'abnormal occurrence' – one of the key legal defences open to charterers – failed. The Court of Appeal criticised the trial judge's consideration of the two weather events individually. Instead, the court held that the likelihood of the events happening in combination had to be assessed and looked at whether it was unexpected that capsized ships would find it necessary to leave due to the two events happening at the same moment. On the facts, the court held that the combination of events was not characteristic of the port and reversed the decision.

### **The Supreme Court Decision**

The Supreme Court dismissed owner's appeal and held that the port was indeed safe. The Court re-affirmed the legal test for what makes a port unsafe as set out in The 'Eastern City' and agreed that one must look at the frequency of the events happening in combination when assessing whether they were an abnormal occurrence, not individually. Therefore, charterers were not in breach of their safe port warranty.

### **Comment**

Although charterers were able to rely upon the 'abnormal occurrence' defence in this case, members should bear in mind that the burden of proof is on charterers to prove their defence and the legal bar to overcome is a high one. Therefore, the traditional protection offered by the safe port warranty has not been weakened, but the possibility of a charterer having a successful defence via the abnormal occurrence exception remains open in the right situations and should be assessed on a case by case basis.

### **The Court also ruled upon two other issues that will be of interest to members.**

Firstly, they held that a registered owner could not look to recover such losses from a bareboat charterer where the owner could instead recover from their insurers. Therefore, disponent owners cannot make a recovery from time/voyage charterers for breach of a safe port warranty when they themselves are bareboat charterers of the vessel. Secondly, the court also upheld the decision in The 'CMA Djakarta' which held that charterers are not able to rely upon 1976 Convention on Limitation of Liability for Marine Claims. Therefore, if owner's claim had succeeded, charterer's would have been liable for the total loss value of the vessel.

**This article intends to provide general guidance on the issues arising as a matter of English law. It is not intended to provide legal advice in relation to any specific query. Members requiring further information on this topic should direct their enquiries to either their usual contact at the club, or to the authors of this article. Defence cover is, by its very nature, discretionary in that the club must be satisfied as to the merits and quantum of the claim in question and the likelihood of achieving a successful outcome, if it is to lend support. Source: The Standard**

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## **Think you are having a bad day?**

*Just remember, it could be worse.*

*The average cost of rehabilitating a seal after the Exxon Valdez oil spill in Alaska was \$80,000. At a special ceremony, two of the most expensively saved animals were being released back into the wild amid cheers and applause from onlookers.*

*A minute later, in full view, a killer whale ate them both.*

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**BOOK REVIEW** by : Frank NEYTS

**“Dazzle-Painted Ships of World War I”.**

Coastal Shipping Publications recently published **“Dazzle-Painted Ships of World War I”**, written by **Glyn L. Evans**.

Against a background of the ruthless U-boat menace, famous artist Lieutenant N. Wilkinson RNVR put his Dazzle Paint Scheme to the Admiralty in April 1917. In this long overdue book Glyn L Evans reveals the process that led to the introduction of Dazzle painting, how and by whom the ships were painted, and the international reaction to them. From the Mauretania at just over 31,000 grt to liners, merchant ships and coasters at 500 tons gross, artists had at their disposal the largest canvas of their careers to work on. Politics, art and war each play a part in this non-fiction account of the extraordinary Dazzle-Painted Ships of World War I. Glyn L. Evans was born in Birkenhead in 1944 and began a lifelong interest in ships and shipping spending his childhood around the docks and waterfront of the River Mersey. Now living in Kent, he maintains his interest in all things maritime through membership of various societies, including Friends of the Royal Society of Marine Artists, the Seven Seas Club, the Liverpool Nautical Research Society, and the Honourable Company of Master Mariners. “Dazzle-Painted Ships of World War I” (ISBN 978-1-902953-73-1) is a softback book, small size, of 76 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](http://www.coastalshipping.co.uk), e-mail: [Bernard@coastalshipping.co.uk](mailto:Bernard@coastalshipping.co.uk).

