

Hi Shipmates,

Please find below more snippets of information since circular #2018-01 published 5th January 2018.

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

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MNA Slop Chest, CLOSED

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

M T Sanchi

The davits are still up...the boats have burnt away. A stark reminder of the perils of the seas, even in today's times. We hope the lessons learned in this accident will help us strengthen our barriers against such calamities.



RIP 32 brothers at sea!



**TODAY WE NEED YOU
TOMORROW YOU MAY NEED US**
PLEASE DONATE TODAY
www.merchantnavyfund.org

Hospital ship sunk in Bristol Channel a century ago

One hundred years ago this month (January 4) the sinking of a hospital ship by an infamous German U-boat commander caused outrage across Britain. Wilhelm Werner broke international law when he fired on HMHS REWA, killing four seafarers and causing the vessel to sink into the Bristol Channel, 19 miles off Hartland Point. The REWA - which had served in the Gallipoli campaign - was transporting walking wounded from Malta to Wales when it was torpedoed. The ship took two hours to sink, which gave those on board time to get into lifeboats. The survivors arrived in Swansea, where they received support from international maritime charity the British and Foreign Sailors' Society. Reverend R.G. James, one of the charity's support workers in Wales at the time, helped organise the support efforts and said: "This occurrence has emphasised tremendously to the people of this town and district the realities of the dangerous and hazardous occupations of our seafaring men. "Many onlookers were seen to weep bitterly as the patients were brought through our streets." Between 1 January 1917 and June 1918, the British and Foreign Sailors' Society helped 32,890 survivors of torpedoed vessels. The charity, which is now called Sailors' Society, still supports seafarers affected by trauma at sea. Its CEO, Stuart Rivers, said: "This horrific event is one of the many examples of merchant seafarers paying the ultimate sacrifice. "A century on, Sailors' Society is still supporting the world's 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 a number of atrocities, including deliberately drowning 38 of the SS BELGIAN PRINCE crew six months prior to sinking the REWA. Werner was also accused of murdering the crew of the SS TORRINGTON but fled to Brazil under a false name before he could be tried. He returned to Germany in 1924. Two years later, proceedings against him were dropped, which enabled 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.



The **SCHELDEBANK** riding high along the Dutch coast during the storm
Photo : Flying Focus Aerial Photography www.flyingfocus.nl ©

Port of Southampton Announces New Harbour Master

Source : porttechnology

Captain Martin Phipps is retiring, and the new Harbour Master is Captain Phil Buckley.

A new Harbour Master is at the helm at the Port of Southampton in the UK, with responsibility for one of the busiest waterways in the world. Captain Phil Buckley assumed responsibility from January 3, 2017, when Captain Martin Phipps retires after 28 years at the port and seven years as Harbour Master.

Van Speijk Intercepts 1600 Kilos of Cocaine



The naval ship Hr. Ms. VAN SPEIJK has intercepted 1600 kilos of cocaine in the Caribbean. The drugs were transported on board a merchant ship that was en route to the Dominican Republic. It was the second drug seizure for Van Speijk in two weeks. On Christmas Day, the helicopter of

the naval ship discovered the suspect ship sailing under the Tanzanian flag. A team from the American Coast Guard then boarded the ship to search it. That did not yield anything in the first place. The ship was chained in Santo Domingo in the Dominican Republic. In new searches, the drugs were found on New Year's Eve in a space between the fuel tanks. The ship, the drugs and passengers were transferred to the officers in the Dominican Republic. Van Speijk is currently conducting anti-drug operations in the Caribbean Sea. On 22 December, the naval ship intercepted 550 kilos of cocaine on board of a speedboat. Source : curacaochronicle



A fantastical ship has set out to seek Malaysian Airlines flight 370

A swarm of submarine drones will scour the depths for the plane ON JANUARY 2nd, at 8pm local time, a strange vessel weighed anchor and sailed out of the Port of Durban, in South Africa, heading east. Her



hull was orange. Her superstructure bristled with antennas—some long and pointy, some sleek, white and domed. Her stern sported a crane and also a strange gantry, known to her crew as the “stinger”. Her bow looked so huge and ungainly as to be on the point of tipping her, nose first, into the depths. And below deck, invisible to the casual observer, she carried eight autonomous submarines called HUGINs, each six metres long, weighing 1,800kg, and containing a titanium sphere to protect the sensitive electronics therein from the pressure of the ocean’s depths. The strange ship’s name is SEABED CONSTRUCTOR. She is a Norwegian research vessel, built in 2014 and owned by Swire Seabed, a dredging and surveying firm in Bergen. At the moment, though, she is leased to Ocean Infinity, a company based in Houston, Texas. And the task Ocean Infinity has hired her for is a hard

one: to find whatever is left of flight MH370, a Boeing 777-200ER that left Kuala Lumpur on March 8th 2014 with 239 people on board and vanished over the Indian Ocean. The disappearance of MH370 is one of the great mysteries of modern civil aviation. The aircraft was bound for Beijing, but changed course suddenly over the South China Sea and broke off radio contact. It was last detected by radar near the northern tip of Sumatra, heading west-north-west into the open ocean. Subsequent connections to a communications satellite suggested that it crashed somewhere along an arc 1,500km west of Australia. The search that followed was the largest in aviation history. It was mounted by Fugro, a Dutch firm, and paid for by the Malaysian, Chinese and Australian governments. Over the course of three years Fugro managed to scan 120,000 square kilometres of seabed. But it found nothing. The plan is for Ocean

Infinity's search to be paid for, on a "no find, no fee" basis, by Malaysia alone. Contracts have yet to be signed, but Oliver Plunkett, Ocean Infinity's boss, has decided to go ahead anyway, to take advantage of the window of good weather that opens in the southern Indian Ocean in January and February. Ocean Infinity aims to cover the ground much faster than Fugro did. In prior cruises in the Atlantic, the firm has, according to Josh Broussard, its technical director, managed to scan 890 square kilometres a day using six autonomous submarines. With eight, Mr Broussard thinks that the new mission will be able to manage 1,200 a day—enough to have covered the original search area in just 100 days. The new search area, 25,000 square kilometres of sea floor chosen by investigators from the Australian Transport Safety Bureau (ATSB), is just north of the old one (see map). Fugro could infer MH370's crash site only from its final, rather shaky, communication signals. Ocean Infinity's effort has been guided as well by wreckage washed ashore on the coasts of Madagascar, Mozambique and Réunion—hence the more northerly starting point. Seabed Constructor will reach the starting-point of the search, about 35°S off the coast of Western Australia, on or about January 17th, her crew having conducted a few final tests and calibrations of the HUGIN system en route, using remote-controlled robots to place dummy debris on the sea floor in order to see if the subs can find it. If searching the patch of ocean designated by the ATSB reveals nothing, then the ship will head further north, towards the 30th parallel, which some independent experts believe is a better bet. Fugro's search used but a single autonomous submarine, and this was unable to dive below 4,000 metres, meaning it was not always close to the seabed. The HUGINs carried by SEABED CONSTRUCTOR can, however, go as deep as 6,000 metres. That permits them to reach most of the sea floor comfortably. And the fact that there are eight of them means different areas can be searched in parallel, and that some submarines will always be at sea. The HUGINs will be launched by the stinger, which extends out over the ship's stern. Once underwater, the robot craft will communicate with the ship using an acoustic modem. The ship's own modem, which will receive these signals, is fixed to the end of a long pole that extends down through her hull into the water. Each HUGIN comes with a 300kg lithiumpolymer battery pack, good for a tour of duty lasting up to 60 hours. A downward-pointing sonar will map the contours of the seabed beneath the craft, but most of the searching will be done by side-mounted sonars scanning the bed on either side of the craft. These send out pings and measure the intensity with which they are reflected. Sand reflects less sound than metal does, meaning metal objects such as aircraft debris are easy to distinguish. And if something apparently metallic is detected, its nature can be confirmed using an on-board magnetometer. The HUGINs' search patterns are set by people, but the craft will actually navigate with little reference to their mother ship. Every so often, the ship will send out a corrective ping to keep them on course. Mostly, however, they will *(be)* employing dead reckoning, based on data from accelerometers, to steer themselves autonomously. They are also capable of picking their way without assistance over sheer underwater cliffs and mountains, past crevices and gullies, using on-board cameras and machine-vision software. After its tour of duty, a HUGIN will be lifted back onboard ship and the data it has collected (up to two terabytes, recorded on a waterproof hard drive) downloaded into the ship's data centre and turned into human-readable maps, a process that takes six hours. The HUGIN's battery will be replaced with a fully charged one, any necessary repairs made, and the craft then sent back out into the ocean. A team of geologists and hydrographers will then pore over the maps, looking for signs of the missing plane. Surprisingly, for such a high-tech operation, this stage of the search will be entirely manual. Every block of sea floor that the HUGINs map will be examined by three sets of human eyes. Together, this survey team will come up with a list of possible targets, ranked from "E" to "A" ("nothing" to "that's it"), to present to their bosses. If the data look good, a HUGIN will be sent down for a second, closer look, cameras at the ready. What happens next, if Ocean Infinity does locate what is left of the missing aircraft, is unclear. Friends and relatives of those aboard it will doubtless find relief from knowing where the flight ended up. But merely finding the wreckage will not explain what happened on board the plane. That will require the discovery of the aircraft's flight recorder. That object is therefore Ocean Infinity's ultimate target. If the firm finds it on this mission, Mr Broussard says they plan to bring it to the surface and then deliver it for analysis to the Australian authorities, who have the technical competence to assess it. A follow-up trip to examine the wreckage, and even bring it to the surface, would require further authorisation from the Malaysian government. SEABED CONSTRUCTOR is the most advanced civilian survey vessel on the planet today. If its array of technology cannot find

MH370, then it is likely that nothing will, and that the mystery of MH370 may never be solved. Either way, though, the advance of technology may mean that it is the last such mystery. As the oceans are watched with ever closer scrutiny, from space and the depths, it is increasingly difficult for anything to get lost in the first place. Source : Economist

Orkney ferry workers vote for industrial action

Unions say Orkney ferry workers are paid about 10% less than counterparts in other services.

