

Hi Shipmates,

Please find below more snippets of information since circular #2017-16 went out on 30<sup>th</sup> July 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***

***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)

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## **Merchant Navy Day Commemorative Service and Reunion 2017**



**Sunday 3<sup>rd</sup> September 2017 - Parade starts 12:30 hours – Service starts 13:00 hours**

**Everyone is welcome – Be there if you can.**

### **IMO rethinks rules for ‘smart’ ships.**

Moves to introduce autonomous ships have taken an important step forward with agreement at the International Maritime Organisation (IMO) to begin work on reviewing the legal and regulatory framework governing their operation.

As the proposals were discussed at the IMO’s maritime safety committee last month, seafarer representatives stressed the need for proper consideration of the human factor, and the implications for maritime jobs, training and education.

Following a long debate, the meeting backed a paper submitted by countries including the UK, the Netherlands, the US and Denmark stressing the urgent need for a ‘regulatory scoping exercise’ to examine how IMO conventions, such as SOLAS and STCW, may have to change to ensure the safe, secure and environmentally sound operation of ‘maritime autonomous surface ships’ (MASS).

The paper noted the significant research and development currently underway into all aspects of MASS, including remotely-controlled and autonomous navigation, vessel monitoring and collision avoidance systems.

It pointed out that autonomous vessels are already being trialled, and some flag states and classification societies have produced guidelines to govern their operation. And it warned that their growing size and geographical spread may result in such arrangements becoming ‘unsustainable and potentially unsafe’. It also voiced concern at the lack of clarity about the correct application of existing IMO rules to autonomous ships and said a review should consider which regulations would currently outlaw unmanned operations, and which might need to be amended to ensure the safety and security of MASS construction and operation.

In connection with the IMO meeting, Denmark hosted a presentation by representatives from Mærsk and the Technical University of Denmark (DTU) about their work on autonomous ships. Danish business minister Brian Mikkelsen said it was important that international regulation keeps pace with technological developments.

‘It is important that also public authorities focus on encouraging innovation and development in shipping and especially initiatives that will promote digitalisation and automation,’ he added. International Federation of Ship Masters’ Associations secretary-general Jim Scorer told the maritime safety committee meeting that the study is greatly needed and needs to take into account the fact that autonomous ships can be manned as well as being unmanned.

‘Shipmasters need to see consistency of international and national regulations for MASS as they travel the world, and the scoping exercise should be seen as the foundation of this enormous task,’ he added.

In a paper submitted to the meeting, the International Transport Workers’ Federation warned that the proposed review was too narrowly focused and cautioned: ‘The scoping and possible revision of regulations should not take place in isolation from their potential consequences.’ It argued that the plans had been based on ‘an unverified assumption that unmanned ships are equally as safe and reliable as manned ships’ and called for that theory to be addressed in the scoping exercise, with attention being paid to such elements as reliability, robustness, resilience, and redundancy of the underpinning technical, communications, software and engineering systems.

The ITF said the proposed scoping exercise also underestimated the complexity of the issues that need to be addressed, with each stage of the evolution of autonomous ships in international trades presenting different technical, legal, regulatory and operational issues. The review must also tackle the problem of a lack of a common definition of autonomous ship, ensuring that there is clarity on what ships and level of autonomy is being covered by relevant regulation.

(With thanks to Flashlight 176 & the Nautilus Telegraph: <https://www.nautilusint.org>)

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### **Rogue Waves**

Published on May 10, 2017 - Bloomsbury, £20 - ISBN: 978 14729 36

This groundbreaking book demystifies the terrifying phenomenon of rogue waves, revealing what causes them, what can be learned from past encounters, and how to cope with them.

By Michel Olagnon & Janette Kerr - Serious study vindicates longstanding concerns

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## **Ship Mooring Operations - Marine Accident**

Investigation Branch report which reveals serious shortcomings in the safety of ship mooring operations has been welcomed by many.

The 100-page report covers the findings of an investigation into an incident in the port of Milford Haven March 2015 when an officer suffered serious head injuries after being struck by a mooring rope which parted as the 163,922gt Q-Max LNG carrier Zarga was berthing at the South Hook terminal. Investigators said the decision to attempt to reposition Zarga by using spring lines rather than recalling the tugs had placed the mooring parties in 'an unnecessarily hazardous position, particularly given the strength and direction of the winds'.

The officer, who required emergency surgery ashore when the spring line broke, had been standing in the snap-back zone of the line, because it had been wrongly designated as a safe area. 'This was because a thorough snap-back assessment had not been carried out by the vessel operator and there was a perception that high modulus polythene ropes did not recoil on failure,' the report notes.

In fact, the MAIB said, the arrangement of Zarga's mooring deck meant that its entire foredeck area was a snap-back danger zone. 'In order to ensure the safety of life, deck crews need to be removed from such danger,' the report states. 'This can only be achieved through better ship mooring system and mooring deck design.'

Investigators found that the rope had parted as a result of tensile overload, even though the load being applied at the time was less than one-quarter of its specified minimum breaking load and below its accepted working load limit. Tests showed the loss of strength had been largely caused by axial compression fatigue as a consequence of factors such as high cyclic loading at exposed ports, repeated and prolonged bending around deck fairleads, and radial compression on the load-bearing core by the rope's tightly-bound jacket.

'Although the Q-Max and Q-Flex LNG carriers were specified from the outset to have HMPE mooring lines, the shipbuilder and vessel operator did not take into account the recommended safety factors,' the report says.

'This critical omission resulted in the high rate of rope failures experienced across the Q-class fleet.'

Investigators said the Steelite Superline Xtra ropes were not suitable for use on the Q-Max vessels, as they lacked the required minimum breaking load and the diameter of the vessels' deck fittings was too small. The ropes had been regularly inspected by the crew and the manufacturer's representatives, and their condition had always been assessed to be good. But the MAIB concluded that the condition of the loadbearing core of the jacketed ropes could not be adequately assessed on board as key discard criteria such as broken yarns and fused fibres could not be identified without destroying sections of the rope.

The report also describes Zarga's mooring line maintenance management and condition monitoring regimes as ineffective. 'Onboard inspections regularly identified evidence of shock loading, but, contrary to company and industry guidance, the ropes were not discarded,' it points out.

It notes that Zarga's managers, Shell International Trading & Shipping, had taken action in response to the incident and the investigation findings, including the installation of physical barriers to protect deck crew within designated safe areas.

The report advises the company to review mooring arrangements on its ships and to ensure that mooring lines and deck fittings are compatible. The MAIB also called for the Oil Companies International Marine Forum to address 'the complex nature of mooring rope snap-back' and measures to improve crew safety.

**Source: via Flashlight 176**

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Bloomsbury, £20

ISBN: 978 14729 36



### **Royal Navy vessel ends its survey work in Island waters**

THE Royal Navy's smallest commissioned vessel has been recalled to the UK from Jersey ahead of the arrival of the military's newest aircraft carrier – **HMS QUEEN ELIZABETH** – in Portsmouth. **HMS GLEANER** has been carrying out depth surveys off the south coast of Jersey since May, but last week received orders to cut short its time in the Island's waters and begin taking measurements in the Hampshire port. Lieutenant Commander Marc Taylor, who has been captain of the 14.8 metre-long ship since November 2015, said that the Island had become a 'second home'. He said: 'The original programme had us deployed in the Island until the end of July but we were recalled to Portsmouth last week to carry out survey work ahead of the arrival of **HMS QUEEN ELIZABETH** 'That will allow us to produce new charts so we can be absolutely confident that the approach channels into the harbour are deep enough to allow her to come into port without any problems.' Speaking about why the vessel was in the Island, Lt Cdr Taylor said: 'The reliability of some of the Island's chart data, which had been put together in the 1980s, had been put under question and better high-resolution data was needed for the Navy to more confidently carry out high-speed navigation training. 'We were also in Jersey last year, tasked with surveying the area from Corbière to Demie des Pas. We actually found around 103 areas where the depths differed significantly to those on the charts. 'This time, we surveyed from Demie des Pas, through the Violet Channel and up towards St Catherine – there were a few rocks which had not been noted correctly but there was nothing too significant.' Lt Cdr Taylor, who is originally from Wiltshire and who has served in the Royal Navy for 12 years, also said that both he and his nine-strong crew took full advantage of Jersey life before returning. After arriving in the Island on 6 May, the boat's crew took part in Liberation Day celebrations before being tasked to carry out survey operations on the south coast. The sailors also took part in Falklands conflict commemorations and entered a team into the Jersey half-marathon. However, Islanders are unlikely to see the 34-year-old HMS Gleaner gracing the Island's waters in the future as she is due to be decommissioned in December with a replacement vessel scheduled to come into service in May 2018. **Source: Jersey evening post**

### **U.K. submarine completes upgrade, training period**

The Royal Navy's nuclear-powered submarine, **HMS ASTUTE**, is back with the fleet following a capability upgrade and training period. **By Richard Tomkins**

**HMS ASTUTE**, a hunter-killer submarine of Britain's Royal Navy, has completed a major capability upgrade and sea training and is now back with the RN's fleet. "It has been a remarkable achievement getting Astute back to sea after a significant period alongside," the vessel's commanding officer said in press release. "The ship's company all performed incredibly over the past two years and we are now looking forward to operational tasking at sea." The training period included fire-fighting and damage control exercises and completion of weapon certification of its anti-surface and anti-submarine weapon system. The **ASTUTE** training phase included a simulated war environment and training alongside Canadian Maritime Patrol Aircraft. **HMS ASTUTE** completed her first operational deployment in 2014. The nuclear-powered submarine, the first of her class, is about 318 feet in length. It has a submerged speed of about 35 miles per hour and carries Tomahawk cruise missiles, as well as heavy torpedoes **Source:UPI**

### **Safehaven Marine speedboat achieves new world record**

Safehaven Marine has achieved a new world record with its Cork-built speed boat Thunder Child, the company said in its press release. Safehaven Marine has achieved a new world record with its speed boat **THUNDER CHILD** in circumnavigating the entire island of Ireland taking in another island on the way – Rockall – which lies almost 500km northwest of Ireland. The boat succeeded in travelling 2,069km in 34 hours, one minute and 47 seconds. The **THUNDER CHILD** boat, which was built in Cork, was supplemented on its voyage with a range technology from other Irish companies technology including SafeTrx technology by 8 West Consulting, DroneSAR, VT Networks, Handsel trackers, D4H, Thurata telecom, Capturs and YB Tracking. **Source : Portnews**

## **Unveiling Ceremony: 26 August 2017: Mayo Peace Park, Garden of Remembrance, Castlebar, Co Mayo:**



On the 22 June 2017, following completion of loan in Germany, the Bremen-Farge Memorial Plaque which commemorates 5 Irish Born British Merchant Seamen who lost their lives in the Bremen-Farge Work Concentration Camp during world war two, and who had refused to workfrei for Nazi Germany, was donated to the Mayo Peace Park & Garden of Remembrance, Lannagh Road, Castlebar, County Mayo, by the Irish Seamen's Relatives Association (1939-46) where it will be unveiled on Saturday 26 August 2017 at 14.30hrs, by a

relative of the O'Hara family in honour of their Father, Grandfather, Radio Officer Gerald O'Hara, S Devon and his shipmates who lost their lives in Farge during WW2.

Mayo Heritage Week: <http://www.mayo-ireland.ie/en/towns-villages/castlebar/visitors-guide/mayo-peace-park.html>

2.30pm. Unveiling of the Bremen - Farge Memorial Plaque:

3pm. Military Lectures in a seated marquee (Free of charge):

The Bremen-Farge Memorial Plaque was originally located at the front of our memorial plinth in the Merchant Navy Convoy Section of the National Memorial Arboretum, Alrewas, Staffs, England: In 2015 it was relocated to Bremen, and its final resting place in 2017 will be in County Mayo.