**Distress beacon found in bin after Penlee and Sennen RNLI crews spend hours in rough seas to find it** By C\_Becquart

The distress beacon of a boat, which went off on Sunday night near Newlyn, has been found in a bin after local lifeboats spent hours searching for it in rough seas and difficult weather conditions. Penlee and Sennen RNLI crew spent more than an hour at sea after a weak distress beacon was picked up. Emergency services were led to believe that a boat was in trouble, but neither lifeboat was able to find any vessel in distress. The major operation lasted from 1.42am to 3.15am, in vain, and the beacon was found on Monday morning in a metal bin in Newlyn. A spokesperson for Penlee lifeboat said on Monday: "The emergency distress beacon (EPIRB) which sparked the launch of both the Penlee and Sennen lifeboat's during the early hours of this morning has been located. The crew explained on their Facebook page that the beacon went off because of the bad weather. The spokesperson said: "These beacons are activated when they get wet and the heavy rain in Newlyn overnight caused it to go off." The RNLI said that extreme care and caution should always be taken with EPIRB, as the operation proved to be a waste of time. They said: "If in any doubt make contact with your local RNLI Lifeboat Station. "Unfortunately this situation meant the unnecessary launch of two RNLI lifeboats and volunteer's time. The weather was a southerly force six, rough sea with a 2m swell and heavy rain." **source : [cornwalllive](http://cornwalllive)**

**Ships Without Sailors? It Can't Happen Soon Enough -Opinion -** May 16, 2017 by [Bloomberg](http://Bloomberg)

By Adam Minter (Bloomberg View) — It sounds like a ghost story: A huge cargo vessel sails up and down the Norwegian coast, silently going about its business, without a captain or crew in sight. But if all goes as planned, it's actually the future of shipping. Last week, Kongsberg Gruppen ASA, a Norwegian maritime-technology firm, and Yara ASA, a fertilizer manufacturer, announced a partnership to build the [world's first fully autonomous cargo containership](#). Manned voyages will start in 2018, and in 2020 the Yara Birkeland will set sail all on its own. It's the beginning of a revolution that should transform one of the world's oldest and most conservative industries — and make global shipping safer, faster and cleaner than it's ever been.



Manned operation of Yara's zero-emission, soon-to-be-autonomous containership is planned to start manned operations in the latter half of 2018 before moving to full-autonomous operations in 2020. Image credit: Yara Birkeland

The commercial rationale for autonomous ships has long been clear. The U.S. Coast Guard has estimated that human error accounts for up to 96 percent of all marine casualties. A recent [surge in piracy](#) is a grim reminder that crews remain vulnerable (and valuable) targets for international criminals. Perhaps unsurprisingly, the industry is facing a chronic shortage of skilled workers who want a career at sea. By one consultant's estimate, moreover, carrying sailors accounts for 44 percent of a ship's costs. That's not just salaries: crew quarters, air-conditioning units, a bridge (which typically requires heavy ballast to ensure a ship's balance) and other amenities take up valuable weight and space that might otherwise be used for cargo. And that dead weight contributes to a bigger problem: Maritime shipping accounts for about 2.5 percent of global greenhouse-gas emissions. Barring a radical change, those emissions are set to surge in the decades ahead.

All this explains why eliminating a crew and its costs has been a long-time goal for companies and governments around the world. The most advanced effort so far has come from Rolls-Royce Holdings Plc, which rolled out a [virtual-reality prototype](#) of an autonomous ship in 2014. According to the company, the ship will be 5 percent lighter, and burn up to 15 percent less fuel, than a comparable vessel with humans aboard.



Image credit: Rolls-Royce

That effort has been the subject of considerable skepticism — especially from seafarer unions who doubt that technology can replace experienced sailors, and note that the International Maritime Organization, the United Nations agency that oversees shipping, prohibits crewless operations. But what seemed impossible three years ago is quickly becoming reality. Most of the sensor technology for autonomous ships is now commercially available, and crucial collision-avoidance tools have been around in various forms since the early 1990s.

The Yara Birkeland is a modest but important step forward. Although it can be operated remotely by a pilot,

it will also be able to cruise on its own, using an array of sensors, cameras and navigation tools, all guided by sophisticated algorithms. Back on shore, an operations center will monitor its progress.

When it launches next year, with a fully electric power plant, the ship will transport fertilizer from Yara's factory to ports about 16 miles away, thereby replacing 40,000 shipments a year that had once been carried by polluting diesel trucks. That short route will give the ship's owners — along with regulators and other autonomous shipping aspirants — a first chance to see such a vessel in operation.

Such trips may soon become routine. Norway has designated the waters off of Trondheim as a test site for autonomous ships of all kinds, from container vessels to tugs. Earlier this year, Rolls-Royce announced that it expects [autonomous container ships in international waters](#) within 10 to 15 years. Other groups are working to do it sooner: One U.K. organization plans to have a solar-powered autonomous research vessel cross the Atlantic in 2019. Lloyd's Register, the 250-year-old ship-classification group, has already issued guidance for crewless operations.