Orkney ferry workers have voted to take industrial action as part of a long-standing pay dispute. The vote was carried out by the seamen's union Nautilus International. They are seeking a 3.2% pay increase and an extra seven days of annual leave for members working for Orkney Ferries. Independent research indicates they are paid about 10% less than those working for similar ferry companies. The action will not include a strike and further negotiations are under way. The RMT union announced similar action by its members in Orkney last month. National ferry organiser for Nautilus International Micky Smyth said: "We have attempted to resolve this matter amicably, but to no avail so far. "We therefore urge the company to think very seriously about the emphatic results of this ballot and to revert with meaningful proposals to address the concerns of our members." Orkney Islands Council said the industrial action "presents a considerable challenge" and that "there is the risk of service disruption". A spokesperson added: "We remain committed to positive dialogue with the unions. But we have made clear we are unable to close the pay gap unless the council receives fair funding from the Scottish government for Orkney's internal ferries service, something which the council is continuing to work hard to achieve." Source : BBC

British Royal Navy's HMS Prince of Wales floated out



The British Royal Navy's second Queen Elizabeth-class aircraft carrier, the future HMS Prince of Wales, has been floated for the first time. The undocking of the vessel was carried out ahead of schedule after being originally planned later this year. "The 65,000t navy vessel is currently undergoing fitting out activities in Rosyth, Scotland." UK Defence Procurement Minister Harriett Baldwin said: "This is an important moment in the monumental programme to build these two

magnificent ships. "I would like to thank the 10,000 people from across the UK who have helped us make such progress during 2017 on both HMS QUEEN ELIZABETH and HMS PRINCE OF WALES " The 65,000t navy vessel is currently undergoing fitting out activities in Rosyth, Scotland. Its generators and gas turbines are slated to become operational for the first time by mid-2018. HMS Prince of Wales is scheduled to carry out its sea trials in 2019 with a total of 679 crew members. The aircraft carrier was officially named during a ceremony in Rosyth in September last year. Its christening ceremony took place three weeks after HMS QUEEN ELIZABETH first entered its home port of Portsmouth as part of its maiden sea trials programme. The navy's Queen Elizabeth-class ships are being built by the Aircraft Carrier Alliance comprising BAE Systems, Babcock, Thales and the UK Ministry of Defence (MoD). Source : naval-technology

Chinese Ships Fly Foreign Flags to Dodge N.Korea Sanctions

El Faro Audio Transcript (52 minutes duration)

<https://www.youtube.com/watch?v=9jUAlzssI9I>

Helensburgh RNLI lifeboat crew rescues same boat twice in three days

By : Danielle Lappin

THE crew of Helensburgh's RNLI lifeboat were called to the aid of the same fishing vessel twice in three days last week. The lifeboat launched at 1.40pm on Wednesday, December 27 following a report of a fishing boat adrift at the entrance to the Holy Loch. Once on scene the lifeboat crew attached a tow and took the fishing boat to the nearby Holy Loch Marina, before returning to their base at Rhu Marina. However, a second call followed at 10.28am on Friday, December 29 after the UK coastguard received a report that a small commercial fishing boat had broken down at the mouth of the Holy Loch. As the nearest vessel able to assist was 40 minutes away it was agreed that the Helensburgh lifeboat would be launched to assist. The lifeboat was launched at 10.45am and located the stricken fishing boat, which had three people on board and was suffering from engine problems, off Strone Point. Once again the vessel was towed to Holy Loch Marina and tied up alongside before the lifeboat returned to Rhu, where it was ready for service again at 12.35pm. source: helensburghadvertiser

Fury as HMS Ocean is sold to Brazil amid Rosyth job crisis By : Martin Hannan



HMS Ocean is being sold to Brazil for £84m just more than two years after it was refitted for £65m HMS OCEAN departing from Haifa during her last voyage Photo : Peter Szamosi (c) THE Westminster Government's decision to sell off the Royal Navy's most recent flagship HMS OCEAN to Brazil could directly affect workers at Rosyth Dockyard who are anxiously awaiting news of more contracts to maintain workforce numbers. Owners

Babcock announced 250 redundancies at Rosyth shortly before Christmas but said work could be transferred from its Devonport operation if the Ministry of Defence approved it, with finance proving a major stumbling block. The news of the sell-off comes as it was confirmed in the US that three more Boeing P-8 maritime reconnaissance aircraft have been ordered by the RAF and will be based at Lossiemouth. Nine will be based at Lossiemouth and the news confirmed that with three more on the order books, a total of five confirmed orders — costing more than £500 million — have been placed. It was revealed by the UK Defence Journal that HMS OCEAN is being sold to Brazil for a reported £84m just more than two years after the amphibious assault vessel was refitted at a cost of £65m. The Royal Navy's largest ship currently on active service — the Rosyth-assembled HMS QUEEN ELIZABETH aircraft carrier will not be fully operational until 2020 — is based at Devonport Naval Base where the dockyard is rivalling Rosyth for new contracts. The National revealed last month that work on the refitting of the engines of Type 45 destroyers and the scheduled refit of ocean survey vessel HMS SCOTT could be withheld from Rosyth because naval personnel based around Devonport are reluctant to relocate to Fife Richard Hardy, national secretary for Scotland for the Prospect union, said at the time: "On behalf of those members facing a bleak Christmas at the risk of redundancy, Prospect is more than disappointed at this decision by the MoD, which seems to be based on crew convenience, rather than any sensible economic or workload metrics." Finance was always a greater issue, however, and the sale of HMS OCEAN suggests that money could now be available to enable the work on HMS SCOTT and the much larger contract to refit the Type 45 engines to be done at Rosyth. The sale of HMS OCEAN, which cost £150m when she was launched in 1995 after being mostly built at the then Kvaerner yard on the Clyde, is proving controversial not least because she is the Navy's largest vessel capable of delivering helicopter support. Labour's shadow defence secretary Nia Griffith said: "Hugely disappointing if this turns out to be true, HMS OCEAN undergoes a refit, then sold for just £84 million. "Government have refused to engage on issue of amphibious capability for months. Tories talk a good game but they're consistently hollowing out our defence capabilities." Source : The National

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sonar will map the contours of the seabed beneath the craft, but most of the searching will be done by side-mounted sonars scanning the bed on either side of the craft. These send out pings and measure the intensity with which they are reflected. Sand reflects less sound than metal does, meaning metal objects such as aircraft debris are easy to distinguish. And if something apparently metallic is detected, its nature can be confirmed using an on-board magnetometer. The HUGINs' search patterns are set by people, but the craft will actually navigate with little reference to their mother ship. Every so often, the ship will send out a corrective ping to keep them on course. Mostly, however, they will employ dead reckoning, based on data from accelerometers, to steer themselves autonomously. They are also capable of picking their way without assistance over sheer underwater cliffs and mountains, past crevices and gullies, using on-board cameras and machine-vision software. After its tour of duty, a HUGIN will be lifted back onboard ship and the data it has collected (up to two terabytes, recorded on a waterproof hard drive) downloaded into the ship's data centre and turned into human-readable maps, a process that takes six hours. The HUGIN's battery will be replaced with a fully charged one, any necessary repairs made, and the craft then sent back out into the ocean. A team of geologists and hydrographers will then pore over the maps, looking for signs of the missing plane. Surprisingly, for such a high-tech operation, this stage of the search will be entirely manual. Every block of sea floor that the HUGINs map will be examined by three sets of human eyes. Together, this survey team will come up with a list of possible targets, ranked from "E" to "A" ("nothing" to "that's it"), to present to their bosses. If the data look good, a HUGIN will be sent down for a second, closer look, cameras at the ready. What happens next, if Ocean Infinity does locate what is left of the missing aircraft, is unclear. Friends and relatives of those aboard it will doubtless find relief from knowing where the flight ended up. But merely finding the wreckage will not explain what happened on board the plane. That will require the discovery of the aircraft's flight recorder. That object is therefore Ocean Infinity's ultimate target. If the firm finds it on this mission, Mr Broussard says they plan to bring it to the surface and then deliver it for analysis to the Australian authorities, who have the technical competence to assess it. A follow-up trip to examine the wreckage, and even bring it to the surface, would require further authorisation from the Malaysian government. SEABED CONSTRUCTOR is the most advanced civilian survey vessel on the planet today. If its array of technology cannot find MH370, then it is likely that nothing will, and that the mystery of MH370 may never be solved. Either way, though, the advance of technology may mean that it is the last such mystery. As the oceans are watched with ever closer scrutiny, from space and the depths, it is increasingly difficult for anything to get lost in the first place. Source : Economist

Oldest Wreck Dates Back 4000 Years

https://www.aol.co.uk/video/shipwreck-believed-to-be-oldest-known-dates-back-4-000-years-5a4e6ec730066f3bad545bf3/?icid=main-grid7%7Cmain5%7Cd11%7Cd1-headline%26pLid%3D761730384_uk

Cocaine from suspected Taiwanese freighter washes up in Philippines

The value of the cocaine bricks was estimated at 125 million pesos (US\$2.5 million). A plastic drum packed with cocaine valued millions of dollars washed up on the shores of eastern Philippines in the town of Matnog, as reported by the local media on Friday. Matnog is a municipality in the province of Sorsogon, about 403 kilometers (250 miles) southeast of the capital Manila. The drum was discovered by a local fisherman on Wednesday (January 3) and reported the same day to the authorities immediately, who after investigating, found about 24 kilograms (53 pounds) of cocaine bricks wrapped in plastic, said Christian Frivaldo, a regional director of the Philippine Drug Enforcement Agency to the local media. It was a Taiwan-flagged cargo ship that was hit by huge waves off the eastern Philippines just a day before the drum filled with cocaine was discovered. Christian Frivaldo also mentioned in his statement that nine of the Chinese, Hong Kong and Taiwanese crew members from the vessel were in the authorities' custody after being rescued from the damaged ship and are currently under investigation. "They are under investigation. We are checking their vessel (to see) if there is additional evidence inside. But it is difficult because it is half-submerged," said Frivaldo as quoted by Channel News Asia. Source : Taiwan news

Steamship Shieldhall 2018 Sailing Programme - SS Shieldhall

Please find below the link to s.s. Shieldhall's 2018 Sailing Program. Of special interest is this years Merchant Navy Day Service to be held on Sunday 2nd September as part of one of the Bournemouth Air Festival cruises. Standards very welcome, discounts for groups (contact the undersigned.) Would be grateful if you would promulgate to Members.