Attached: Copy leaflet:

Photo of the Bremen-Farge Memorial Plaque:

*A Photo of the War Crimes Charges re the Irishmen who refused to workfrei for the Gestapo is available upon request.*



## **Two dead after Outer Hebrides diving accident Bodies of shellfish divers found after unmanned boat is discovered off Castlebay, Barra**

Two divers have died after getting into difficulty in waters off the coast of an island in the Outer Hebrides. A ferry skipper raised the alarm with Stornoway coastguard when he noticed a small unmanned boat off Castlebay, Barra, at about 11.20am on Saturday. The coastguard helicopter and rescue teams were sent to the scene and the divers were found by Barra lifeboat crew at about 1pm. They both died at the scene. A Maritime and Coastguard Agency spokeswoman said: "Two shellfish divers have been recovered by the RNLI Barra lifeboat after a search in Castle Bay, Barra Island, this morning. "At 11.20am Stornoway coastguard was contacted by a local ferry boat skipper who had noticed two divers go into the water and not resurface, leaving their small boat unmanned. "The RNLI Barra lifeboats were asked to search the area along with the coastguard rescue helicopter based in Stornoway and Barra coastguard rescue team." Police Scotland said inquiries to establish the full circumstances of the deaths were at an early stage. Family of one of the men have been informed. Officers are in the process of informing the next of kin of the other man. **Source: The guardian**

## **Mistress and Commander**

A tale of HIGH JINKS, HIGH SEAS and HIGHLANDERS.

"Exuberant, heart-warming and inspiring" LEE DURRELL

"Imagine A Year in Provence with the cast of Para Handy add a touch of James Herriot, and you'll get the drift" PETER HUGHES, FT travel writer.

From ugly duckling to chic swan.

The true story of changing an abandoned Arctic trawler into a neat expedition ship. The character of the boat, her skippers, surveyors, repairers, passengers, engineers, rivals, marine officials and owner.

All of them men. Except the owner, Amelia Dalton. She was the men's employer, competitor, boss, client, hostess and pupil fighting her corner in Scotland's chauvinist world of resilient, colourful fishing communities.

In a moment of naivety and enthusiasm, Amelia bought an 85 foot solid oak fishing boat and converted it to run cruises to ST. KILDA the remote island chains of Scotland's stunning West Coast. She worked closely with The National Trust for Scotland and the RNLI. To avoid over amorous skippers she had to gain her commercial Captains qualifications and now runs her own travel company, Amelia Dalton Travel Ltd. based in central London.

- Published by SANDSTONE PRESS May 2017 £8.99
- ISBN 978-1-910985-17-5

## **Couple in Alaska cruise ship murder seemed like "perfect American family"**

ANCHORAGE, Alaska -- A Utah couple was celebrating their wedding anniversary aboard an Alaska cruise when the husband was found covered in blood next to his wife's lifeless body, a frenzy of violence that a neighbour called completely out of character. Dana Nicholls told the Associated Press on Friday that he has lived near Kristy and Kenneth Manzanares, both 39, for about 10 years and they appeared to be the perfect family. The couple, who have three daughters, booked the weeklong cruise to celebrate the milestone in their marriage, he said. Friends told CBS News' Jamie Yuccas that the couple were high school sweethearts and had been married more than 20 years. Kristy Manzanares was found dead in a blood-splattered cabin Tuesday night. Her husband has been charged with murder after he was discovered with blood on his hands and clothes, and with blood spread throughout the cabin on the Princess Cruises ship, according to a criminal complaint. Members of Kristy Manzanares' family said they were "devastated" by their loss. A statement from loved ones said Manzanares was "a devoted mother, daughter, sister and friend." Even in hindsight, there was never any warning signs, no police at their home, Nicholls said. "Everybody thinks that there's a big path that leads to something like this -- and absolutely nothing. Just absolutely nothing," Nicholls said in a phone interview from Santa Clara, Utah. The FBI said a man and other people went into the couple's room on the ship before medical workers and security officers arrived and saw Kristy on the floor covered in blood, according to court documents. She had a severe head wound, but the agency has not revealed other details about her death. The man asked Kenneth Manzanares what happened, and the suspect said, "She would not stop laughing at me," according to an FBI criminal complaint. Manzanares then grabbed his wife's body and tried to drag her to the balcony, but the man stopped him, the agency said. A security officer handcuffed Manzanares in a nearby cabin. Nicholls has set up an online fundraising page for the couple's three daughters. Like Kristy Manzanares, Nicholls works in real estate. Kenneth Manzanares works in auto sales and insurance, Nicholls said. Nicholls said his goal is to help the couple's daughters with whatever they may need, including funeral expenses. He said two of them are teenagers and one is a young adult. "Their children are like my children," he said. "They're part of the family." He also said he does not want the world to see Kenneth as a monster. "He was not a bad person any little bit, as far as we know," Nicholls said. "Everybody has probably issues behind closed doors that nobody knows about, but these people were the perfect American family." **source : CBSnews**

## **Insurers grow twitchy as containerships get bigger and cargo more valuable**



**Monument will remember brave crew of Donegal island lifeboat MONUMENT TO BE UNVEILED ON ARRANMORE ISLAND NEXT WEEKEND**

A monument commemorating the eight-man crew of the Arranmore Island lifeboat who carried out a daring rescue off the coast of Donegal in December 1940 will be unveiled on Arranmore next weekend. The unveiling will take place next Sunday, August 6th, at 4.30pm, on the island at Leabgarrow pier. The **SS STOLWIJK**, a Dutch cargo vessel that was sailing in convoy from Newfoundland to England, suffered damage in a violent storm and ran aground late at night on rocks near Tory Island, where ten of its crew lost their lives trying to abandon ship. Battling raging seas, the Arranmore lifeboat crew set out to rescue the remaining 18 passengers left aboard the Stolwijk, and in a story of daring fit for Hollywood all 18 of the Stolwijk's remaining passengers were safely brought ashore almost ten hours after the rescue began, with the lifeboat nearly swamped on its return to shore. The lifeboat crew were subsequently awarded medals by both the Queen of the Netherlands and the RNLI for their bravery. To mark the rescue's 75th anniversary, the song "I'll Go" was written and recorded, and the proceeds set aside to build a monument on Arranmore, with further funding coming from BIM Flags. Organiser of the event and islander Jerry Early said the retelling of the story after all these years has increased the already deeply held sense of pride islanders have for the lifeboat volunteers of Arranmore. "The people of Arranmore are always acutely aware of the service our lifeboat volunteers provide for the whole community all year round," Jerry said. "Remembering the rescue of the 18 lives of the Stolwijk only stirred up the images and details of what it is to go to sea in such dangerous and harrowing conditions to save the lives of strangers. "So, while it is with a sense of pride this commemoration is being held to honour the memory of the crew who rescued the survivors of the Stolwijk, we in another way will also be remembering all those who volunteer to keep us all safe at sea," he said. "It will also be great to not only have the descendants of the lifeboat crew attending the event but also a descendant of one of the Stolwijk survivors travelling to be with us at the unveiling. No doubt it will be a poignant moment but in some ways a happy one too and we look forward to as many people attending as possible." The unveiling is a public event and all are welcome to attend. **Source : donegaldemocrat**

**India Seizes Record 1,500 kg of Heroin from Ship Off Coast** July 30, 2017 by [Reuters](#)



By Sudarshan Varadhan NEW

DELHI, July 30 (Reuters) – India's navy seized a ship carrying about 1,500 kg of heroin worth 35 billion rupees (\$545 million) on Sunday in what it said was its biggest ever drugs haul.

The vessel, which was operating under the name MV Henry under the Panama flag, was intercepted off the Gujarat coast near the city of Porbandar, said S. Paramesh, deputy director general at the Indian Coast Guard.

It was sailing from Dubai to Alang, a town in Gujarat known for shipbreaking, Paramesh said.

The eight crew members aboard, all of whom were identified as Indian nationals, are under investigation.

(\$1 = 64.1100 Indian rupees) (Reporting by Sudarshan Varadhan; Additional reporting by Sanjeev Miglani; Editing by Tom Lasseter and Robin Pomeroy)



The Indian Coast Guard said the merchant vessel, pictured here, was carrying 1,500 kg of heroine, a record haul for the Coast Guard. Photo: ICG

**Maritime Monday for July 31st, 2017: \$200 For Your Adventure \$200**

[http://gcaptain.com/maritime-monday-july-31-2017/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29&goal=0\\_f50174ef03-cadbf58983-139894965&mc\\_cid=cadbf58983&mc\\_eid=4c72dd3685](http://gcaptain.com/maritime-monday-july-31-2017/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29&goal=0_f50174ef03-cadbf58983-139894965&mc_cid=cadbf58983&mc_eid=4c72dd3685)

**“He gave his life that we might not starve.”**



One hundred years ago (July 31), one of the most heinous war crimes of World War One took place in the Atlantic Ocean. The **SS BELGIAN PRINCE** was travelling from Liverpool to Newport News in America when it was torpedoed by a German U-boat.

That night, 38 men drowned; the **Captain, Harry Hassan**, was taken below deck on the U-boat, never to be seen again. Only three men, who were cared for by maritime charity Sailors’ Society, survived to tell the story. Chief Engineer **Thomas Bowman**’s account of the night’s events tells of the horror that unfolded.

“About 7.50pm on July 31 I was on the after deck of the ship off watch. I was taking a stroll and having a smoke. Suddenly I heard a shout, ‘Here’s a torpedo coming,’ and I looked and saw the wake of what I took to be a torpedo coming towards the ship on the port side. I shouted a warning, but had hardly got the words out of my mouth when the torpedo struck us.”

Bowman was thrown on the deck. When he got up, he found his ship was taking on water; they were about 175 miles from Irish soil. Like many of the crew, he took to a lifeboat. As the men clambered on board the lifeboats, the submarine fired at the Belgian Prince disabling its communication equipment. The Germans ordered the lifeboats over, taking Captain Hassan below deck. “The rest of us were ordered on board and lined up on her deck,” said Bowman. The Belgian Prince’s crew was ordered to take their lifebelts and overcoats off and lay them on the submarine’s deck. “Then the sailors came along searching us, and deliberately kicked the majority of the lifebelts overboard” said Bowman. Under the command of Wilhelm Werner the German crew then destroyed the lifeboats with axes. “The small boat was left intact, and five German sailors got into her and went towards the ship. When they reached the Belgian Prince, they signaled with a flash lamp to the submarine.” What happened next was the height of brutality. “The submarine moved ahead about two and a half miles, then stopped, and after a moment or two I heard a rushing sound, like water rushing into the sinking tanks of the submarine, and I shouted ‘Look out – she is sinking!’” The submarine descended into the Atlantic, dragging the Belgian Prince’s crew into the cold water. A few of the men had managed to keep their lifejackets from the Germans but the majority stood no chance. Bowman tried to jump into the sea but was carried down with the submarine. “When I came to the surface I could only see about a dozen of the crew left, including one boy who was shouting for help. I swam towards him. He had a lifebelt on, but was about paralysed, and I held him up during the night. He became unconscious, and eventually died while I was holding him up. “When day broke I saw the Belgian Prince still afloat. I began to swim towards her, and when I had gone a short distance I saw her blow up.” After the ship sank, Bowman managed to stay afloat long enough to be saved by a British patrol boat. Able seaman George Silesssi also survived the night, having swum towards his stricken vessel. He said, “I got on board, and about half an hour afterwards a German submarine came alongside. I got into the water. Two shells were fired at the **BELGIAN PRINCE**, which sank in two or three minutes. “I saw a small boat, which I swam to and got into – the same boat the Germans took away the previous evening – and about half an hour afterwards I was picked up by a British patrol boat.” In his statement, the third survivor, American Willie Snell, the ship’s 2nd cook, said, “I concealed a lifebelt which I had picked up, which the German commander failed to notice when he was kicking the lifebelts overboard.” Snell put his lifejacket on and when the submarine disappeared into the water, swam towards the doomed Belgian Prince. “When the submarine disappeared I swam towards the **BELGIAN PRINCE**. At about 5am I was about one mile off the vessel when she broke in two. Immediately afterwards I saw a submarine come up. I turned and swam away as quickly as I could.” Snell was also rescued by a British patrol boat and taken to Londonderry. The survivors were supported in Londonderry by maritime charity the British and Foreign Sailors’ Society, which had opened a Sailors’ Rest in the city in February 1917. Now called Sailors’ Society, its chief



executive officer, Stuart Rivers, said, “This horrific event is one of the many examples of merchant seafarers paying the ultimate sacrifice to keep supply chains open during times of conflict. “A century on, Sailors’ Society is still supporting the world’s merchant seafarers through crises such as piracy, kidnapping and abandonment.” After the war ended, the Allies demanded Werner’s extradition as a war criminal. The German commander had committed similar atrocities and was accused of murdering the crew of the SS Torrington in alarmingly similar circumstances to the ill-fated **BELGIAN PRINCE** crew. Before reaching trial, Werner fled to Brazil under a false name. He returned to Germany in 1924. Proceedings against him were dropped two years later, enabling him to climb the ranks of the Nazi party where at one point he belonged to Heinrich Himmler’s personal staff. Werner died in May 1945, having never faced justice for his crimes. Captain Harry Hassan was declared legally dead in a court in June 1919. The body of the Belgian Prince’s chief officer, Neil McDougall Morton, washed ashore at Cuan Ferry on 23 September 1917. His mother erected a gravestone at Kilbrandon Old Churchyard, which reads, “He gave his life that we might not starve.”