All this could potentially have enormous benefits for the shipping industry — and the world. Vast amounts of real-time data from the ships will allow fleet owners to optimize their routes (and profits) based on factors such as maintenance schedules, weather patterns, fuel prices and cargoes. Eventually, fleet owners might find themselves competing with the likes of Amazon.com Inc. and Alibaba Group Holding Ltd. — major shippers with the big data operations and deep pockets necessary to integrate autonomous ships into their logistics operations.

For those companies, “all hands on deck” already means fingers on a keyboard or a joystick. Within a decade or two, the maritime shipping industry may well be thinking the same way.

*This column does not necessarily reflect the opinion of the editorial board or Bloomberg LP and its owners (or gCaptain).*

Adam Minter is a Bloomberg View columnist. He is the author of “Junkyard Planet: Travels in the Billion-Dollar Trash Trade.”

## Missing Captain Found Clinging to Life Buoy Off Spain

May 17, 2017 by [Mike Schuler](#)

The missing captain of a Singapore-flagged car carrier has been found in critical condition but alive after apparently falling overboard from his ship off Spain.

Spain's National Police said witnesses spotted a man in water just off the port of Tarifa in southern Spain on Monday. Police later discovered the man unconscious and clinging to a life buoy while wearing only a t-shirt. The man was sent to the hospital with signs of severe hypothermia and sun and salt water exposure.



Upon further investigation, police realized that the man was the captain of the Singapore-flagged car carrier *Morning Minni*, whose crew had reported him missing earlier Monday as the ship passed through the Strait of Gibraltar.



Photo: Spain National Police

The captain has since been transferred to a hospital in Algeciras, Spain and he is reported to be in critical condition.

It is unclear exactly how long the captain was in the water.

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## WATCH: President Trump's U.S. Coast Academy Commencement Speech – FULL VERSION – (28 minutes)

[http://gcaptain.com/watch-president-trumps-u-s-coast-academy-commencement-address-full/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3AGcaptain+%28gCaptain.com%29](http://gcaptain.com/watch-president-trumps-u-s-coast-academy-commencement-address-full/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3AGcaptain+%28gCaptain.com%29)

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**Welfare Request** From: Andrew Taylor [mailto:tayloras@live.co.uk]  
To: [t.brant@talktalk.net](mailto:t.brant@talktalk.net)      **Subject: Ron Taylor**

Dear Mr Brant

Thank you for finding the time to talk to me today.

My father, **Ron Taylor**, went to sea in 1943, age 16. I think trained on the Vindicatrix and one of his ships was called The Waiweira?? He served for four years.

He is now in the Taymer Nursing Home in Silsoe, Bedfordshire (MK45 4QP). Although a little deaf and with failing eyesight, his memory is fine. If you could find someone who lived locally to chat with him occasionally it would be wonderful.

I can be reached by email or on 07484 781764.

Kind regards  
Andrew Taylor

Please let Tim Brant know if you are able to help, at [t.brant@talktalk.net](mailto:t.brant@talktalk.net)



Sun 21	SAMA 35th Falklands Anniversary Service	Gosport
<u>Sun 28</u>	<u>SAMA 35th Falklands Anniversary Service</u>	Hull Minster
<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
<u>SEPTEMBER</u>		
	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

**A Bit of Nostalgia**

[https://youtu.be/JV\\_j4qx88FU](https://youtu.be/JV_j4qx88FU) several videos follow

<https://www.youtube.com/watch?v=IOSzCt0cHh4&feature=youtu.be#t=3.498764> and more .....

Thanks Chris

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MOL TRIUMPH



The behemoth that is the 192,672dwt/210,678gt/400m long/58.80m beam & 20,170 TEU capacity containership MOL TRIUMPH making her Solent debut this week assisted by the KOTUG-Smit operated tug SMIT TIGER, inward bound to Southampton. She is powered by a 82,440 kW MAN B&W G95ME engine and can operate at 24 knots (22 knots cruising speed) She entered service as the world's largest capacity containership but the new MAERSK MADRID has just superseded her. Photo : Andrew Cooke (c)

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*That's all from me now folks.*

*This issue is a lot shorter, sorry guys*

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

*Yours Aye,  
Malcolm*

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

[www.mna.org.uk](http://www.mna.org.uk)

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