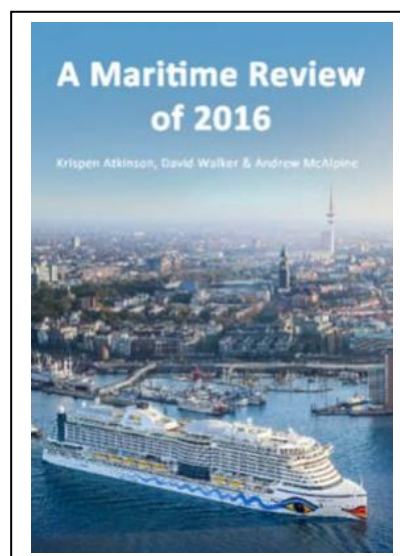
<http://www.ss-shieldhall.co.uk/excursions>

Best wishes,
Gareth

NEW BOOK FROM THE WORLD SHIP SOCIETY

Founded in 1947, the World Ship Society has some 2,000 members worldwide who are interested in ships, past and present. Its monthly journal "Marine News" and its naval companion "Warships" are bywords for accurate information.

A MARITIME REVIEW OF 2016 by Krispen Atkinson, David Walker & Andrew McAlpine , A4 softback, 76 pages, 144 colour & 2 B & W photos This book provides a snapshot of the events that occurred in the shipping industry during 2016 including ownership collapses, notable deliveries, demolitions and losses. One of the biggest stories of that year was the collapse of South Korean shipping giant Hanjin, which led to hundreds of ships lying idle whilst finance was sorted to allow the ships to dock and discharge their cargoes. In Europe a number of short-sea operators disappeared. With the slump in the oil industry, offshore exploration was at a low while the fleet was larger than ever. Hundreds of offshore support vessels were placed in lay-up worldwide and others were scrapped. A number of rigs also made their way to the demolition yards, while those under construction have been delayed deliberately. The year saw the oldest active aircraft carrier retired by the Indian Navy, while the USN inducted a new class of destroyer and expended some retired frigates as targets. The story of this turbulent year is told by a selection of high quality photographs supported by informative deep captions.



Available from booksales@worldshipsociety.org or WSS, 274 Seven Sisters Road, Willington, Eastbourne, BN22 0QW United Kingdom, price £10 to members (quoting membership number) or £15 to non-members plus P & P £1.50 (UK), £5 (Europe) & £5.50 (RoW). Payment may be made by GBP cheque or credit card. For the latter please state whether Visa or Mastercard and quote card number, exact name on card, card expiry date, card validation number and address
MEMBERSHIP - annual membership of the World Ship Society (includes 12 digital copies of "Marine News" and digital Supplements per annum) costs £24 (£20 outside UK and EU). Get a trial digital copy of 'Marine News' by e-mailing your name and address to: membershipsecretary@worldshipsociety.org or write to the Membership Secretary, World Ship Society, 17 Birchdale Road, Appleton, Warrington, Cheshire WA4 5AR (UK) www.worldshipsociety.org

Tanker and ship collision near Shanghai leaves 32 missing

<http://www.bbc.co.uk/news/world-asia-china-42594249>

New California Biofouling Regulations Applicability:

All ships of 300gt or more capable of carrying ballast water and calling at a Californian port on or after 1 October 2017

Paper scraps from wreck of Blackbeard's 300-year-old flagship Queen Anne's Revenge reveal pirates enjoyed reading Captain Edward Cooke's 1712 adventure stories from the South Seas

- Paper scraps were recovered from the wreck of the 18th century pirate ship
- They have been identified as a 1712 book about a voyage to the South Sea
- Fragments of the book were found in a bundle of wet textiles
- They were removed from a canon chamber when it was cleaned back in 2016

By [Phoebe Weston For Mailonline](#)

PUBLISHED: 14:15, 5 January 2018 | **UPDATED:** 14:49, 5 January 2018

He may have a fearsome reputation for savagery and ruthlessness, but new research suggests Blackbeard might also have been an avid reader.

The infamous pirate and his fellow buccaneers on the 300-year-old flagship Queen Anne's Revenge may have enjoyed reading adventure stories, an unlikely discovery in a cannon chamber suggests.

Paper scraps recovered from the wreck of the 18th century pirate ship have been identified as a 1712 book about a voyage to the South Sea by Captain Edward Cooke.

Scroll down for video

A paper scrap (pictured) recovered from the wreck of the 18th century pirate ship has been identified as a 1712 book about a voyage to the South Sea by Captain Edward Cooke

DISCOVERIES FROM QUEEN ANNE'S REVENGE

Experts have found an array of fascinating artefacts from Blackbeard's Queen Anne's Revenge wreckage since 1996. Archaeologists have recovered onion bottles, two bells of Spanish or Portuguese origin a coin weight with Queen Anne's likeness stamped on it, buckles, glass beads, buttons, cuff links, pieces of wine glasses, a syringe, gold flakes, among others.

The same team are said to have also found 11 cannons from the pirate ship, including one in 2005 and another in 2007. Another rare find was a partly gilded hilt thought to have held the sword of Blackbeard himself.

The wreckage of Queen Anne's Revenge was discovered in 1996 on a sandbar in Beaufort Inlet, North Carolina, where Blackbeard ran it aground in 1718.

Since then archaeologists have recovered cannons, glass beads, coins, pottery and gold dust from the remains of the vessel that have provided a glimpse of the pirates' lifestyle.

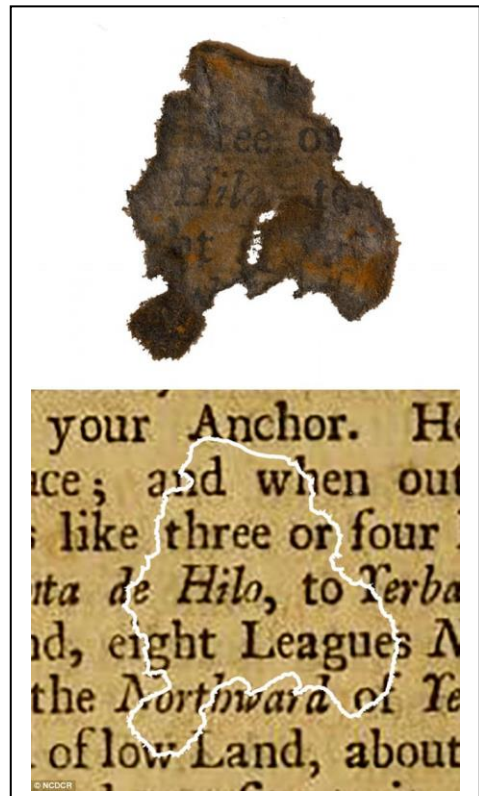
Their latest find suggests Blackbeard, who had a reputation for enforcing strict discipline on board his ships, might have had a literary side.

The fragments of the book were found in a bundle of wet textiles removed from a canon chamber when it was cleaned back in 2016, according to conservator Erik Farrell from Queen Anne's Revenge (QAR) Conservation Lab.

The discovery was announced during a presentation at the annual meeting of the Society of Historical Archaeology held in New Orleans.

Read more: <http://www.dailymail.co.uk/sciencetech/article-5238925/Scraps-Blackbeards-ship-reveal-loved-reading.html#ixzz53QD0rFSm>

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Quarterdeck Review of Evening Grey Morning Red by George Jepson

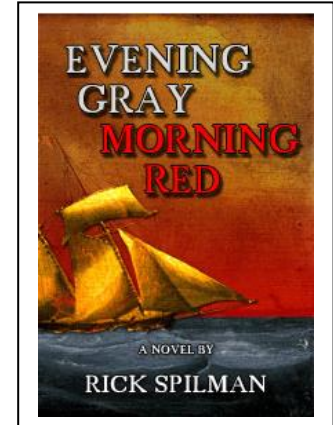
Posted: 05 Jan 2018 04:51 PM PST

A review of Evening Gray Morning Red in the Winter 2018 issue of Quarterdeck, by George Jepson.

Cracking open Evening Gray Morning Red, Rick Spilman's new novel, I was hooked by the first paragraph, which took me back four decades to – yes, wait for it – “a dark and stormy night” on Lake Michigan. Caught in a tempest aboard a 30-foot sloop, a stiff nor'wester drove us into towering seas. Flying only a headsail, we slid down one wave and up another under an inkblack sky, bound, we prayed, for a snug harbor.

Spilman's description of a similar voyage, written by a man who has spent his life steeped in ships and the sea, promised a rousing yarn freshened by a salt breeze.