## **Ice-Class LNG Carrier ‘Christophe de Margerie’ Starts Maiden Voyage Through Northern Sea Route - August 1, 2017 by [Mike Schuler](#)**



The ice-class LNG carrier *Christophe de Margerie* has entered the Arctic’s Kara Sea marking the official start of its maiden voyage through the Northern Sea Route as part of its unescorted voyage from Norway to South Korea, the Yamal LNG project said Tuesday. Delivered last November by South Korea’s Daewoo Shipbuilding Marine Engineering, *Christophe de Margerie* is the first out of 15 ice-class tankers, each with the capacity to transport 170,000 cubic meters of LNG, that will eventually be used to transport gas from the Yamal LNG plant in the Russian Arctic, which is scheduled to start production

later this year.

The 80,000 dwt vessel is designated ice-class Arc7, the highest rating among existing marine transport vessels, with the ability to break ice up to 2.5 meters thick. The capability means the *Christophe de Margerie* can be used for year-round navigation through the NSR in the westbound direction without the escort of icebreakers. Heading eastbound, the vessel is capable for summer season navigation.

“The utilization of the route from Europe to Eastern and South-Eastern Asia through the NSR halves the transportation time to market compared to the traditional route,” Yamal LNG said in a press release. “The start of LNG shipments through the NSR with the ARC7 ice-class tanker will help to increase cargo turnovers and develop navigation in Arctic Ocean.”

**Related:** [Ice-Class LNG Tanker Forges Path for Arctic Shipping Super-Highway](#)

*Christophe de Margerie* spent the first part of 2017 making its way to Zeebrugge, Belgium before departing for a series of ice trials prior to its final delivery in March to Russia’s state-owned shipping company Sovcomflot.

Sovcomflot estimates that the *Christophe de Margerie* will transport the first gas Yamal LNG as early as this October. Cargoes from project are set to be exported on the Arc7 fleet to Asia via the Northern Sea Route from May and November. In the winter months, LNG will be transhipped into conventional shuttle LNG carriers in Northern Europe for shipment on non-Arctic routes.

Four more of these vessels are due to be delivered this year.

Once at full capacity, Yamal will be able to produce 16.5 million metric tons of LNG per year. Partners in the project are Russia’s Novatek (50.1%), Total (20%), China National Petroleum Corporation (20%) and the Silk Road Fund (9.9%).



## **Our forgotten war heroes, health and wellbeing survey**

### **Introduction**

The Institute of Public Care at Oxford Brookes University is carrying out research to understand the health and social care needs of Aged Veterans. Aged Veterans are those who have served on a civilian vessel whilst it was supporting HM Armed Forces in a theatre of operation. This is research carried out on behalf of Seafarers UK and the partners in the AVF funded project titled, 'Defining the Needs of the UK Aged Merchant Navy Community'.

The survey will take no longer than 10 minutes to complete and your details will remain confidential. It will not be used for anything apart from the purposes of this research.

If you require further information about this study or a hard copy of the survey please contact Dr Miguel Sharpe

T: 01865 790312 E: msharpe@brookes.ac.uk

### **Who are we interested in?**

We are particularly interested in people born before 1st January 1950, however we would also like to hear from younger veterans who were members of the Royal Fleet Auxiliary, the Merchant Navy or the fishing fleet and served on a civilian vessel whilst it was supporting HM Armed Forces.

Take the Survey here:- <https://www.surveymonkey.co.uk/r/ZFSQHGD>

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## **SE Qld Vindicatrix & MN Mariners Assoc Inc in Australia,**

On International Merchant Navy Day we are dedicating a Monument at Point Danger, Coolangatta in Queensland to all Merchant Mariners of all Nationalities who perished making Australia what she is to-day.

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## **High Number of Deaths Among North Atlantic Right Whales Puzzles Scientists**

[http://gcaptain.com/high-number-of-deaths-among-north-atlantic-right-whales-puzzles-scientists/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3AGcaptain+%28gCaptain.com%29&goal=0\\_f50174ef03-cao017b425-139894965&mc\\_cid=cao017b425&mc\\_eid=4c72dd3685](http://gcaptain.com/high-number-of-deaths-among-north-atlantic-right-whales-puzzles-scientists/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3AGcaptain+%28gCaptain.com%29&goal=0_f50174ef03-cao017b425-139894965&mc_cid=cao017b425&mc_eid=4c72dd3685)

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## **BBC program Saving Lives at Sea.**

The first show of this new series will air on BBC 2 at 8pm on Wednesday 16 August. Each program will be 1 hour long and the series will run for 12 weeks until Wednesday 1 November



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## **USS Fitzgerald to Be Hauled Back to U.S. for Repairs**

[http://gcaptain.com/uss-fitzgerald-to-be-hauled-back-to-us-for-repairs/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3AGcaptain+%28gCaptain.com%29&goal=0\\_f50174ef03-bece9791a6-139894965&mc\\_cid=bece9791a6&mc\\_eid=4c72dd3685](http://gcaptain.com/uss-fitzgerald-to-be-hauled-back-to-us-for-repairs/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3AGcaptain+%28gCaptain.com%29&goal=0_f50174ef03-bece9791a6-139894965&mc_cid=bece9791a6&mc_eid=4c72dd3685)

## **Flag Raising Ceremony for Merchant Navy Day – in Cleethorpes**

**Sunday 3<sup>rd</sup> September – 12:00 hours – Get there early, see timetable below.**

A flag raising ceremony for Merchant Navy Day together with a short service will be held at the **Remembrance Gate Cleethorpes**.

We have requested Rev Paul Hunter conduct the short service and will have HRH letter read by Mayor of North East Lincolnshire with DL representing the Lieutenancy on behalf of HM Queen.

*Format is **currently intended to be:***

- 1100 AFMET will bring down flown service flags*
- 1130 AFMET will arrange sound system to be switched on*
- 1140 Mayor and DL arrive at Knoll for coffee*
- 1150 VIP's with Rev Hunter proceed to Remembrance Gate*
- 1155 Cadets take up position at flag poles ready to hoist 4 x Red Ensigns*
- 1200 Flags raised and ceremony commence*
- 1215 Ceremony Complete – parade dismiss*
- 1220 Buffet available at RNA opposite*
- O/C Mayor and DL leave*

**Alex Baxter, JP, DL**

**Armed Forces Champion - North East Lincolnshire Council.**

The Knoll, Knoll Street, Cleethorpes, DN35 8LN

**Telephone Number 01472 324355/07802 939981**

**Email:** [alex.baxter@nelincs.gov.uk](mailto:alex.baxter@nelincs.gov.uk)

**Web:** [www.armedforcescleethorpes.co.uk](http://www.armedforcescleethorpes.co.uk)

*Many of the local branch of the MNA will be in London for the National Service in Trinity Gardens, Tower Hill, so it would be appreciated if as many of our remaining seafaring community who are able support this event.*

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## **HMS Queen Elizabeth - Arrival Portsmouth**

### **F. A. O. Merchant Navy Veterans Badge Holders**

I have now received confirmation that QE will be arriving in Portsmouth on Friday 18 August 2017 at 0937. We have been allocated tickets for and as many as we would like at Fort Blockhouse.

Fort Blockhouse will provide a fantastic viewing point as you will be able to view her progress down the channel past Southsea and then entrance into the Harbour and up harbour to her berth, the Princess Royal Jetty. It is planned that Refreshments and Bouncy Castles will be made available.

Please forward full names and a contact number by e-mail to [admin@royalnavalassoc.com](mailto:admin@royalnavalassoc.com) or phone 02392723747 (leave message on answer phone clearly please)

Sadly I can't as yet confirm requirements for Standard Bearers, who are under serious consideration to play a starring role in the celebrations I am hoping for more information on Monday and will keep you informed.

Please disseminate as you see fit. A gentle reminder please remember that ships programmes are subject to change at short notice especially when there is inclement weather about and the ship has never entered its homeport previously!

Very best wishes

Andy

02392 720782



## **Merchant Navy Day - Daventry District, the wilds of southern Northamptonshire**

I am Chairman of Preston Capes Parish Council.

We are a tiny (pop 190) village in Daventry District, the wilds of southern Northamptonshire, just about as far from the sea as is possible in the UK...

We have purchased a Red Ensign and will be hoisting it with some ceremony on the morning of the 3rd September, on the flagpole of our church.

It is but serendipity that this coincides with one of the days our Village Hall Bar is open at lunchtime, (alas, we don't have a pub) although, to be honest, had it been any other day, we would have probably opened up especially anyway!

We would like to invite some "Merchant Navy Veterans" to attend and celebrate this day with us, but I must admit to complete ignorance of how to get in contact with any; could you help in that regard?

Yours etc

Dixie Hughes

01327 360905

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### *Always get a 2nd opinion.*

*Ever since I was a child, I've always had a fear of someone under my bed at night.*

*So, I went to a psychiatrist and told him: "I've got a problem. Every time I go to bed I think there's somebody under it. I'm scared. I think I'm going crazy."*

*"Just put yourself in my hands for one year," said the psychiatrist.*

*"Talk to me 3 times a week and we should be able to get rid of those fears."*

*"How much do you charge?"*

*"One hundred fifty pounds per visit." Said the doctor.*

*"I'll sleep on it." I said.*

*Six months later the doctor met me on the street.*

*"Why didn't you come to see me about those fears you were having? He asked.*

*"Well, £150 a visit, 3 times a week for a year, is £23,400.00. A bartender cured me for £10.00."*

*"I was so happy to have saved all that money that went and bought a new 4x4."*

*"Is that so?" With a bit of an attitude he said, "And how, may I ask, did a bartender cure you?"*

*"He told me to cut the legs off the bed. There's nobody under there now."*

*It's always better to get a second opinion . . .*

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## **US-Based Subsea Exploration Company Offers to Resume MH370 Search, Families Say**

[http://gcaptain.com/us-based-subsea-exploration-company-offers-resume-mh370-search-families-say/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29&goal=0\\_f50174ef03-591d53aac6-139894965&mc\\_cid=591d53aac6&mc\\_eid=4c72dd3685](http://gcaptain.com/us-based-subsea-exploration-company-offers-resume-mh370-search-families-say/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29&goal=0_f50174ef03-591d53aac6-139894965&mc_cid=591d53aac6&mc_eid=4c72dd3685)



Maritime FEEDBACK 48 has been sent to the printers for distribution. We estimate 200,000 people read this quarterly publication. The pdf version is now available here [MFB48](#)

In this edition we discuss reports related to:-

- Safe means of access – wire failures, falling overboard and design issues.
- Keeping an effective gangway watch – ISPS Code violation when the outboard accommodation ladder was submerged after being left unattended.
- Fishing vessels contravening Colregs Rule 10 in the Dover Straits.
- Security concerns when fishing vessels distract the crew at the stern of a vessel whilst others try to board from the bow.
- Port authority's commercial decision to remove a night watchman but they failed to address safety concerns due to an inadequate risk assessment.
- Single persons were working in the engine room at night when in UMS mode.
- Rags burning adjacent to the incinerator.
- Whilst commissioning an incinerator, six people were trapped inside the incinerator room due to the strong vacuum (negative pressure) in the room.
- Fire sensors detected small flame and sparks being emitted from a spare battery that was stored in the battery locker.
- When reviewing reporter's incident reports for causal factors, the use of the Human Element still has a long way to go!

CHIRP Maritime has been nominated for Safety4Sea award please vote for us here: <https://www.safety4sea.com/2017-safety4sea-awards/>

**The influence of CHIRP Maritime continues to expand.**

The 2016 Annual Digest of reports has been endorsed by the IMO Secretary General, this and accompanying videos are available to download from <https://www.chirpmaritime.org/digest-2016/>

If you enjoyed reading this edition please submit your own confidential report online, by Desktop PC, Laptop, Mobile Phone or Tablet. Use our online reporting programme and upload up to 6 MB of photographs, video or audio files with the report. All photographs of bad design and hazardous events are of particular interest to CHIRP. [www.chirpmaritime.org](http://www.chirpmaritime.org)

To Access Maritime FEEDBACK 48 go to:-

<https://gallery.mailchimp.com/0ac34fe894c8a3bbba3c7ce19/files/93a5a548-c694-450f-963e-799258e6aebc/CHIRPMFB48digital.pdf>

To access [Video Broadcast 7](#) based on the reports published in Maritime FEEDBACK 47

**Perhaps try out our web search facility**

Type in a word of your choice and see if this subject has been discussed in a past edition of Maritime FEEDBACKChirp 7 youtube

<https://www.youtube.com/watch?v=q8jr4vgH-EQ&feature=youtu.be>

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**Our mailing address is: Centaur House, Ancells Business Park, Ancells Road, Fleet, GU51 2UJ**

## SAIL 3<sup>rd</sup> Quarter Advice Update

ADVICE AREA	SUBJECT	WHAT'S HAPPENING
Debt	Personal debt at record highs	Unsecured borrowing topped £200 billion for the first time since 2008. County Court Judgements were also at a 10 year high. If you have budgeting or debt concerns please get in touch with SAIL. We can give free help.
Retirement age	More work before retiring	If you're between 39 and 47 the government said you'll have to work 1 year longer to get a state pension.
Money	Old £1 coins and new £10 note	The old £1 coin will stop being legal tender on Sunday 15 <sup>th</sup> October. After that you won't be able to use them in shops but your bank will still exchange them. A new plastic £10 note will enter circulation on September 14 <sup>th</sup> .
Scams and cold callers		The wide variety of scams and cold calling techniques continues to get a lot of press. If you're the victim please contact us for advice.
Debt	Unplanned overdraft charges	Lloyds announced a new simpler charging system for unplanned overdrafts – 1p per day per £7. The FCA may demand reforms on overdraft charges from all banks.
Benefits	More problems with Universal Credit	UC started in 2013 and will eventually replace many working age benefits including Tax Credits. There remain many problems with it, including delays, communication problems and increased rent arrears.
Money	Pension pots	A study by the FCA has found taking lump sums from pension pots early has become "the new norm".
Insurance	Car insurance premiums rising	Average car insurance premiums have gone up by 11% in the past year.
Benefits	Help for mortgage payments to end	Currently some low-income households get a Support for Mortgage Interest payment. From 5 <sup>th</sup> April 2018 this will be replaced by a loan. Around 50% of those affected are over retirement age.

If you need any more information or support please call SAIL free on 0800 160 1842 – thank you.





### **Somali pirates- back for good?**

Apparently Somali pirates are back, or so some news headlines have recently read – but in reality piracy never left Somalia, incidents just dramatically decreased as a result of protection measures and pirates in other parts of the world drew more attention. It's probably fair to say that for as long as there have been ships, there have been pirates and this is unlikely to ever change. There is a fear that Somali piracy may be back as a result in the scaling down of the protections measures in the area. That is the subject of this week's blog: Piracy was already prevalent in the ancient world – Homer makes reference to it in both the Iliad and the Odyssey, but even before late antiquity there was evidence of ancient pirates such as the Illyrians and the Tyrrhenians. A particularly famous female pirate of this time was Queen Teuta of Illyria who reigned from approximately 231 BC to 227 BC. During the Elizabethan era, the government issued 'letters of marque' to certain pirates, this licensed them to legally plunder enemy ships – Sir Francis Drake was one of these privateers. Modern piracy is not confined to a single geographic region, incidents occur worldwide. MO tends to change regionally e.g. Somalian piracy traditionally focused on holding the vessel ransom, whilst West African piracy appears to have mainly focused on cargo theft and crew kidnappings and ransom demands. The ICC maintains a map of live piracy incidents worldwide. It can be accessed [here](#). There were 191 piracy incidents reported in 2016. The Aris 13 (March 2017) was the first successful hijacking by Somali pirates since 2012. If a ship moves through a high-risk area (HRA), as identified by the Joint War Risks Committee or a relevant mutual insurer, additional cover in the form of War Risks is needed. **Source: UK P&I Club**

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### **Two Houston Pilots Win IMO Bravery Award**

Two Houston pilots, **Capt. Michael G. McGee** and **Capt. Michael C. Phillips**, have been selected by IMO for the 2017 Award for Exceptional Bravery at Sea. The award provides international recognition for mariners who risk their lives and display outstanding courage in attempting to save life at sea or in attempting to prevent damage to the marine environment. IMO says that the men will be recognized for the role they played in preventing a major tragedy after their vessel suffered an engineering casualty, allided with two dolphins and burst into flames. The incident occurred shortly after midnight on September 6, 2016, when Captain McGee and Captain Phillips were piloting the tanker Aframax River in the Houston Ship Channel. An engine failure resulted in a loss of control and led to the ship striking two mooring dolphins. A fuel tank ruptured, causing a spill of diesel fuel that quickly ignited, and the ship was engulfed in flames of up to 200 feet high. The fire quickly spread across the channel, threatening other tank ships and nearby waterfront facilities, and enveloped the area in thick toxic smoke. At great risk to their own lives, both pilots remained on the bridge of the ship during the fire. Captain McGee managed to maneuver the stricken vessel away from surrounding ships and facilities. Captain Phillips coordinated communications and firefighting efforts with the United States Coast Guard and local fireboats. The fire was out after 90 minutes, and McGee piloted the tanker to a berth with tugboats' assistance. **Captain McGee** and **Captain Phillips** were nominated for the award by the International Maritime Pilots' Association (IMPA) and were selected by an IMO panel from among dozens of contenders. They will receive their awards at the IMO Assembly in London in November. Eight runners-up will receive commendations, and the IMO said that all mariners involved in migrant rescue missions will receive certificates of special recognition. **Source : MAREX**

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### **ASIA PACIFIC: THIRTEEN DETAINED OVER SUSPECTED ILLEGAL MARINE FUEL TRANSACTIONS IN SINGAPORE** Written by Rhys Berry

The Police Coast Guard (PCG) says the arrests, which relate to two apparently separate cases, concern the illegal sale of marine gasoil (MGO). On 30 July, the PCG arrested eight men, aged between 26 and 54, for the illegal sale of 20 metric tonnes (mt) of MGO fuel at the sea off Jurong Shipyard following a tip off. PCG officers followed up and conducted investigations on a Singapore registered tugboat with eight crew members onboard. It was revealed that the crew members had sold the fuel, which has a market value of S\$12,840 (\$9,422), to the crew of another foreign registered tugboat. .... **Source: bunkerspot**

### **Is the shipping industry on the brink of a technological revolution?**

To survive and stay competitive in the current economic climate shipping companies must find innovative ways of working by embracing modern technology. In a complex industry known for being conservative and slow to adapt to new technologies, are companies aware of the possibilities? Outside the industry technology is causing the biggest shake up of processes and ways of working since the industrial revolution and shipping companies are beginning to understand its potential. Global management consultants McKinsey recently highlighted: “Over the past few years, rapid technological advances in digitisation and data and analytics have been reshaping the business landscape, supercharging performance and enabling the emergence of new business innovations and new forms of competition and business disruption.” Many technologies used in other sectors can be applied to shipping. There is now a huge opportunity to accelerate the digital transformation of the shipping industry. Technology enables shipping companies to optimise the management of their entire fleet, automate processes, increase their business performance, improve operational efficiencies and drive down costs. We see enormous potential for further progress driven by technology. Already, there’s been commitment from the industry to bring the internet on board and make it available constantly. This will bring great advances in terms of real-time data exchange, integrating the fleet directly into all processes and enabling operators to gain a 360 ° overview of all events that are happening within their fleet. This is a major step forward. Currently most ships are hardly integrated into the internal processes of the companies. As an industry with such complex management processes, this lack of ability to collaborate and poor visibility of operations is risky and can lead to decisions and forecasts being made based on minimal information. But even without the option for constant internet connection on board – the use of modern management solutions, potentially cloud-based ones which offer one central source of information for the office and the fleet is already bringing great benefits in terms of improved data and information exchange, as well as reduction of communication expenditures. There will also be great advances in terms of data analysis. Starting in 2018, the new EU MRV regulation will become effective. This will force shipping companies to monitor a variety of parameters. This also marks the first step towards actual performance management and should lay the foundation for an increase in the use of data analytics, leading to better predictions for optimal routes, fuel consumptions and the maintenance of machinery. The result will be a massive saving of costs.

Other potential game changers include mobility and cloud-technology, which are expected to have a significant impact on the way shipping companies operate in the future. There have been considerable advances in these fields. The benefits of using cloud technology, as well as mobile devices, are numerous. They include the ease of data access and the availability of information regardless of time or location. Additionally, the cloud makes it much easier to integrate external systems and processes, through interfaces (APIs), e.g. web hooks into each other. The cloud is being embraced by some of the world’s leading shipping companies who are taking advantage of increasingly affordable and accessible cloud platforms to implement smarter, faster and more effective processes. Companies like Peter Döhle KG or Norddeutsche Reederei H. Schuldt already trust in modern cloud-based software to manage and monitor their fleets. They could already achieve increased efficiency as well as improved data quality within a short amount of time. Having up to date and reliable information available in real time supports better decision making, helps companies reduce costs, increases the return on investment and drives economies of scale from a single ship to the fleet. Often for the first time, shipping company employees, external agencies and crews at sea can work collaboratively and share up to date, critical business information and manage all their processes efficient, accurate and reliable.

The technological revolution within the shipping industry is already underway for these early adopters.

It’s expected that more companies will follow their lead over the next few years in a bid to gain competitive edge and ensure their long-term survival and profit. **Source: By Alexander Buchmann, Managing Director of Hanseaticsoft GmbH, Article Arranged on Behalf of Hellenic Shipping News Worldwide ([www.hellenicshippingnews.com](http://www.hellenicshippingnews.com))**

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**Belgium, France ordered by EU to end tax breaks for ports**

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## Cunard, Princess Cruises Offer First Same-Sex Weddings At Sea

by Daniel McCarthy

A historic ruling by Bermuda's Supreme Court has opened the door to a brand new option for couples wanting to get married at sea. In May, the Bermuda Supreme Court ruled that denying a marriage license for same-sex couples violated the country's Marriage Act of 1944 and its Human Rights Act, effectively making same-sex marriage legal in Bermuda. With the ruling, any cruise ship registered in the Bahamas will be able to offer same-sex marriage ceremonies to its guests. Three Carnival Corp. brands have committed to offer the option starting next year—Cunard, P&O Cruises and Princess Cruises. British P&O Cruises will hold its first ceremony on Azura in the Caribbean next January, becoming the first cruise line in the U.K. to offer same-sex weddings at sea. P&O packages start at £1,200 per person. Because U.K. law still doesn't allow marriage ceremonies to be executed at sea, couples from the U.K. who opt for the option will be issued a Bermudan marriage certificate (P&O's fleet, aside from **Britannia**, are all registered in Bermuda). Cunard, a popular choice for weddings with more than 250 couples married on its ships over the past five years, will also offer same-sex weddings performed by its ship captain on its three iconic ships—**Queen Mary 2**, **Queen Victoria** and **Queen Elizabeth**.



The **QUEEN VICTORIA** in Gibraltar – Photo : Francis Ferro (c)

The Cunard Wedding at Sea package includes the ceremony with floral arrangements, a copy of the marriage certificate, invitations, thank

you notes, champagne for after the ceremony, a photographer and the help of Cunard's onboard wedding coordinator. "Cunard is proud to become among the first cruise lines to offer same-sex marriages at sea," said Josh Leibowitz, senior vice president, Cunard North America. Princess Cruises, which doesn't have a date set for its offerings, said in a statement that it intends to begin offering same-sex ceremonies on its Bermuda-registered ships. "We are currently working on developing a range of services and amenities to meet the needs of same sex couple ceremonies and will release full information on these shortly."