In 1768, the American brig Mary Ellen is on course to Boston, spurred by a brisk sou'westerly, with a bitter bite in the air. At sixteen, Thomas Larkin, “tall and lanky with a shock of sandy hair tied back in a queue,” is in command. After the captain's untimely death from fever, young Larkin, the only one aboard schooled in navigation, was chosen master by the crew. Bringing the Mary Ellen safely into Boston Harbor, earns Thom a purse clinking with silver and gold and a berth as chief mate in a “ship fitting out for the Indies in Providence.”



The lad's future looks bright. But these are British colonies, and Royal Navy press gangs are abroad along the waterfront. Thom and Johnny Stevens, recent shipmates, are raising mugs in the Crow and Crown when a detachment of the King's seamen rush in, swinging belaying pins. Thom is pinched and taken aboard HMS Romney, a 50-gun fourth rate ship of the line. Johnny escapes, but volunteers, with a scheme to free Thom and run at the first chance.

Once at sea, en route to the Caribbean, Thom runs afoul of First Lieutenant William Dudingston, sparking a wicked war between the two men.

A tropical storm, a reckless escape, a bout of fever, and freedom on the Dutch island of Statia heighten Thom's loathing for Dudingston and the British. “Part of me's still on that ship, ready to . . . spit in [his] eye,” he bemoans. “Or maybe cut his throat.” The seeds for revolution have been sown deep within Thom.

So when a marauding armed black schooner, flying a Royal Navy Jack and with his nemesis in command, appears along the New England coast, Thom and the Sons of Liberty move to answer the threat.

Spilman's splendid story puts flesh on the bones of dramatic events, which fired colonial passions and eventually led to America's War of Independence. His intimate acquaintance with ships under sail, those who trod their decks, and their role in sustaining a young nation create a lively and fast-paced narrative.

Evening Gray Morning Red is a piece of first-rate historical fiction, introducing Thom Larkin, a bright and appealing Yankee hero.

The post Quarterdeck Review of Evening Grey Morning Red by George Jepson appeared first on Old Salt Blog.

Opinion: Why the Battle of the Atlantic needs a memorial

Vice-Admiral Mike Gretton writes on the importance of having a memorial for those who died, and those who served and survived.

Sky News - 14:19, UK, Monday 08 January 2018

An estimated 100,000 people lost their lives during the Battle of the Atlantic in World War Two, but the event does not have a dedicated national memorial in Britain.

Now, a charity - The Battle of the Atlantic Memorial - is launching a £2.5m fundraising campaign to build a memorial in Liverpool dedicated to those who died, as well as those who served and survived.



Vice-Admiral Mike Gretton



Peter Gretton (C) with two other Battle of the Atlantic commanding officers

The charity's chairman, Vice-Admiral Mike Gretton, whose father Vice-Admiral Sir Peter Gretton served during the battle as an Atlantic Escort Group commander, tells his story:

I have been passionately involved in the scheme to erect a memorial to the Battle of the Atlantic for four main reasons. The campaign was absolutely critical to the outcome of World War Two as the merchant ships involved brought the food, fuel and other necessities to Britain, enabling the island to survive the U-Boats' blockade.

They also carried the troops, weapons and ammunition to allow the Allies to use Britain as the base for recovering Continental Europe through Operation Overlord in Normandy.

Churchill wrote: "The Battle of the Atlantic was the dominating factor all through the war.

"Never for one moment could we forget that everything happening elsewhere, on land at sea or in the air, depended ultimately on its outcome."

The Battle of Atlantic was also the longest campaign of the war, lasting from the outbreak until Victory in Europe.

The toll was high on all sides; some 3,500 ships were sunk. 26,500 merchant sailors and 23,000 naval personnel lost their

lives.

Sixty percent of German submariners did not return to their home bases.

Second, despite the vital importance of the campaign, there is no memorial to the Battle of the Atlantic in the UK, and the project team and I are determined to put that right.

And to put it right while we still have some veterans with us - all in their 90s - as well as for the sake of the thousands of family members whose forebears fought in the Atlantic.

Indeed, thirdly, I am one of those family members.

My father, then Commander Peter Gretton, commanded a group of warships which escorted convoys to North America and back.

Aged just 30 and 31, he commanded his B7 Escort Group from November 1942 to February 1944: This spanned the time in the spring of 1943 when he and his colleagues turned the tide against the U-Boats, resulting in their commander, Admiral Doenitz, having to withdraw his submarines - albeit temporarily - from the Atlantic.



North Atlantic convoy weather

The campaign was absolutely critical to the outcome of World War Two

I am immensely proud of what my father achieved at such a young age, resulting in the award of three Distinguished Service Orders - one of which was for ramming a submarine on the surface earlier in the Mediterranean. The Allies' success could not have been achieved without people like him and countless others in merchant ships, naval vessels and maritime aircraft. And finally, we also believe in the importance of educating the public, and particularly the young, about the Battle of the Atlantic and its vital significance.



The artist's impression of what the Battle of the Atlantic Memorial will look like



It is hoped that the memorial will take pride of place on Liverpool's iconic Pier Head waterfront



Commander Peter Gretton rammed a submarine on the surface in the Mediterranean

It is also worth remembering that it was a

campaign involving not only the British and Allied Merchant Navies, as well as all three Services from the British Armed Forces, but also Allied Armed Forces from countries such as Canada, Norway, Australia, the Soviet Union and the United States.

However, adversaries Germany and Italy also suffered huge losses in the Atlantic, so more than 70 years on we feel it is right to commemorate those brave young sailors as well.

We have chosen Liverpool as home for the memorial. It was from this city that the Battle of the Atlantic was coordinated.

As well as the command Headquarters being there, many of the warships and merchant ships were based there too.

It's against this backdrop that we embark on the challenge of raising the £2.5m needed to construct and establish the memorial on site, which will be between the western side of the Museum of Liverpool and the River Mersey.

More from Opinion

The time has come to finally recognise the defining battle of World War Two and those who fought in it.

We hope the public will support us in our quest.

Greek authorities say tugboat carried 6 tons of cannabis

Greek authorities say they have seized more than six tons of processed cannabis from a tugboat in the Mediterranean Sea and arrested the vessel's six Syrian crew members. A Merchant Marine Ministry statement said the Andreas was intercepted about 50 miles south of the island of Crete and boarded by special harbor police forces on Tuesday. The ministry says the Greek officers fired warning shots to stop the tugboat after the crew allegedly ignored orders to change course, but no injuries were reported. The statement issued Wednesday says the boat was taken to a port on Crete, where a search has so far uncovered 6.2 tons of marijuana. It says French customs authorities and the European Union border agency, Frontex, cooperated in the operation. Source : Jackson Observer

Here's a List of Major Oil Tanker Spills Since 1970

http://gcaptain.com/heres-list-major-oil-tanker-spills-since-1970/?goal=0_f50174ef03-747c96ad2f-139894965&mc_cid=747c96ad2f&mc_eid=4c72dd3685

Universal Credit and eligibility for Free School Meals

Currently, any child in a family receiving UC is entitled to Free School Meals (FSM). The government is intending to bring in a net earnings threshold in April 2018 of £7,400. After April, a child in a family on UC with net earnings of more than £7,400pa will not be eligible for FSM.

Under the legacy benefits, children are eligible for FSM if **(1)** the parents are in receipt of JSA (IB), ESA (IR) or IS, or **(2)** if they have a gross income of less than £16,190pa and are not entitled to Working Tax Credits. (There are other eligibility criteria that will not be affected by UC roll out.)

So families who were entitled under (2) earning between £7,400 and £16,190 will lose their entitlement when they go on to UC in the new rules. But the government is proposing to bring in transitional protection which means that any child that is eligible for FSM before or during roll out will keep that entitlement until the end of UC roll out (currently stated as Dec 18), and then the end of their next school phase, eg the end of primary or secondary school.

The government estimates that slightly more children are eligible for FSM under the new rules compared to the legacy benefit rules, but as always with UC there will be winners and losers. The DfE is consulting on the new rules.

The consultation document is available [here](#).

The main issue I've identified is that the criteria is based on annual income, but gives no details on how this will be calculated. We know that the pay someone receives in any Monthly Assessment Period for UC is often not 1/12 of annual income, so who will decide which MAP is used to calculate annual income?