**Source: travelmarketreport**

## MV Rena banned from Australian ports

The Australian Maritime Safety Authority has banned the Bahamas flagged bulk carrier MV Rena from Australian ports for six months after the ship repeatedly failed to pay outstanding wages and maintain a safe workplace for its crew. On 30 June AMSA received a complaint from the International Transport Workers Federation alleging the crew had not been paid their total wages for several months. AMSA conducted a Port State Control inspection when the ship arrived at Hay Point in Queensland on 6 July. Upon completion of the inspection AMSA issued the ship with a number of serious deficiencies. The emergency generator, lifeboat and safety management system deficiencies presented a clear risk to the health and safety of the crew, the ship and Australia's marine environment. Failure to pay crew their total wages is a clear and unacceptable breach of the Maritime Labour Convention 2006. AMSA takes a strict approach to Port State Control in Australia, and these deficiencies were serious enough to warrant immediate detention of the ship at Hay Point. The ship had also been detained by AMSA earlier this year in February at Port Adelaide for a number of serious deficiencies, including crew working excess hours. The MV Rena remained detained at Hay Point for 29 days until AMSA and the vessel's flag state (Bahamas) received evidence that the crew had been paid their outstanding wages on 3 August. **Source: Portnews**

*Italy Seizes NGO Rescue Boat in Lampedusa*



**Maersk operated container ship collided with tug-pushed vessels, 9 people missing By : Mikhail Voytenko**



File photo of the **MERCOSUL SANTOS**

Manaus Port. Details of the accident yet unknown and unclear – not clear what happened to tug, one of barges or pontoons said to break free, drifting, some got stuck under **MERCOSUL SANTOS** bow.

**Reference:** Mercosul Line said to be sold to CMA CGM, as per news dated June 14, but according to AIS data, vessels are still operated by Maersk.

Container ship **MERCOSUL SANTOS**, IMO 9356153, dwt 35236, capacity 2478 TEU, built 2009, flag Brazil, manager MAERSK LINE A/S. **source : Maritime Bulletin**

Maersk operated container ship **MERCOSUL SANTOS** collided with a tug pushing several barges on Amazon river between ports of Juruti and Obidios, Para State, Brazil, at around 4030 LT Aug 2. There were 11 people on board of tug and barges or ferry pontoons, only 2 were rescued, 9 went missing. SAR under way. **MERCOSUL SANTOS** was brought to anchor near collision site, she was sailing upstream to



Photo : Marcelo Vieira ©

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**Safety Alert - Important SSB-HF Communications**

**Know your high seas comms equipment and how to use them. You just might save your own life when in trouble offshore!**

Recent inquiries by Coast Guard Marine Inspectors indicate that a large number of vessel operators and ship masters continue to rely on outdated high seas communications frequencies when communicating with the United States Coast Guard. This Safety Alert reminds all mariners of the appropriate use of Single Side Band High Frequency (SSB-HF) radios when attempting to contact the Coast Guard outside the normal range of Very High Frequency-Frequency Modulation (VHF-FM) marine radios. It is important to note that the Coast Guard discontinued monitoring the SSB-HF frequency of 2182 KHz over four years ago; nevertheless, many mariners continue to attempt to contact the Coast Guard using this frequency. Also, many mariners attempt to contact the Coast Guard using their EPIRBs, cell phones, SAT phones, and even NOAA weather electronics. Each of these communications devices has its own limitations and specific functional capabilities. SSB-HF communications offer a greater transmission range when other options are not available. SSB-HF radios equipped with digital selective calling (DSC) are capable of triggering an alert at Coast Guard Communications Command and are an especially reliable means for initiating communications with the Coast Guard during distress situations. The Coast Guard keeps watch on the Global Maritime Distress and Safety System (GMDSS) SSB-HF frequencies 4125, 6215, 8291 and 12,290 kHz in place of the old international radiotelephone distress frequency 2182 kHz. More detailed information on the SSB-HF and HF DSC frequencies on which the Coast Guard keeps watch for distress and safety purposes are listed here:

<https://www.navcen.uscg.gov/?pageName=cgcommsCall>. Questions or comments concerning Coast Guard HF distress, safety and broadcast services may be sent to the Coast Guard Communications Command at [COM-DG-M-CWOWatchstanders@uscg.mil](mailto:COM-DG-M-CWOWatchstanders@uscg.mil).

This safety alert is provided for informational purpose only and does not relieve any domestic or international safety, operational, or material requirements. Developed by Marine Inspection SME Sector Mobile and the Office of Investigations and Casualty Analysis. Questions or comments regarding this Safety Alert may be sent to [HQS-PF-flidr-CG-INV@uscg.mil](mailto:HQS-PF-flidr-CG-INV@uscg.mil).

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### **Propaganda v Truth by abandonment1**

**During the Second World War, propaganda was a weapon almost as important as guns. On both sides, terrible stories were spread, making it easier to see the people on the Other Side as the enemy.**

In the summer of 1942, British newspapers had reported that German uBoats had opened fire on lifeboats. However, in reality there were many stories of humane kindness shown to survivors by ordinary German sailors.

After the sinking of the *Richmond Castle*, the German UBoat commander, Captain Dierksen, shared rations with the crew in the lifeboats. Survivors were given field dressings, bread, butter and even cigarettes - vital supplies in 1942! Dierksen even promised to send out an SOS on behalf of the survivors, who hadn't been able to send a message themselves before the *Richmond Castle* sank.

In September, another submarine crew showed humanity in dreadful circumstances. The *Laconia* was a converted passenger liner carrying Italian prisoners of war, Polish troops, injured British soldiers and 87 women and children. On 12 September she was sailing off the East Coast of Africa, heading towards Britain.

A little after 8pm, U-156 fired two torpedoes, landing direct hits on the *Laconia*. In accordance with Birkenhead Drill regulations, women and children were given first access to the lifeboats. But with the ship listing on its side, many lifeboats could not be launched and there were dreadful stories of babies falling into the sea. Others boats were launched so quickly that the bungs were not plugged in and water seeped through the bottom, quickly sinking them.

The UBoat captain, Werner Hartenstein, heard the shouts of the Italian prisoners, German allies, and returned to rescue them. Then he realised there were women and children in the water too. He gave the order to rescue everyone, and his crew quickly began pulling people onto the UBoat. There wasn't enough room, so uninjured survivors were left in the lifeboats, which were tied to the sides of the submarine. By the end of the rescue, there were nearly 200 survivors onboard the submarine and 1300 in lifeboats. Hartenstein sent a radio message to the British, requesting help with the rescue. But the message did not get through and an American B52 attacked, dropping bombs that hit the lifeboats, killing dozens. The captain had no choice but to submerge the submarine. The survivors onboard had to swim for the lifeboats.

Most of the survivors were soon picked up by ships from Vichy France, although two were missed and many in those boats died. Of 2725 on board the *Laconia*, only 1500 survived the sinking.

**This month there will be talks on the subject of German U-boat actions in WWII and on the Birkenhead Drill. Check the [Events page](#) for details.** Written by SNiF

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### **Maritime Monday for August 7th, 2017: Chips Ahoy**

[http://gcaptain.com/maritime-monday-august-7-2017/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3AGcaptain+%28gCaptain.com%29&goal=0\\_f50174ef03-196e315359-139894965&mc\\_cid=196e315359&mc\\_eid=4c72dd3685](http://gcaptain.com/maritime-monday-august-7-2017/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3AGcaptain+%28gCaptain.com%29&goal=0_f50174ef03-196e315359-139894965&mc_cid=196e315359&mc_eid=4c72dd3685)

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### **Destroyer sailor missing, presumed overboard in the South China Sea**

**By: David B. Larter**

A sailor from the destroyer **STETHEM** is missing in the South China Sea, U.S. Pacific Fleet confirmed Tuesday, triggering a search-and-rescue operation inside the contested waters. The sailor was reported missing at 9 a.m. local time on Tuesday. The Japan Maritime Self-Defense Force destroyer Sazanami and helicopter carrier Izumo were assisting in search-and-rescue efforts early Wednesday morning local time, U.S. Pacific Fleet said. Joint Personnel Recovery Center Hawaii is also assisting in the search. This is the second major search-and-rescue effort in the Asia-Pacific region this summer. The first one in June ended after a 50-hour search off Okinawa, only to discover days later the missing sailor had been hiding in the engineering spaces. The Navy lost a sailor earlier in June off the cruiser **NORMANDY** off the coast of North Carolina.

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### **GoPro: Hellenic Coast Guard Rescues Crew from Sinking Superyacht**

[http://gcaptain.com/gopro-hellenic-coast-guard-rescues-crew-from-sinking-superyacht/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3AGcaptain+%28gcaptain.com%29&goal=0\\_f50174ef03-c3a4be5550-139894965&mc\\_cid=c3a4be5550&mc\\_eid=4c72dd3685](http://gcaptain.com/gopro-hellenic-coast-guard-rescues-crew-from-sinking-superyacht/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3AGcaptain+%28gcaptain.com%29&goal=0_f50174ef03-c3a4be5550-139894965&mc_cid=c3a4be5550&mc_eid=4c72dd3685)

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### **The Flying P Liners**



One of the most famous square-rigged merchant sailing vessels of Germany has arrived back in home waters: The picture shows the „PAMIR“ at the Peters-Werft at Wewelsfleth near Hamburg where she will undergo a major refit to become a museum vessel in the Port of Hamburg. She will be put back into her 1927-condition to resemble her life as one of the so-called “Flying-P-Liners”, sailing vessels of the F. Laeisz Reederei renowned for their reliability and speed, all starting with a “P” in their names. The dyke in the foreground nicely resembles an imaginary waterline of the deeply laden vessel...

Photo : Dr. Lars Stemmler bremenports GmbH & Co. KG (c)

*I hope I am still around & able to visit her when the refit is complete*

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### **ICS PUBLISHES NEW PERSONAL TRAINING AND SERVICE RECORD BOOK FOR SEAFARERS**

The International Chamber of Shipping (ICS) has published a new edition of its widely used Personal Training and Service Record Book, to help qualified seafarers and their employers maintain a comprehensive record of training and seagoing service. “Good record keeping of training and seagoing experience is essential to support a seafarer’s career at sea, and it is vital that shipping companies and seafarers are able to use a standard international book.” said ICS Director of Policy, Simon Bennett. He added “This new edition of the ICS record book, which includes a record of participation in drills, will also help during port state control inspections and when seafarers seek to revalidate their certificates, as well as supporting shipping companies’ ISM Code processes.” The revision of the ICS book coincides with the end of the transitional period for the 2010 Manila Amendments to the IMO STCW Convention, and takes full account of the latest STCW requirements as well as developments such as the entry into force of the ILO Maritime Labour Convention. This latest ICS book, which is for use by all grades of qualified seafarers, supplements a series of ICS training record books for trainee officers and ratings, in both the deck and engine departments, which have been used by tens of thousands of seafarers worldwide. In order to encourage their widespread use, the new edition of the ICS Personal Training and Service Record Book can be purchased by employers from maritime booksellers for as little as UK £5 a copy.

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### **Teekay Offshore announces two newbuilding shuttle tankers**

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**Drunk Ship Captain Arrested in New Zealand** August 7, 2017 by [Mike Schuler](#)

The 200-meter MV Shansi is flagged in Singapore. Photo: MarineTraffic.com / Dexter

A New Zealand court has sentenced a British ship captain to pay a \$3,000 fine after authorities found him to be more than five-times the legal alcohol limit when his ship arrived at Northport, NZ on Friday. Anthony Michael Baker, the captain of the multi-purpose cargo ship Shansi, was arrested after harbor pilots boarded the vessel upon its arrival in Whangarei Harbour on Friday morning and reported to authorities that the master smelled like alcohol.



An officer with Maritime New Zealand along with police officers boarded the vessel to conduct a breathalyzer test, during which Baker blew an ‘exceptionally high’ 1,345 micrograms – more than five times the legal limit of 250 micrograms – and placed Baker under arrest.

The Whangarei District Court on Monday fined Baker \$3,000 for exceeding the alcohol limit for a seafarer.

Maritime NZ’s Northern Regional Manager, Neil Rowarth, said the alcohol conviction is a strong warning and reminder to seafarers that “safety is paramount”, and that if you are over the

alcohol limit you will be prosecuted.

“The master is legally responsible for their ship and all on board, and must be able to carry out their duties safely,” Rowarth said. “A shipping accident can have tragic and widespread consequences. It endangers the crew, seafarers on other ships, and the environment – it can do serious damage to local economies and communities.

“Alcohol impairs judgment and increases the risk of accidents. Where we find seafarers over the limit, we will take action.”

Anthony Michael Baker, who is 53, is from Devon in the United Kingdom.