Carnival Triumph, the 'poop cruise' ship, fails latest CDC sanitary inspection

By Michael Bartiromo

The Carnival Triumph earned a rare distinction back in November: a failing grade from sanitation inspectors. The Triumph — the same ship that ferried hundreds of passengers on an infamous “poop cruise” back in 2013 — scored a 78 out of a possible 100 during the Nov. 11 inspection, which is 8 points short a passing grade, according to the Centers for Disease Control’s report, released just this week. This effectively makes the Carnival Triumph the second Carnival vessel to fail an inspection in 2017, after the Carnival Paradise scored an 83 in July, the Miami Herald reported. The Paradise earned a 96 in a re-inspection a few months later. The violations observed by the CDC inspectors aboard the Triumph in November included flies in the food prep area; food-contact surfaces and dishwashing equipment that were “excessively soiled” with debris; a water fountain soiled with an “orange/yellow residue” on the spouts; and dairy items like milk, yogurt and Brie cheese being stored at temperatures above 41 degrees F. The Triumph was also cited for faulty tiles, grouting and machinery in the food-prep areas; condensation issues in food storage areas; and maintaining the pool’s water level at “2 inches below skim level,” among other violations that contributed to a failing score. “As far as a large ship, I couldn’t tell you the last time this happened,” cruise expert Stewart Chiron, aka “The Cruise Guy,” told the Herald. “That’s how rare this is.” Carnival submitted a corrective action statement less than a week after its inspection, detailing how it went about resolving each violation listed in the CDC’s report. The CDC noted, however, that it had yet to verify the actions in Carnival’s statement. Jennifer De La Cruz, a spokesman for Carnival Cruise Lines, has since released a statement outlining Carnival’s intentions to remedy the Triumph’s violations. “Following Carnival Cruise Line’s established policies and procedures, corrective action was taken immediately and a corrective-action report has been provided to the U.S. Centers for Disease Control and Prevention, which administers the Vessel Sanitation Program. Carnival has requested re-inspection as soon as possible,” said De La Cruz in a statement obtained by Fox News. “The health and well-being of our guests and crew is Carnival Cruise Lines’ highest priority, and on the extremely rare occasion when one of our ships has an unsatisfactory score, we initiate immediate and aggressive corrective action and closely examine the factors involved to ensure full understanding

among all team members.” This wouldn’t be the first time sanitation issues put the Carnival Triumph in the news. While at sea with over 4,200 passengers in February 2013, the ship lost power due to a fire in the engine room, leaving the ship adrift off the coast of Mexico. Passengers later reported sewage backing up onto the floors, leading the media to dub the voyage “the poop cruise.” Passengers of stranded cruise ship recount their ordeal Other liners, including the Royal Caribbean's INDEPENDENCE OF THE SEAS and Princess Cruise Line's SUN PRINCESS made news in late 2017 due to outbreaks of gastroenteritis among passengers, with around 200 coming down with stomach issues on each respective liner during voyages in Dec. 2017 and early Jan. 2018. Source : Foxnews

Ferry engineer who fell asleep while docking will get job back

By Julia Marsh and Alex Taylor

A Staten Island Ferry engineer who fell asleep in the control room as the boat was docking will get his job back — plus about \$20,000 in unearned overtime — thanks to a judge who doesn’t want to interfere with his union contract. Manhattan Supreme Court Justice Lynn Kotler reinstated Chief Marine Engineer Timothy Wood to his post in a jaw-dropping decision released Friday. She overruled city officials who feared that his somnolence could cause another fatal crash similar to the 2003 incident that killed 11 Staten Island Ferry riders. The 47-year-old married dad was caught on the vessel’s live camera feed dozing off in a chair as Staten Island Ferryboat JOHN F KENNEDY pulled into its berth during the morning rush hour on Sept. 22, 2015. Wood — who was responsible for directing the ferry’s propulsion equipment and steering engines — was the only person in the control room at the time, according to the ruling. He was immediately removed from his post and agreed to a 30-day unpaid suspension. The city then tried to demote Wood to marine engineer, citing the fatal 2003 ferry crash that was caused by sleeping personnel. “The DOT has the right, duty, and responsibility to use all measures necessary to prevent another horrific tragedy like that of 2003,” city attorney Monica Pogula argued in court papers. Reinstating Wood “would endanger the lives, health, and safety of the public,” Pogula said. His union cried foul — retorting in court papers that “there is no prohibition on closing your eyes while on duty.” Also, the chief marine engineer is a cushier post and the demotion meant a return to the hot engine room. “The marine engineer has to spend more time out of the air-conditioned and soundproofed control room and more time in the 95 plus degree loud engine room,” Wood’s union lawyer Jacob Shisha said in court papers. He also lost out on 340 hours of overtime, the lawyer said. The Marine Engineers’ Beneficial Association took the matter to an arbitrator, who restored Wood’s chief engineer position and awarded him 340 hours of lost OT. City payroll records show Wood’s average overtime rate for the past two years was \$70 an hour. At that rate, his overtime was worth \$23,800. Judge Kotler then upheld the arbitrator’s award, saying that courts typically shy away from interfering with collective-bargaining agreements. She added that city lawyers failed to prove that Wood “imposes a real risk to public safety.” Wood still earned \$154,000 last year despite the demotion, records show. A de Blasio administration spokesman said, “The city is disappointed with this decision and we are considering our options. Safety and service to passengers are top priorities for the Department of Transportation.” Ferry riders were outraged when a reporter told them of the decision. “No way I’d get on board if I knew he was driving!” frequent ferry rider Robert Johnson said “That sounds like the Titanic. There are a lot of lives at stake,” Johnson, 25, said. Union reps declined to comment and Wood did not return messages. Source : New York post

Video Shows Inferno on Tanker MT Sanchi Shortly After Collision Off China

http://gcaptain.com/video-shows-inferno-aboard-tanker-mt-sanchi-shortly-after-collision-off-china/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29&goal=0_f50174ef03-747c96ad2f-139894965&mc_cid=747c96ad2f&mc_eid=4c72dd3685

Human Error to Blame for ‘Majority’ of Auxiliary Engine Damage Claims -Marine Insurer

http://gcaptain.com/human-error-to-blame-for-majority-of-auxiliary-engine-damage-claims-marine-insurer/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29&goal=0_f50174ef03-747c96ad2f-139894965&mc_cid=747c96ad2f&mc_eid=4c72dd3685

70 people are dramatically rescued after passenger ferry crashes near tourist island in Atlantic Ocean

Ferry ran aground at entrance to Madalena port on popular holiday island of Pico By Gerard Couzens



The 61 passengers and nine crew were evacuated from the stricken ship using a raft that was towed to shore by a semi-inflatable dinghy. The alarm was sounded around 9.30am local time when the passenger ferry MESTRE SIMAO, which carries up to 300 people in peak season, was pushed towards rocks at the entrance to the port of Madalena on the popular holiday island of Pico. Coastguards and marine police were immediately mobilised and managed to get the passengers off in 30 minutes. The ship, operated by Atlantico Line, was covering the route between Horta on the island of Faial, one of the nine islands that make up the Azores

archipelago, and Madalena. Horta port captain Rafael da Silva confirmed no-one had needed hospital treatment, although Madalena's mayor Jose Antonio Soares said some people had been taken to a local health centre after suffering panic attacks. Mr da Silva said: 'I can confirm all 61 passengers and crew members are safe and sound and on dry land. It's natural some people felt frightened as it's an experience that can be traumatic as you can imagine but everyone is okay which is the main thing.' The incident happened during a yellow weather warning for the area and is thought to have occurred after the vessel was pushed onto rocks by strong waves, although a prior technical fault has not been ruled out. Local reports said water had started seeping inside the vessel when rescue teams reached it to take passengers off the ship, and the hull was badly damaged. Pico and Faial make up a central group of four islands that form the nine major Azorean islands. The archipelago extends for more than 370 miles. All the islands have volcanic origin. Mount Pico, on the island of Pico, is the highest point in Portugal. The islands have long been popular with tourists looking to visit their natural assets, although the typical visitors are keen walkers who are not big on beach holidays. The nationalities of those involved in the drama is unknown and it was not immediately clear if there were any holidaymakers on board the ferry. Local Nina Ferreira said: 'The ferry came from Faial and was due to stop in Madalena on Pico and then continue to the neighbouring island of Sao Jorge before it ran aground. They're saying one of the engines failed and the waves pushed it onto the rocks.' Source: dailymail

Canada Issues Speeding Ticket to Bulker Federal Cardinal

The bulk carrier FEDERAL CARDINAL was fined CAD 6,000 for allegedly breaking Canada's speed limit in the Gulf of St. Lawrence. According to Transport Canada, the fine was issued for non-respect of the temporary mandatory vessel slowdown, which was set in an effort to help ensure navigational safety and protect the marine environment. FEDERAL CARDINAL's owner has 30 days to pay the penalty or to ask the Transportation Appeal Tribunal of Canada to review the facts of the violation or the amount of the penalty. The country implemented the speed restrictions of vessels 20 metres or more to a maximum of 10 knots in August due to the increased presence of whales in the western Gulf of St. Lawrence, between the Quebec north shore and north of Prince Edward Island. Transport Canada said that it is examining all reported cases of noncompliance, on a case-by-case basis. The temporary mandatory slowdown will remain in effect until the whales have migrated away from the area of concern. "We are committed to ensuring that all vessels meet the temporary speed limit and we will continue to take all appropriate action to ensure the safety of the whales," Marc Garneau, Canada's Minister of Transport, said. Source: World Maritime News



Serious Leg Injury During Un-Mooring Operations Vessel Type: Bulk Carrier
 Incident description

Whilst the vessel was alongside, the wind increased to BF 8 resulting in the suspension of cargo discharge operations. The vessel's master was then directed by the harbour master to vacate the berth and anchor off the port until weather conditions abated. By the time the pilot was on board for un-berthing, the vessel was ranging forward and aft alongside the berth under the influence of the strong wind and a swell entering the port, causing the mooring ropes alternately to slacken and then come under high tension loading. With tugs made fast, the crew commenced singling up the mooring ropes under the direction of the master and pilot. During this operation, an AB working aft stood astride a slackened spring rope which suddenly came under tension, striking his leg with considerable force. After being landed ashore, the AB was hospitalised with a broken thigh bone (femur) requiring a period of rehabilitation of almost one year.

Analysis Despite modern advances in technology, ships continue to rely on fibre and wire mooring ropes to remain safely alongside a berth and for towing operations as they have done for millennia. The combination of increased ship size and decreasing manning levels means that mooring operations can be one of the most challenging and potentially dangerous tasks required of seafarers today. Under normal, controlled circumstances, a well trained and experienced crew can expect to perform these operations efficiently and safely. However, in conditions of high wind and swell, difficulties in controlling the movement of a vessel alongside can result in mooring ropes coming under excessive strain very suddenly. Such shock loading may damage or part ropes and can expose crew on mooring decks to serious danger due to a whip lash effect or limbs becoming trapped between tensioned ropes, between ropes and adjacent structures or in bights.