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**WATCH: 38,000-Tonne ‘Mariner A’ Topside Installed Off Scotland – 7 Minutes**

[http://gcaptain.com/watch-38000-tonne-mariner-a-topside-installed-off-scotland/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3AGcaptain+%28gcaptain.com%29&goal=0\\_f50174ef03-52cdd2b3a2-139894965&mc\\_cid=52cdd2b3a2&mc\\_eid=4c72dd3685](http://gcaptain.com/watch-38000-tonne-mariner-a-topside-installed-off-scotland/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3AGcaptain+%28gcaptain.com%29&goal=0_f50174ef03-52cdd2b3a2-139894965&mc_cid=52cdd2b3a2&mc_eid=4c72dd3685)

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**Injured crew member rescued from ship in Carrick Roads by RNLI lifeboat and Coastguard helicopter**

An injured crewman has been airlifted to hospital after falling over on board a ship off Falmouth. The incident happened just before 10am on Thursday. The coastguard received a 999 call from the 160 metre cargo vessel which was moored in the Carrick Roads to say someone had fallen and been injured. Falmouth Coastguard Rescue Team, Falmouth RNLI lifeboats and the UK Coastguard search and rescue helicopter based at Newquay were sent to the scene, alongside the South West Ambulance Service. The casualty was airlifted to hospital by the Coastguard helicopter. No details of his condition have been released at present. **Source: Cornwalllive**

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**Norwich Greenpeace protests BP’s plan to drill at Amazon reef**

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## Crystal takes delivery of river cruise ship By Michelle Baran



**Photo : Martin Lochte-Holtgreven (c)**

Crystal River Cruises took delivery of the **CRYSTAL BACH** on Thursday. It is the first of the river cruise ships the company has built from the ground up. The vessel was delivered to Crystal by the MV Werften shipyard during a handover ceremony in Wismar, Germany. The 106-passenger **CRYSTAL BACH** is scheduled to sail its maiden voyage on Aug. 13, after which it will sail cruises on the Rhine, Main and Danube

ivers. It is the first of four new ships that Crystal calls its **Rhine-class river yachts**. The Bach's launch follows last year's launch of the **CRYSTAL MOZART**, a former Peter Deilmann river cruise ship that Crystal purchased and transformed from a 203-passenger vessel into a 160-passenger one. The **CRYSTAL BACH** features 53 suites, all with balconies and all located above the waterline -- most river cruise ships feature some cabins that are partially below the water line with smaller porthole windows just above the water. There are walk-in closets in all the suites. The vessel was built to have multiple dining venues, a Palm Court with a dance floor and a glass-domed roof, a library, a fitness center, a spa, and sporting equipment onboard such as electric bicycles, kayaks and water scooters. The **CRYSTAL BACH** will be followed by the launch of the **CRYSTAL MAHLER** in September and the **CRYSTAL DEBUSSY** and **CRYSTAL RAVEL** in 2018. **Source : Travel Weekly**

*There is no truth in the rumour that the Crystal Bach is to be registered in Newport, Gwent.*

## More Alaska cruise ship visitors in the forecast for 2018

More tourists will come to Alaska next summer on cruise ships. Research by Wells Fargo Securities predicts about 6 percent growth from this summer's number, which is a little more than a million passengers. The company projects growth from 5 to 10 percent in other markets around the world. The numbers are based on capacity, not tickets booked Cruise Line International Association-Alaska President John Binkley said they're following the money. "Most of these are publicly traded companies, so they're looking at where they can take these assets, the ships, and move them to the destination where they're able to get the best return on investments for their shareholders," he said. "Right now, Alaska is popular and people want to travel to Alaska. So that allows them to charge a little higher price, because there's a high demand." Binkley said factors include Alaska-based Reality TV shows, interest in the Arctic and strong marketing. He also said many tourists consider the state to be safe and secure. "Some geopolitical problems around the world in some areas cause people to want to go to a domestic location that's exotic, like Alaska, rather than a foreign destination where the perceived safety might be in question," he said. Binkley expects growth to continue into the 2019 season, though he doesn't have the numbers yet. The Wells Fargo study projects 6 percent market growth worldwide in 2018, the same as in Alaska. More and larger ships are driving the boom. Australia will have even more capacity, as will Europe, excluding the Mediterranean. The Caribbean and China are expected to see lower growth. **source : KRBD**

## Woman with head injury transported from Carnival cruise ship off Galveston

**By Keri Blakinger** A Coast Guard air rescue saved an injured woman aboard a Carnival cruise ship near Galveston Thursday night. Sometime before 7 p.m. the cruise ship **CARNIVAL VALOR** called in a report of a 30-year-old woman who had fallen and injured her head. The Coast Guard flew out to the ship, 10 miles east of Galveston, and hoisted the woman into an MH-65 Dolphin helicopter. She was rushed to the University of Texas Medical Branch in Galveston in stable condition. **Source: Chron**

## Crews find unlikely stowaway aboard container ship

A container ship from San Diego arrived in Honolulu on Tuesday morning with an unlikely visitor on board: A small bat. “Even one small animal, like this bat, can introduce diseases to Hawaii that may pose threats of disease to humans, as well as other animals and native species,” said Scott Enright, chairperson of the Hawaii Department of Agriculture. The brown and black bat was found and captured by the Pasha Hawaii ship crew and officials from the department were called to the scene. Tissue samples of the bat were sent back to the mainland to inspect for potential diseases – specifically rabies. “We appreciate the sharp eyes and swift action taken by the Pasha Hawaii crew,” said Enright. As one of the only remaining rabies-free states, the state Agriculture Department takes special precaution against illegal and invasive species. The Western pipistrelle, about three inches long, can usually be found in the United States and Mexico. **source : hawaiinewsnow**

## Cyber Threats Prompt Return of Radio for Ship Navigation

August 7, 2017 by [Reuters](#)



By Jonathan Saul LONDON, Aug 7 (Reuters) – The risk of cyber attacks targeting ships’ satellite navigation is pushing nations to delve back through history and develop back-up systems with roots in World War Two radio technology. Ships use GPS (Global Positioning System) and other similar devices that rely on sending and receiving satellite signals, which many experts say are vulnerable to jamming by hackers.

About 90 percent of world trade is transported by sea and the stakes are high in increasingly crowded shipping lanes.

Unlike aircraft, ships lack a back-up navigation system and if their GPS ceases to function, they risk running aground or colliding with other vessels.

South Korea is developing an alternative system using an earth-based navigation technology known as [eLoran](#), while the United States is planning to follow suit. Britain and Russia have also explored adopting versions of the technology, which works on radio signals.

The drive follows a series of disruptions to shipping navigation systems in recent months and years. It was not clear if they involved deliberate attacks; navigation specialists say solar weather effects can also lead to satellite signal loss.

Last year, South Korea said hundreds of fishing vessels had returned early to port after their GPS signals were jammed by hackers from North Korea, which denied responsibility.

In June this year, a ship in the Black Sea reported to the U.S. Coast Guard Navigation Center that its GPS system had been disrupted and that over 20 ships in the same area had been similarly affected.

U.S. Coast Guard officials also said interference with ships’ GPS disrupted operations at a port for several hours in 2014 and at another terminal in 2015. It did not name the ports.

A cyber attack that hit A.P. Moller-Maersk’s IT systems in June 2017 and made global headlines did not involve navigation but underscored the threat hackers pose to the technology dependent and inter-connected shipping industry. It disrupted port operations across the world.

The eLoran push is being led by governments who see it as a means of protecting their national security. Significant investments would be needed to build a network of transmitter stations to give signal coverage, or to upgrade existing ones dating back decades when radio navigation was standard.

U.S. engineer Brad Parkinson, known as the “father of GPS” and its chief developer, is among those who have supported the deployment of eLoran as a back-up.

“ELoran is only two-dimensional, regional, and not as accurate, but it offers a powerful signal at an entirely different frequency,” Parkinson told Reuters. “It is a deterrent to deliberate jamming or spoofing



Photo: [Shutterstock.com](#) /  
Zoya\_Yakovleva

(giving wrong positions), since such hostile activities can be rendered ineffective,” said Parkinson, a retired U.S. airforce colonel.

#### **KOREAN STATIONS**

Cyber specialists say the problem with GPS and other Global Navigation Satellite Systems (GNSS) is their weak signals, which are transmitted from 12,500 miles above the Earth and can be disrupted with cheap jamming devices that are widely available.

Developers of eLoran – the descendant of the loran (long-range navigation) system created during World War II – say it is difficult to jam as the average signal is an estimated 1.3 million times stronger than a GPS signal.

To do so would require a powerful transmitter, large antenna and lots of power, which would be easy to detect, they add.

Shipping and security officials say the cyber threat has grown steadily over the past decade as vessels have switched increasingly to satellite systems and paper charts have largely disappeared due to a loss of traditional skills among seafarers.

“My own view, and it is only my view, is we are too dependent on GNSS/GPS position fixing systems,” said Grant Laversuch, head of safety management at P&O Ferries. “Good navigation is about cross-checking navigation systems, and what better way than having two independent electronic systems.”

Lee Byeong-gon, an official at South Korea’s Ministry of Oceans and Fisheries, said the government was working on establishing three sites for eLoran test operations by 2019 with further ones to follow after that.

But he said South Korea was contending with concerns from local residents at Gangwha Island, off the west coast.

“The government needs to secure a 40,000 pyeong (132,200 square-meter) site for a transmitting station, but the residents on the island are strongly opposed to having the 122 to 137 meter-high antenna,” Lee told Reuters.

In July, the United States House of Representatives passed a bill which included provisions for the U.S. Secretary of Transportation to establish an eLoran system.

“This bill will now go over to the Senate and we hope it will be written into law,” said Dana Goward, president of the U.S. non-profit Resilient Navigation and Timing Foundation, which supports the deployment of eLoran.

“We don’t see any problems with the President (Donald Trump) signing off on this provision.”

The previous administrations of Presidents George W. Bush and Barack Obama both pledged to establish eLoran but never followed through. However, this time there is more momentum.

In May, U.S. Director of National Intelligence Daniel Coats told a Senate committee the global threat of electronic warfare attacks against space systems would rise in coming years.

“Development will very likely focus on jamming capabilities against ... Global Navigation Satellite Systems (GNSS), such as the U.S. Global Positioning System (GPS),” he said.

#### **SPOOFING DANGERS**

Russia has looked to establish a version of eLoran called eChayka, aimed at the Arctic region as sea lanes open up there, but the project has stalled for now.

“It is obvious that we need such a system,” said Vasily Redkozubov, deputy director general of Russia’s Internavigation Research and Technical Centre.

“But there are other challenges apart from eChayka, and (Russia has) not so many financial opportunities at the moment.”

Cost is a big issue for many countries. Some European officials also say their own satellite system Galileo is more resistant to jamming than other receivers.

But many navigation technology experts say the system is hackable. “Galileo can help, particularly with spoofing, but it is also a very weak signal at similar frequencies,” said Parkinson.

The reluctance of many countries to commit to a back-up means there is little chance of unified radio coverage globally for many years at least, and instead disparate areas of cover including across some national territories and shared waterways.



The General Lighthouse Authorities of the UK and Ireland had conducted trials of eLoran but the initiative was pulled after failing to garner interest from European countries whose transmitters were needed to create a signal network.

France, Denmark, Norway and Germany have all decided to turn off or dismantle their old radio transmitter stations.

Britain is maintaining a single eLoran transmitter in northern England.

Taviga, a British-U.S. company, is looking to commercially operate an eLoran network, which would provide positioning, navigation and timing (PNT).

“There would need to be at least one other transmitter probably on the UK mainland for a timing service,” said co-founder Charles Curry, adding that the firm would need the British government to commit to using the technology.

Andy Proctor, innovation lead for satellite navigation and PNT with Innovate UK, the government’s innovation agency, said: “We would consider supporting a commercially run and operated service, which we may or may not buy into as a customer.”

Current government policy was “not to run large operational pieces of infrastructure like an eLoran system,” he added. (Additional reporting by Terje Solsvik in Oslo, Jacob Gronholt-Pedersen in Copenhagen, Yuna Park in Seoul, Gleb Stolyarov in Moscow, Sophie Louet in Paris, Madeline Chambers in Berlin and Mark Hosenball in London; Editing by Pravin Char)

(c) Copyright Thomson Reuters 2017.

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## **Russian Convoys Club 21 - Our First Publication (Newsletters 1-8) we hope you love it!!!**

Hello All!

We are so excited that our first 8 newsletters are now available to buy online. In full colour, this is a 46 page publication (with a few extra photographs).

Here is the link to view and buy - click on 'preview' for a glimpse at a few pages -

<http://www.lulu.com/shop/anna-c-mckessock/russian-arctic-convoys-club-c21-newsletters-1-8/paperback/product-23273682.html#productDetails>

All newsletters are still available for free and we will continue to email these out.. so if you got this email, yes, you are still on the email list!!!

We hope you like our very first publication - any questions please just ask!!!