Lessons Learnt

- Crew must be fully familiarised with the vessel mooring arrangements and to be aware of the potential dangers associated with ropes and wires coming under excessive strain
 - In advance of forecast bad weather or where berths are exposed to swell, the master should consider actions to avoid a dangerous situation developing, including vacating a berth in good time if necessary
 - Crew should be trained to stand well clear of ropes which may come under heavy loading and to observe the golden rule of never standing in the bight of a rope during operations
- Source: UK P&I Club

Cruise Ship Lifeboat Falls Injuring Crew Members

A lifeboat fell from a P&O cruise ship while docked in Ponta Delgada, Azores which has injured crew members. The ARCADIA – Photo : Francis Ferro (c) A lifeboat has fallen from the P&O ARCADIA cruise ship on Friday, January 5 while docked in Ponta Delgada, a Portuguese island in the Atlantic. According to Cruise Law News 5 crew members were injured and one of them seriously when the lifeboat snapped from its lines. No further details were posted but passengers have posted what happened on Facebook. The Crew Center site mentions that the P&O ARCADIA crew were doing a scheduled drill at the time. The British based cruise ship apparently stayed in port until midnight so that an investigation could take place and assess the damage. Source : cruisehive This type of incident has occurred before several times on different cruise ships. In early 2017 a lifeboat capsized from Grandeur of the Seas operated by Royal Caribbean and thankfully in that case there no injuries. In September 2016 2 crew members sadly died when a lifeboat fell from Norwegian Breakaway. In another tragic event a lifeboat detached from Harmony of the Seas which is one of the worlds largest cruise ships, 1 crew member died.



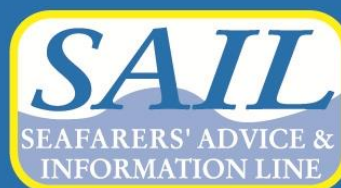
RMT DEMANDS ACTION AFTER INCIDENT ON THE ARCADIA

SAIL's 1st Quarter Advice Update

ADVICE AREA	SUBJECT	WHAT'S HAPPENING
Debt	Debt levels high in January	Almost 8 million people in the UK will fall behind with their finances in January. And it's the busiest month for people wanting debt advice. Here are our 7 top tips for controlling your debts – <ol style="list-style-type: none"> 1. If you've court papers or face eviction get advice 2. Make a list of how much you owe 3. Prioritise rent / mortgage, utilities and Council Tax 4. Work out a budget by listing income and outgoings 5. Pay the priority debts 6. If you have money left pay the non-priority debts 7. If you can't sort it out yourself get advice
Benefits	Universal Credit (UC)	From January UC claimants can get an advance of up to 100% of their monthly payment within 5 days. And from February the 7 day waiting period for UC claims will be removed meaning the first regular payment is 5 weeks after applying.
Insurance	Insurance loyalty penalty	By not moving insurance providers up to 13 million UK households are losing out by paying higher premiums. Those over 65 were most likely to pay this "loyalty penalty" which averages over £100 for household insurance alone.
Benefits	Support for Mortgage Interest (SMI) to end	Some benefits include SMI payments to help claimants keep up their mortgage payments. These will be replaced in April with a loan system.
Utilities	Energy Star Rating	Most people know you can save money by switching energy suppliers. Citizens Advice has a tool to compare customer service which found First Utility to be the best and Economy Energy the worst.

Need more information?
Call SAIL free on 0800 160 1842 or
email advice@sailine.org.uk

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Tanker Sanchi's Condensate Cargo Still Burning — What is Condensate?

Posted: 09 Jan 2018 05:56 AM PST

An Iranian tanker, Sanchi, carrying 134,000 tonnes of cargo collided with the Chinese bulk, CF Crystal, on Saturday, in the East China Sea off Singapore. Sanchi's crew of 32 were killed or are missing in the resulting fire. There has been considerable concern that the burning tanker might explode, spilling close to a million barrels of oil into the sea.

The reason for the concern is that the cargo carried aboard the tanker is not typical crude oil. The cargo is called condensate, which is a liquid, usually a byproduct of natural gas production, formed by a variety of gases which condense when extracted. Unlike crude oil, the liquid is often clear and odorless. Condensate is usually composed of propane, butane, pentane or hexane but can also contain carbon dioxide, hydrogen sulfide, aromatics and naphthenes, known as impurities.



Often referred to as ultra-light crude, it is far more flammable and explosive than most crude oils. China's transport ministry said heavy winds, rain and high waves continued to hamper efforts to contain the fire on the Sanchi. Experts at the scene believed that, given the wave conditions, no more than 1% of the condensate was on the surface of the water.

What will happen if the ship sinks or explodes? Condensate spills are considered dangerous because of the toxicity of the chemicals involved. The condensate spill which could result from the sinking of the Sanchi would be, by volume, over twice as large as the spill caused by the Exxon Valdez in Prince William Sound in 1989. Unlike the Exxon Valdez spill, which was of heavy crude oil, however, the condensate dissipates and breaks down more easily than heavier oils.

The post Tanker Sanchi's Condensate Cargo Still Burning — What is Condensate? appeared first on Old Salt Blog.

SS Freshspring

<http://www.ssfreshspring.co.uk/>

It is anticipated that the ship will be open from 30th June this year

Singapore charges 11 men over Shell oil heist

Singapore police have arrested a group of people suspected of involvement in the theft of oil from a large Shell refinery in the region. Officers also seized millions of dollars and an oil tanker during investigations. Eleven men were charged in a Singapore court Tuesday over their part in an alleged oil theft at Shell's biggest refinery, court documents showed. Royal Dutch Shell, which first reported the heist to authorities last August, said in a news release that the 17 arrests included "a limited number of Shell employees" from the Bukom facility. While nine Singaporeans were charged over the theft of oil, two Vietnamese nationals were charged with receiving stolen goods. Police said six people who had not been charged so far were still under investigation. Officers also seized millions of dollars in cash and a small tanker in connection with the case. Bukom is the largest wholly owned Shell refinery in the world in terms of crude distillation capacity. Shipping and oil refining have contributed significantly to Singapore's rising wealth over the past decades. The Southeast Asia city-state is one of the world's most important trading hubs, with most of the Middle East's crude oil passing through Singapore before being delivered to consumers in China, Japan and South Korea. Source : Deutsche Welle

Maritime piracy and armed robbery reaches 22- year low, says IMB report

A total of 180 incidents of piracy and armed robbery against ships were reported to the International Chamber of Commerce's (ICC) International Maritime Bureau (IMB) in 2017, according to the latest IMB report. It is the lowest annual number of incidents since 1995, when 188 reports were received. In 2017, 136 vessels were boarded, while there were 22 attempted attacks, 16 vessels fired upon and six vessels hijacked. In 15 separate incidents, 91 crewmembers were taken hostage and 75 were kidnapped from their vessels in 13 other incidents. Three crewmembers were killed in 2017 and six injured. In 2016, a total of 191 incidents were reported, with 150 vessels boarded and 151 crewmembers taken hostage. Beyond the global figures, the report underlined several takeaways from the past year. Persistent danger in the Gulf of Guinea In 2017, there were 36 reported incidents with no vessels hijacked in this area and 10 incidents of kidnapping involving 65 crewmembers in or around Nigerian waters. Globally, 16 vessels reported being fired upon—including seven in the Gulf of Guinea. "Although the number of attacks is down this year in comparison with last year, the Gulf of Guinea and the waters around Nigeria remain a threat to seafarers. The Nigerian authorities have intervened in a number of incidents helping to prevent incidents from escalating," said Pottengal Mukundan, Director of IMB. Sentencing Somali pirates Nine incidents were recorded off Somalia in 2017, up from two in 2016. In November, a container ship was attacked by armed pirates approximately 280 nautical miles east of Mogadishu. The pirates, unable to board the vessel due to the ship's evasive manoeuvring fired two RPG rockets, both of which missed, before retreating. Six Somali pirates were subsequently detained by European Union Naval Force, transferred to the Seychelles and charged with "committing an act of piracy" where they face up to 30 years' imprisonment if convicted. "This dramatic incident, alongside our 2017 figures, demonstrates that Somali pirates retain the capability and intent to launch attacks against merchant vessels hundreds of miles from their coastline," said Mr Mukundan. Mixed results in Southeast Asia Indonesia recorded 43 incidents in 2017, down from 49 in 2016. The IMB report notes that Indonesian Marine Police patrols continue to be effective in the country's 10 designated safe anchorages. In the Philippines, however, the number of reported incidents has more than doubled, from 10 in 2016 to 22 in 2017. According to the report, the majority of these incidents were low-level attacks on anchored vessels, mainly at the ports of Manila and Batangas. Vessels underway off the Southern Philippines were boarded and crew kidnapped in the first quarter of 2017. However, alerts broadcast by the IMB's Piracy Reporting Centre (PRC), on behalf of the Philippine authorities, have since helped to avoid further successful attacks. Launched in 1991, the IMB PRC is a 24-hour manned centre that provides the maritime industry, governments and response agencies with timely and transparent data on armed robbery incidents received directly from the master or owner of vessels. Source: IMB (International Maritime Bureau)

U.S. Firm Given 90 Days to Find Missing MH370 Aircraft

http://gcaptain.com/u-s-firm-given-90-days-to-find-missing-mh370-aircraft/?goal=0_f50174ef03-6eb17c7068-139894965&mc_cid=6eb17c7068&mc_eid=4c72dd3685

Explosion on Burning Tanker Sanchi Forces Rescue Crews to Retreat

http://gcaptain.com/explosion-on-burning-tanker-sanchi-forces-rescue-crews-to-retreat/?goal=0_f50174ef03-1aca0329b7-139894965&mc_cid=1aca0329b7&mc_eid=4c72dd3685

Shipping Wonders of The World -

Magazine/books: "Shipping Wonders of the World 1936-37

<http://www.shippingwondersoftheworld.com/>

Maritime Monday for January 15th, 2018: A Load of Guano

http://gcaptain.com/maritime-monday-jan-15-2018/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29&goal=0_f50174ef03-fc9478b939-139894965&mc_cid=fc9478b939&mc_eid=4c72dd3685

Azimuth Nautical Solutions launches its new consultancy and training portfolio

Azimuth Nautical Solutions launched its new portfolio of maritime consultancy and training services yesterday, collaborating with a group of UK-based partners to provide a full-service solution for industry clients within the shipping, superyacht and ports sectors.

The associated press release can now be viewed at: <https://azimuthnautical.com/news/>.

A new website (<https://azimuthnautical.com>) has also been launched to showcase the extensive range of services now offered by Azimuth Nautical Solutions and its partners, in three key sections:

- Consultancy Services - <https://azimuthnautical.com/consultancy/>
- Training Courses - <https://azimuthnautical.com/training/>
- Support Services - <https://azimuthnautical.com/services/>

The Mayflower Autonomous Ship Project

The Mayflower Autonomous Ship project (MAS) is an innovative new venture to design, build and sail the world's first fully autonomous vessel across the Atlantic Ocean. The project's name commemorates the anniversary of the Pilgrim Father's voyage from Plymouth, UK to Plymouth in the New World (USA) on the original Mayflower in 1620. To mark the anniversary, marine tech company MSubs, Plymouth University and charitable research foundation Promare, are developing a 21-metre autonomous vessel based on a classic Oyster hull. The vessel is expected to take two years to build, outfit and complete rigorous sea trials. In the meantime, a small six metre vessel, named Christopher Jones after the original Master of the Mayflower, is being used to develop and test the autonomy and supporting systems necessary to navigate safely and control the sailing rig. The planned voyage is set to take place in 2020, to mark the 400th centenary of the original voyage. The project pays tribute to the pioneering spirit of the Pilgrims by embracing a raft of ground breaking technologies encompassing design, propulsion and control. The Club spoke with Professor Jones of Plymouth University who explained that the project "has the potential to be a genuine world-first on multiple levels. It is not just a fully autonomous research vessel but also a vessel powered by clean energy, through its solar, sail and wave technology. The 2020 Mayflower voyage will demonstrate new navigation software and the effectiveness of alternative sources of power." The project leaders further stress their commitment to efficiency and sustainability in their mission statement:

To build an autonomous vessel capable of conducting scientific research with the endurance and reliability to operate remotely in all corners of the globe. The vessel is to be powered by renewable energy and where necessary compliant with maritime regulations. The vessel is to have undergone an extensive sea trial period and be ready to participate in the Mayflower 400 Commemorations in 2020. Due to the physical absence of humans on board, the ship has been designed to an optimum performance level, to function purely as a machine. However, Professor Jones spoke of the intention for the Mayflower to be fitted with a limited number of life saving appliances, which will enable the vessel to render assistance to conventional manned vessels in the unfortunate event of an emergency at sea. This feature recognises the importance of traditional manned vessels to aid this period of technological transition. Upon successful completion of the Trans Atlantic voyage it is intended for the vessel to circumnavigate the globe where the Mayflower will be used for completing scientific research in conjunction with Underwater Autonomous Vehicles (UAVs) which will be deployed from the vessel. The data will then be relayed ashore for analysis. Over the course of its development, the Club will be providing periodic updates on the progress of the Mayflower build. Offering Members' real-time insight into the construction of an autonomous vessel. Source: The Shipowners' Club

Here is the latest VCG News – you can pick up on back issues on flip snack – Happy New Year

<https://www.flipsnack.com/96EFE976AED/veteran-cg-news-january-18.html>

This closed group VCG has been created to provide a forum for Veteran Coastguard, also for serving Officers and is open to friends who have an interest in things of a maritime nature. Please feel free to share information of your time in HM Coastguard or any news items that our readers may find of interest. I hope you will find time to post, try and keep all posts polite and in the manner you would like to receive yourself. Thanks for joining - any articles you would like to send by email to rabster42@outlook.com

Derrick Davenport/Clive Edwards

“Hero” Humpback Whales to the Rescue - Posted: 13 Jan 2018 06:23 AM PST



Recently, biologist Nan Hauser was snorkeling in the Cook Islands in the South Pacific, when she was approached by a humpback whale. The whale nudged her forward with its closed mouth, tucked her under its pectoral fin, and even maneuvered her out of the water with its back. Hauser was initially frightened and confused by the humpback’s behavior. Only when she got out

of the water did she see a large tiger shark on the far side of the whale. Hauser concluded that the whale was attempting to protect her from the shark.

While her conclusion might initially sound far-fetched, for at least the last sixty years, scientists have observed, without quite understanding what they were seeing, a series of strange and stunning events — humpback whales appearing to launch coordinated rescue missions to prevent seals and other whales from being attacked by orcas. Hauser’s experience may be just another form of this not well-understood humpback behavior.

Mother Nature Network reports of similar intentional rescues: Marine ecologist Robert Pitman observed a particularly dramatic example of this behavior back in 2009 while observing a pod of killer whales hunting a Weddell seal trapped on an ice floe off Antarctica. The orcas were able to successfully knock the seal off the ice, and just as they were closing in for the kill, a magnificent humpback whale suddenly rose up out of the water beneath the seal.

This was no mere accident. In order to better protect the seal, the whale placed it safely on its upturned belly to keep it out of the water. As the seal slipped down the whale’s side, the humpback appeared to use its flippers to carefully help the seal back aboard. Finally, when the coast was clear, the seal was able to safely swim off to another, more secure ice floe.

The BBC has also recorded video of humpback whales attempting to save a baby gray whale which had become separated from its mother and was under attack by a pod of orcas.

Robert Pittman went on to study the phenomenon. His research analyzed 115 interactions that took place between humpbacks and killer whales, observed by more than 54 individuals — scientists and non-scientists — in ocean locations around the world and spanning 62 years, from 1951 through 2012.

The study found that large and powerful humpback whales, the only whales known to attack orcas, will band together and sometimes travel great distances to interrupt and terminate a killer whale attack, regardless of what type of animal the orca is attacking.

Was This Whale Trying to Save a Diver’s Life? | National Geographic

The post “Hero” Humpback Whales to the Rescue appeared first on Old Salt Blog.

Theresa May praises lifeboat and tug crews for 'averting disaster'

THE prime minister has praised the lifeboat and tug crews who averted a disaster when they came to the aid of a stricken cargo ship on New Year's Eve. Swanage and Weymouth lifeboat crews, along with the Poole-based tug KINGSTON, have been credited with preventing dozens of deaths and huge damage to the environment. They went to the rescue of the cargo ship Pilsum, which had dropped anchor off Portland Bill after losing power but had drifted miles eastward towards rocks at St Alban's Head. Dorset South MP Richard Drax raised the case in the House of Commons during questions to the prime minister. "While most of us were celebrating over New Year's Eve, the crews of the Poole-based tug Kingston and the Swanage and Weymouth lifeboats were battling mountainous seas and 70mph winds off the coast of Dorset to prevent a cargo ship from being blown onto the rocks," he said. He said the skill of the crews led to a tow being fixed and "a disaster prevented". Mr Drax, who was called by Commons speaker John Bercow under his full name of Richard Grosvenor Plunkett-Ernele-Drax, invited Mrs May to congratulate the crews. The prime minister said: "I'm very happy to do that, to praise all those who were involved in averting a disaster, both the tug crew and those involved in the RNLI. "Those volunteers in the RNLI do a fantastic job around our coastlines day in and day out and we owe them a huge debt of gratitude." **Source : bournemouthcho**

Shipping noise drowning out Auckland fish chatter



A mother Bryde's whale (front) and her calf. Photo: AFP

A new study has revealed shipping noise in the Hauraki Gulf is causing major communication problems for some whales and fish. The University of Auckland study used recordings from microphones suspended above the sea floor over nine months. It found noise from ships overlapped 20 percent of vocalisations from fish and whales. "Every time a vessel passed within 10km of a listening station, it reduced communication space for bigeyes [fish] by up to 61.5 percent and by up to 87.4 percent for Bryde's whales. "Research has shown bigeyes can communicate

over distances of up to 31m, so a passing ship will reduce this to less than 12m." Associate professor and study author Craig Radford said that drop in communication space was a significant concern. "The bigeye fish ... use sound to maintain their school structure, which then enables them to optimise their foraging behaviour "Whales use it to communicate between males and females ... so a lot of animals now have shown that sound plays a key role in a lot of different life stages." Mr Radford said the worst affected area was at Jellicoe Channel, which is the most regularly used shipping lane into the ports of Auckland. But he said a voluntary 10 knot speed restriction by ships within the Hauraki Gulf Marine Park area had a positive impact on underwater noise levels "When the ship's doing 10 knots the communication space ... is bigger than what it was previously. "This is an unknown side-effect that has occurred from reducing the shipping speed in the Gulf to reduce whale strike. Forest and Bird marine spokesman Anton van Helden said while it was great the speed reduction was having an impact, the Hauraki Gulf was still a noisy place for fish and marine animals. "Very large noises can create immediate detrimental effects to animals by causing deafness and injury, but these persistent noises in the environment are cumulative. "So there's lots of noise sources and new sources of noise going in all the time and the animals are having to deal with it." The study focused on commercial shipping but notes that more than 130,000 recreational boats also use the Hauraki Gulf, with that number expected to rise 40 percent in the next 20 years. The University of Auckland will be carrying out further research to see what impact that has on fish and marine mammal communication