Anna

The Russian Arctic Convoys Club 21st Century [www.russianconvoys.club](http://www.russianconvoys.club)

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## **MHI Vestas Turbine Catches Fire at Østerild Test Centre**

An MHI Vestas V164 wind turbine has caught fire at the Østerild – National Test Centre for Large Wind Turbines in Denmark. The turbine caught fire on Friday evening, 4 August. Local fire fighters allowed the fire to burn itself out as the available equipment could not reach the flames at the height of 140 metres.

No one was injured in the incident the causes of which will now be investigated.”We are grateful that no one was injured. The fire brigade was called immediately and secured the area around the turbine. The cause of the fire is now being investigated. We do know that the prototype was being started up, and therefore not in operation, at the time of the incident. This will not affect our construction and installation timetables,” a spokesperson for MHI Vestas said. The Technical University of Denmark (DTU), the operator of the Østerild Test Centre, has yet to respond to inquiries made by Offshore WIND. The information on the test centre’s web site lists the recently launched 9.5MW unit as the only version of the MHI Vestas V164 model currently being tested at the site. **Source: offshorewind**

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## Lessons Learnt: Stowaway Incident - Date: 02/08/2017 – UKP&I Club

**Vessel Type: Bulk Carrier**

### Incident description

The vessel was scheduled to call at two West African ports for cargo operations. At the first port of call, all operations took place without any untoward incident. However, shortly after berthing alongside at the second port of call as preparations were underway to commence cargo discharge, the crew found two stowaways who had been hiding inside the deck crane pedestals. The vessel's master immediately informed the relevant authorities and the P&I Club local correspondent. The stowaways were promptly disembarked and repatriated two days later with the efficient assistance of the correspondent and the vessel's local agents. Although no delay in departure was incurred, the local authorities imposed a fine on the vessel and Owners were also exposed to various costs associated with the processing and repatriation of the stowaways.



### Analysis

The vessel's crew had carried out a stowaway search both before and after departure from the first port of



call. However, no stowaways were discovered during either of these searches. Questioning of the stowaways revealed that they had secreted themselves in small open topped casings inside the crane pedestals as seen in the accompanying image below. The crew had completely overlooked these spaces during their stowaway searches. The stowaways also alleged that they were assisted in hiding in that location by members of the stevedoring gang who had access to and were familiar with the cranes. In this case, the vessel and Owners were very fortunate that the stowaways could be removed from the vessel shortly after their discovery. If the authorities had refused disembarkation, the stowaways could

potentially remain on board for weeks or even months. When this occurs, a considerable psychological, operational and financial burden is placed on both the crew and ship owner until their eventual removal.

### Lessons Learnt

- Members with ships bound to ports with an established risk of stowaways should take stringent precautions to prevent unauthorised boarding in accordance with ISPS requirements
- The ship staff should endeavour to monitor stevedore numbers and movements on board. Stowaways are often able to board and conceal themselves with the active assistance of stevedores
- It is essential that diligent stowaway searches are carried out by the crew prior to departure, including all dark and difficult to access areas
- Members may also consider assistance from specialised external search teams before leaving port

### Tug-boat captain calls lifeboat to reach wife in labour



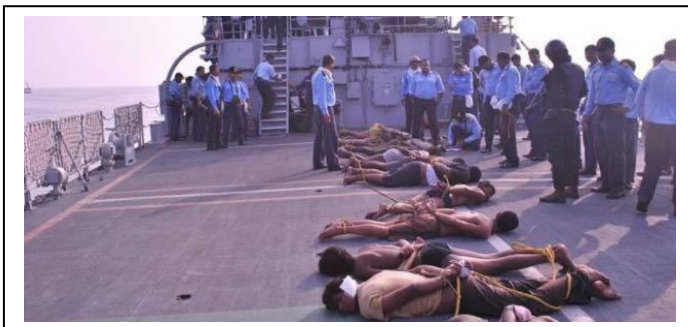
**The boat was not due to dock until last Sunday - but the captain's wife went into labour early**

A lifeboat crew came to the rescue of a tug-boat captain trying to get to his wife who had gone into early labour. The crew at **Sea Palling** were called in to help the skipper of the **GPS BATTLER** off the coast of Norfolk on Thursday night. The boat was too big and seas too choppy for the 90-tonne tug to come ashore. Grateful skipper **Ben Bath** was whisked back to the mainland and home to Kent - where his wife is still in labour. The lifeboat crew was on a routine training

exercise in the North Sea when the Coastguard got in touch and asked if they could help. "We got a message saying, 'Stand-by, this is not an exercise'," **Mark Skerrett** from Sea Palling Lifeboat said. The Kent-based boat was nearing the end of a 10-day shift retrieving debris when the captain was told his wife was in labour - several days before her due date - and three days before the tug was due to dock. "The boat wasn't in trouble, but this poor man needed to get off and back on to shore to get to his wife," Mr Skerrett said. "Everything was safe, it was just a matter of working out how we were going to logistically get him off." They also had to get a replacement captain on board the tug, so had to make two trips. "It was a bit of a strange one and quite a difficult task as conditions were so choppy," Mr Skerrett added. The tug's skipper was then driven home to Kent by his employer. However, after all the drama, his company **GPS Marine** said Mr Bath's wife had not yet had her baby and they were all still waiting. **Source : BBC**



### Somali Pirates Sentenced to Six Months Plus Time Served



On Friday, a court in Mumbai sentenced the 15 alleged pirates from the Prantalay 14 hijacking to six months in prison plus time served. The Somali nationals were accused of taking control of the Prantalay, a Thai fishing boat, for use as a pirate mother ship. In January 2011, the accused attempted to board a merchant ship off the coast of Kerala, 1,400 nm from Somali shores. The vessel sent a distress call and the Indian Navy and Indian Coast Guard responded. 10

of the 25 pirates aboard the boat died during the firefight that followed, a skirmish known in India as the "Battle of Minicoy Island." The 15 surviving Somali nationals were detained and accused of kidnapping, kidnapping for ransom (a separate offense), attempted murder and arms-related charges. They were acquitted of kidnapping for ransom because the former hostages could not be brought before the court to substantiate the charges. The accused were found guilty on the remaining charges and sentenced seven years and a small fine. As they had spent six and a half years in jail while their case proceeded through Indian courts, the men only have six months left to serve. They will be deported to Somalia after they have completed their terms. "The offenders have been given a lesson that in India there is rule of law and that the offenders are brought to justice," Special public prosecutor Ranjeet Sangle told the Times of India. "From 2011, since the pirates were arrested, the entire piracy operation in the western waters of India has come down . . . now, I believe that it will go down to zero." Sentencing awaits for an additional 103 alleged pirates who were detained by Indian forces in 2011, the peak year for Somali piracy in the western Indian Ocean. **Source: MAREX**



### **Captain had week to prepare for berthing, 'should have been sober', harbourmaster says**

A captain charged after allegedly trying to berth his ship while drunk had been sitting off the coast for nearly a week, waiting to come ashore. The 53-year-old captain of the **SHANSI** a 40,000 tonne logging ship, was charged following the incident at Northport, near Whangarei, on Friday. Police were called in to help after a pilot helping to dock the ship suspected the captain to be under the influence of alcohol. Northland regional harbourmaster Jim Lyle said the pilot "noticed that all was not okay and there was a problem that could affect the safety of the ship". The pilot reported the problem to Lyle, who contacted Maritime New Zealand. The captain – an Englishman from Devon – blew an "exceptionally" high reading when breath tested by police. The limit for a seafarer is 250 micrograms of alcohol per litre of breath. Any higher readings can incur a 12 month term of imprisonment or a \$10,000 fine. The captain appeared in the Whangarei District Court on Saturday and was remanded on bail. Lyle said the Shansi had been at anchor, waiting to berth, for nearly a week before the incident. That was "quite a long time" to wait, but it depended on availability at the port, he said. "Whilst the ship had been waiting for a week, the ship was told it was due to come into Northport on Friday, so the captain should have been sober." A crew was on board but the ship was empty. It was due to come into port to load some cargo, Lyle said. Spokespeople from Maritime New Zealand, Northport and the Whangarei police all said they could not go into any further detail about the matter while it was before the courts. The **SHANSI** is owned by The China Navigation Company Limited, also known as Swire Shipping. It is a merchant shipping company based in Singapore. A company spokesman said its regulations prohibited any seafarer from "navigating or operating any ship's equipment under the influence of alcohol". The spokesman also would not comment further while the matter was before the courts. **Source : Stuff**

### **Man dies and two feared dead after boat sinks in English Channel**

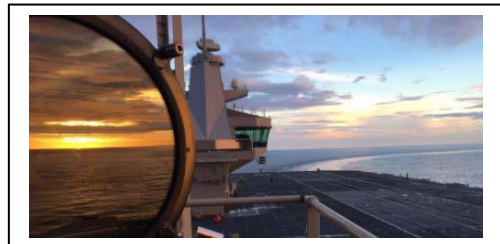
**A rescued man was found in the water by a fishing vessel two miles from Shoreham's harbour.**

A major search and rescue operation was launched after the vessel went down off Shoreham in West Sussex in the early hours of Sunday. The alarm was raised shortly before 6am when a fourth man was discovered by a fishing boat crew "clinging to a buoy", two miles west of the town's harbour, the Coastguard said. It is thought the survivor, a 45-year-old from London believed to be Romanian, could have been in the English Channel for several hours. He was rushed to shore and taken to hospital suffering from the effects of the cold. Matt Pavitt, the Maritime and Coastguard Agency's south east coastal operations area commander, told the BBC: "Anybody that spends that length of time, numerous hours potentially, in the sea without any protective equipment – at this time of year it's a nice day but the sea is still cold – is very, very lucky to be alive." Up to 15 boats and ships, aided by two coastguard helicopters from Lydd and Lee-on-Solent, were involved in the search before it was suspended early on Sunday afternoon. They included lifeboats from Shoreham and Brighton and some 10 vessels from the nearby Rampion offshore wind farm. Coastguard Rescue Teams from Shoreham and Littlehampton were also involved. Coastguard controller Andy Jenkins saying: "Following an extensive search of the area using multiple assets nothing further has been found at this time so the decision has been made to suspend the search pending further information. Mr Pavitt said it would look into suggestions that the men's boat, thought to have set off from Brighton Marina with four people aboard, collided with another vessel, but it was too early to confirm what happened. He said that whatever did occur had been very quick, as "there was no distress call, no one raised the alarm until the chap was found this morning", at around 5.50am. A Sussex Police spokesman said: "It is believed that he was with three other men on a boat out of Brighton Marina. The body of one man has been recovered from the sea and brought ashore by Coastguard helicopter. "A search of sea and coastline is under way to find any survivors." "It is thought that the boat may have left Brighton Marina around midnight and the incident may have happened a couple of hours later, but the facts are not clear at this time." **Source : belfasttelegraph**

*MeThinks there is more to this story?*



## HMS Queen Elizabeth likely to enter Portsmouth for the first time on 18th August



There are very strong indications that the future flagship of the Royal Navy, **HMS QUEEN ELIZABETH** will be arriving in her home port of Portsmouth on the morning of **Friday 18th August**. This is not a certainty as the ship still has further trials to complete and other factors such as the weather could change the plan. The Aircraft Carrier Alliance that constructed the ship had originally scheduled an approximately 11-week sea trials period, which began when

she sailed for the first time on 26th June. Despite the issues with the propeller shafts that required 2 weeks alongside in Invergordon, other aspects of the trials are reportedly proceeding very well and ahead of schedule. Original estimates given out earlier this year had said she might arrive in the Autumn but better progress has been made than initially anticipated. Harbour dredging operations and the construction of the Princess Royal Jetty, where the **Queen Elizabeth class** carriers will berth in Portsmouth, are all complete. Inshore survey craft, **HMS GLEANER** was recalled early from her planned work in Jersey and has been conducting a bathymetric survey of the harbour seabed and the Spithead anchorages. Her measurements will provide confidence that there is the adequate depth of water for a ship that has a draught of 11 m. Additional extra contractors have been brought in to Portsmouth Naval Base in the last few weeks to ensure shoreside facilities needed for the ship are ready, slightly earlier than had been expected. Although nothing like as restricted as her departure from the basin at Rosyth, entry into the narrow mouth of Portsmouth harbour is also dependent on weather and tidal conditions. In the event of high winds, she may have to anchor in the Solent and await the right opportunity. High tide on the 18th of August is around 9.30am so expect the ship to pass the Round Tower at about that time. When **HMS QUEEN ELIZABETH** arrives in Portsmouth it will be another landmark moment for the Royal Navy and its centrepiece aircraft carrier programme. Portsmouth City Council and the Police have been considering arrangements for this event for some time as large crowds are expected. Official sources are understandably reluctant to commit to a specific date and want to manage expectations. They will only say she will arrive "in the next few weeks". Final confirmation of her arrival time will probably only be given out at relatively short notice. **Source : Save the Royal Navy**

**Please note, like all naval shipping movements, this plan could easily change and is subject to operational, technical or weather considerations.**

## Young girl airlifted from Carnival cruise ship after falling from balcony

**By: William Johnson**

According to KHOU.com, a 3-year-old girl is recovering after falling from a balcony on a Carnival cruise ship. The **CARNIVAL BREEZE** cruise ship left from Galveston, Texas bound for the Bahamas. On its return trip, a little girl fell from her room's balcony onto another part of the ship below. On Friday, the Coast Guard responded to calls from the ship about the girl, and dispatched a **UH-60 Jayhawk helicopter**. She was airlifted to a Tampa, Florida hospital with injuries to her face. According to KHOU.com, the Carnival cruise line issued a statement: "I can confirm that yesterday afternoon on board the cruise ship **CARNIVAL BREEZE**, a three-year-old child fell from her stateroom balcony to an outdoor deck area one level below. She was in stable condition on board the vessel and was airlifted to Tampa as a precaution. Our CareTeam has been providing assistance and support to the family." The ship has resumed its course and will be back in Galveston by Sunday. **Source: bigcountryhomepage**

## Ferry Rescues Passengers from Boat Sinking Near Alcatraz

**Authorities say a ferry veered from its route to rescue 10 people off a sinking boat near Alcatraz Island.** Authorities say a ferry veered from its route to rescue 10 people off a sinking boat near Alcatraz Island. The U.S. Coast Guard says it received a mayday call from a sinking 31-foot Chris-Craft recreational boat Thursday night after the vessel apparently struck a rock near the former prison island and began taking on water. **Source: USnews**

### **Mumbai court sends 16 Somali pirates to 7 years in prison**

A court sentenced 16 Somali pirates to seven years in jail for hijacking a fishing vessel which had sailed from Iran in 2011 and taking its Iranian and Pakistani crew hostage “Sessions judge J C Jagdale sentenced the accused to seven years in jail for conspiracy, attempt to murder, kidnapping and offences under Unlawful Activities Prevention Act,” said special public prosecutor Ranjeet Sangle. The court also imposed a fine of Rs 14,000 on each of them, while directing the government to deport them to Somalia after they serve their prison terms. The judge, however, acquitted them of the charges of ‘kidnapping for ransom’ (for which the maximum punishment is death), murder and offences under the Arms Act. Indian naval ship **Suvarna**, on anti-piracy patrol off the coast of Lakshadweep, was informed on March 26, 2011 that **Maersk Kensington**, a merchant vessel, was attacked by pirates operating from **MV Morteza**, a hijacked vessel, and two skiffs. **INS Suvarna** rushed to the spot and directed the pirate vessel to stop engines. However, the pirates opened fire. The retaliatory fire by the Navy led to a blaze on **MV Morteza**. The Navy rescued its crew members — 12 Iranians and four Pakistanis — and took 16 Somali pirates into custody. **MV Morteza** had set sail from Chah Bahar in Iran with 18 crew members. It was hijacked near Seychelles and taken to Somalia by the pirates, who rigged it up as a ‘mother vessel’ for launching piracy attacks. The crew were kept captive on board, and witnessed several piracy attempts, the prosecution said. One of the crew members committed suicide due to torture by the pirates, while another was shot dead by the pirates when **INS Suvarna** was approaching it. The Navy and the Indian Coast Guard had nabbed a total of 120 pirates between January and March 2011. All of them were handed over to the Yellow Gate police in Mumbai, and tried in a court here. One of them died during the trial. All others pleaded guilty. On August 2, the court had sentenced 15 pirates to seven years’ imprisonment. Judgements in remaining two cases are awaited. **Source: India**



Except for the person who sent this in,  
Does anyone recognise where this photo was taken ... No prizes, Just memories.

## **Fatigue**

### **Introduction**

Working at sea is a 24/7/365 occupation. The ship never sleeps and seafarers work in shifts to make sure that the ship is safe and on course to deliver to a tight port schedule. Working long hours is part of life at sea, but the Mission is very clear that seafarers must be allowed proper rest periods according to the regulations laid down in the Maritime Labour Convention (2006).

### **Maritime Labour Convention (2006): Regulation 2.3 Hours of work and rest**

Under the Maritime Labour Convention (2006) hours and work and rest are set out in Standard A2.3 Hours of work and hours of rest.

Each Member acknowledges that the normal working hours' standard for seafarers, like that for other workers, shall be based on an eight-hour day with one day of rest per week and rest on public holidays. However, this shall not prevent the Member from having procedures to authorize or register a collective agreement which determines seafarers' normal working hours on a basis no less favourable than this standard.

In determining the national standards, each Member shall take account of the danger posed by the fatigue of seafarers, especially those whose duties involve navigational safety and the safe and secure operation of the ship.

The limits on hours of work or rest shall be as follows:

(a) maximum hours of work shall not exceed:

- (i) 14 hours in any 24-hour period; and
- (ii) 72 hours in any seven-day period; or

(b) minimum hours of rest shall not be less than:

- (i) ten hours in any 24-hour period; and
- (ii) 77 hours in any seven-day period

Hours of rest may be divided into no more than two periods, one of which shall be at least six hours in length, and the interval between consecutive periods of rest shall not exceed 14 hours.

Musters, fire-fighting and lifeboat drills, and drills prescribed by national laws and regulations and by international instruments, shall be conducted in a manner that minimizes the disturbance of rest periods and does not induce fatigue.

When a seafarer is on call, such as when a machinery space is unattended, the seafarer shall have an adequate compensatory rest period if the normal period of rest is disturbed by call-outs to work.

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## **Moroccan sailor's family calls for intervention over kidnap by Nigerian pirates**

The family of a Moroccan merchant navy officer abducted by Nigerian pirates in the Gulf of Guinea issued an appeal to the government to intervene amid silence surrounding the kidnapping of the crew of a Panamanian navy ship, a week ago. Independent news website Hespress reported on Monday that it has received an appeal letter from the family of one of the two kidnapped Moroccan officers, one a captain and the second an engineer. In the letter the family demanded that the Moroccan authorities intervene through the Foreign Ministry and the Ministry of International Cooperation with the Nigerian authorities to rescue the men and start negotiations with the kidnappers. In its first reaction the Moroccan government confirmed that it was following the matter, the report said. It quoted the Moroccan government spokesman, Mustapha al-Khaliji, making a statement in which no new details had been disclosed. Last week, Moroccan and Nigerian media outlets reported that unidentified pirates had intercepted a vessel carrying the Panamanian flag about 15 nautical miles southwest of the island of Bonny, operating for a Congolese maritime shipping company "Two Moroccan merchant navy officers are among the crew of a ship targeted by an act of piracy in Nigerian waters on 31 July," Casablanca-based, Moroccan privately-owned website Le360 reported on August 2. Contacted by Le 360, a source from the Moroccan Royal Armed Forces [FAR] confirmed the information, adding that it was indeed civilian sailors and not members of the FAR. "In recent days, Nigerian pirates have killed 31 people of different nationalities in five similar incidents reported to the country's authorities," both websites said in their reports. **Source : Alarabiya**

## Kea Trader oil removed, containers next by Martyn Wingrove



Oil is being removed from stricken container ship **KEA TRADER**, which crashed into a Pacific Ocean reef in July. Adverse sea conditions have made it impossible to remove the onboard fuel direct to barge, so the salvors have to use tanks and a helicopter. Ship operator Lomar Shipping said heavy fuel was being pumped into tanks, which were then being helicoptered off

of **KEA TRADER** and onto nearby barge, **CHASSELOUP**. **KEA TRADER** is stuck on the Durand Reefs in New Caledonia. A spokesman for Lomar said this operations should be completed by the end of this week. At least half of the 750 tonnes of heavy fuel oil has either been removed or consumed on board.

Salvors at **Ardent Oceania Salvage** have oil spill prevention measures and equipment remain on site ready to rapidly deploy anti-pollution apparatus, should this be needed. Once the heavy fuel oil has been removed, extraction of the 756 containers on **KEA TRADER** can begin. A larger helicopter will be drafted in for these removals. Of the 756 containers, 553 were being carried empty for onward cargo shipments, said Lomar Shipping. The ship operator said a detailed plan for re-floating the vessel was being finalised and could be enacted once the containers were removed. Up to 40 specialist personnel from various companies are now directly involved, with a fleet of vessels supporting activities on site. These are being supported by naval architects, marine environment and other salvage expertise **KEA TRADER**, a Malta-registered 2,194 teu container ship, remains in a stable position on the reef. The 25,293 dwt ship was launched in January 2017 at the Guangzhou Wenchong Shipyard in China. It was en route from Papeete, in French Polynesia, to Nourmea, the capital of New Caledonia. It is not yet known the cause of the accident, but investigations are underway. **Source : .tugtechnologyandbusiness**

## Should The Jones Act Be Repealed?

[http://gcaptain.com/jones-act-repealed/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29&goal=0\\_f50174ef03-117a63c9c9-139894965&mc\\_cid=117a63c9c9&mc\\_eid=4c72dd3685](http://gcaptain.com/jones-act-repealed/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29&goal=0_f50174ef03-117a63c9c9-139894965&mc_cid=117a63c9c9&mc_eid=4c72dd3685)

## Crew injured on deck in heavy weather - Date: 09/08/2017 – Source:- UK P&I Club

**Vessel Type: Bulk Carrier**

### Incident description

This fully laden bulk carrier was on passage in the Mediterranean Sea during winter. The bosun and a cadet were instructed to wash down the vessel's main deck and hatch covers of cargo dust which had accumulated during the previous cargo loading operation. The wind at this time was logged as SE Beaufort force 7 with sea state described as very rough. Whilst the seamen were handling the hose on the starboard side, a wave was shipped onto the main deck, sweeping them heavily against the adjacent cargo hold hatch coamings. Both sustained multiple injuries requiring the vessel to deviate to land the seamen ashore for urgent hospital treatment.

### Analysis

The seamen were very lucky to escape with their lives in this case and additionally fortunate that the vessel was not remote from shore medical facilities. They could very easily have become fatalities by their injuries and/or lost overboard. In the weather conditions described, it should have been fully anticipated that heavy seas could be shipped on deck, particularly on a loaded, low freeboard vessel. To have performed a low priority task such as washing down in these circumstances was reckless and should never have been permitted by the vessel's command.



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**Lessons Learnt**

- No seafarers should be permitted on deck in conditions that the master considers adverse weather unless necessary for the safety of the ship, crew or the safety of life at sea
- Where possible, work on deck should be delayed until conditions have improved or deferred until the next port of call
- If work on deck in adverse weather is considered absolutely necessary, a full risk assessment and permit to work should be completed for work on deck in heavy weather
- Seafarers required to go on deck in adverse weather should wear a lifejacket suitable for working in, a safety harness which can be attached to deck lifelines and full personal protective equipment
- The bridge watch should also be informed in advance with the deck party and bridge maintaining visual and radio contact.
- Consideration should be given to altering the vessel's course and/or speed to alleviate the vessels motion and reduce the probability of seas being shipped on deck

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**Business is Business! - Black Bras, Size 38**

A Chinese guy goes into a Jewish-owned establishment to buy black bras, size 38. The Jewish store keeper, known for his skills as a businessman, says that black bras are rare and that he is finding it very difficult to buy them from his suppliers. Therefore, he has to charge \$50.00 for them.

The Chinese guy buys 25 pairs.

He returns a few days later and this time orders fifty.

The Jewish owner tells him that they have become even harder to get and charges him \$60.00 each.

The Chinese guy returns a month later and buys the store's remaining stock of 50, and this time for \$75.00 each.

The Jewish owner is somewhat puzzled by the large demand for black size 38 bras and asks the Chinese guy, "...please tell me - What do you do with all these black bras?"

The Chinese guy answers: "I cut them in half and sell them as skull caps to Jewish men for \$200.00 each."

**....and this is why the Chinese own us!**

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*That's all from me now folks.*

*Good Health, Fair Winds and Calm Seas. Take Care.*

*Yours Aye,  
Malcolm*

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