Russian Navy landing ship YAMAL collided with container ship in Aegean Sea



Container ship ORCA 2 collided with Russian Navy Landing ship YAMAL at around 1300 UTC Dec 30 in Aegean Sea some 8 nm northwest of Rhodes port, Rhodes island. Container ship was en route from Alexandria to Gemlik Turkey Marmara Sea, and according to Russian Navy official statement, was overtaking YAMAL, when suddenly veered starboard and collided with YAMAL. ORCA 2 is to be blamed for collision, said Russian

Navy. Both ships sustained undisclosed damages. YAMAL was en route from Syria to Sevastopol, Crimea, understood she resumed sailing, while ORCA 2 was taken to Rhodos anchored and remained at anchor until Jan 4. On Jan 4 she resumed voyage, and on Jan 6 arrived at Gemlik. On Jan 10 she was still at Gemlik. There was no news on this accident until Jan 10, when suddenly, Russian Navy made an official statement, published by Russian News Agency TASS. Mystery of sudden Russian Navy recognition of an accident, which happened almost 2 weeks ago and remained unknown, is solved – Ukrainian media published photos of damaged YAMAL on Jan 9, musing on damages origin. So it was the question of hours or days, before the accident news leak out to the world. Navy Command decided to strike first, and at least partially, save its' face. Source : Maritime Bulletin

Container ship accidents highlight collision risks by Martyn Wingrove

It is not even half-way through January, but there have already been at least 10 ship collisions, some of them fatal. These highlight the need for the shipping industry to improve navigation safety and bridge awareness. Reports around the world of vessel collisions include an accident between a Maersk Line container ship and general cargo ship. On 9 January, 1998-built, 80,942 GT Maersk Karachi and 1985-built 1,995 GT Oguz Sofuoglu collided in the Black Sea. Both ships were en route to Constantza, Romania when they struck one another 14 miles off the coast. Local reports indicated that both ships were damaged and AIS data showed that they remained in Constantza for inspections. Maersk Karachi was sailing from Chornomorsk, Ukraine to Constantza and Oguz Sofuoglu was en route from Diliskelesi, Turkey. Another container ship was in an accident with a Russian naval ship in the region at the end of 2017. Russian news reports said container ship Orca 2 struck Russian landing vessel Yamal, of the Black Sea fleet, in the Aegean Sea, eight miles south of the island of Rhodes. According to the Russian Navy, the Sierra Leone-flagged and 1991-built Orca 2 was at fault for heavily damaging Yamal on the port side as both were passing through the Karpathos Strait on 30 December. Orca 2 was sailing from Alexandria, Egypt to Gemlik, Turkey on a parallel course to Yamal, which was en route from Syria to Sevastopol. It overtook the landing ship and made a sudden course change to starboard, which caused the collision, said the Russian Navy. Both ships sustained undisclosed damages. However, Russia has drafted a notification of maritime protest over the accident as it claims the crew of Orca 2 acted in violation of the International Regulations for Preventing Collisions at Sea. There was also an accident between a cargo ship and a pilot service vessel in the North Sea this week. 2006-built general cargo ship Elke W and Wandelaar Pilot collided, causing damage to both, in thick fog, 11 miles off the Belgium coast. The 2,409 GT ship was en route to Antwerp from Southampton, UK when the accident happened as Wandelaar Pilot made a manoeuvre to drop off a pilot. Earlier in January, marinemec.com reported on a number of accidents in Asia. This included when up to 10 seafarers died when 1994-built ship Chang Ping sank following a collision with freighter Xinwang 138 off Shanghai, China. Up to 32 seafarers are presumed dead after Iranian tanker Sanchi to collide with Hong Kong-registered freighter CF Crystal in the East China Sea. As of 12 January, Sanchi was still burning and had drifted into Japan's exclusive economic zone. There were a number of accidents involving ships striking fishing vessels in Asia. Source : Marine Electronics & communications



The Polish flagged inland water cargo ship EWA enroute from Vlaardingen to Dunkirk loaded with scrap steel ran aground at the breakwater of the port of Hansweert, the ill-fated 67 mtr long vessel was refloated. Photo : Jaap Janse (c)

Royal Navy ‘would not rule out’ cannibalising parts in the future



Britain's Type 45 destroyer HMS DIAMOND leaving Portsmouth photo: Raymond Wergan Newton Ferrers (c)

STEPS will be taken to reduce the amount of old spare parts being reused by the Royal Navy, but it will not become an obsolete practice. At a public accounts select committee meeting yesterday afternoon naval staff were grilled on the cannibalisation of parts in the Royal Navy. According to the select committee's report, the cannibalisation of parts from the Royal Navy has increased by 50 per cent. The navy has pinned this down partly to the introduction of

the Type 45 destroyers such as HMS DARING and HMS DIAMOND. Concerns were raised about vessels being out of operation due to parts being cannibalised off them. On this subject, Rear Admiral Richard Stokes said: 'That is not a position we get ourselves into. 'I am not aware that we have ever had a Type 45 not available because we have 'store robbed' a component from it to support a higher priority platform.' Portsmouth South MP Stephen Morgan, who was present at the meeting, questioned the panel about the future of the Royal Navy's budget, as well as whether the upcoming Prince of Wales carrier would be a victim of naval cannibalisation, in order to support the Queen Elizabeth carrier. Permanent Secretary of the Ministry of Defence Stephen Lovegrove said: 'I would not rule out the idea that equipment on the Prince of Wales may find herself being re-purposed on the Queen Elizabeth carrier.' Rear Admiral Richard Stokes added: 'The vast majority of cannibalisation that takes place is for low-value items. '71 per cent of items cost under £5,000, so the consequential cost is very small. 'The big costs are in consequence to the build programmes, specifically on submarines. 'The lesson for me has been in the Queen Elizabeth carrier.' Royal Navy finance director Colin Evans said: 'The report has shone a light on a really important area for us. 'Looking forward I think there are opportunities for us to improve support, so it is an exciting time.' Stephen Morgan MP said: 'It is crucial that the government manages and invests in vessel support for the new carriers but ensures that the procurement is affordable. 'I'm also concerned by the increasing trend of cannibalisation in our services where parts are being removed from one vessel to another, and the long term effects of this. 'It's hugely important for Portsmouth that the Ministry of Defence is providing effective support to the armed forces, the government is properly planning for the future needs of the armed forces and supports our great city at a time when, as a nation, we seek to grow the Royal Navy.' Naval staff also confirmed that the seal used to repair a leak on the Queen Elizabeth carrier was brand new, and not an old part from elsewhere. Source : Portsmouth

Wreaths laid in tribute to RNLI founder Sir William Hillary



Members of the public have honoured the memory of Sir William Hillary who founded the Royal National Lifeboat Institution. An event took place at St George's Church in Douglas on Sunday, where Lieutenant Governor Sir Richard Gozney laid an anchor-shaped wreath on the tomb of Sir William, who lived in Douglas and who set up the institution in 1824. The annual commemorative service came after the final slipway launch of the aged Sir William Hillary lifeboat, named after the late founder, which had been in use for 29 years. Douglas RNLI is to receive the latest Shannon-class lifeboat once its berthing facility has been built. Sir William, who moved to the island in 1808, was hailed as a hero when he took charge in the rescue of 97 men whose lives were put in peril during a storm that had wrecked their ship in Douglas bay. This later influenced his decision to set up the RNLI and help build the Tower of Refuge on the Conister Rocks, to provide shelter for those who faced danger of being shipwrecked in the bay again. Sir William died in 1847 and shares a tomb with

his wife Lady Hillary in St George's Churchyard. Source : IOMnews

New lifeboat service 'close to charity status'

AN organisation that wants to set up an independent lifeboat service could be registered as a charity and begin taking donations as soon as next week, a crew member has said. Andy Hibbs, the former coxswain for St Helier RNLI, added that he, along with three others, expected to travel to Norfolk shortly to trial a potential vessel for the new service at sea. Members of the former St Helier crew announced last year they were establishing an independent lifeboat following a long-running dispute with the RNLI. Mr Hibbs said that the charity was due to be formally registered in the Royal Court on Friday. 'It should all be done next week. Our constitution is all written up, so it is just a case of getting things formalised in the Royal Court and then we should be able to set up a bank account and start taking donations. 'We have already been over to see it and we will be taking a Tyne-class lifeboat out in Norwich on sea trials.' He added: 'If that goes OK, we will get it surveyed and, if that's alright, we will negotiate with the owners and then bring it back to Jersey to use as a stopgap until we can get a newer vessel. 'The owners have said that they will lend it to us until we get going but actually I think we will end up purchasing it. We should be able to bring it over quite quickly.' The vessel, called SIR MAX AITKIN III, is identical to the St Helier RNLI station's previous all-weather lifeboat, the ALEXANDER COUTANCH. It was previously stationed in Bembridge, in the Isle of Wight, before being decommissioned in 2009. Mr Hibbs added that he had not yet spoken to Ports of Jersey and was unsure how rescues would be assigned to either the RNLI or the Jersey Independent Lifeboat. He was also unsure of where his new vessel would be based. He said: 'Maybe we could tie it up alongside the RNLI's lifeboat. I am not sure yet. 'In terms of a permanent station, the Albert Pier would probably be the best place. I have not had a chance to speak to Harbours yet.' Source : Jerseyeveningpost

Amendments To Marpol Annex V (Regulation For The Prevention Of Pollution By Garbage From Ships)

Relevant for ship owners and managers.

The amendments to MARPOL Annex V adopted at MEPC 70 will enter into force on 1 March 2018. The changes include criteria

for determining whether cargo residues are harmful to the marine environment, and a new Garbage Record Book format with a

new garbage category for e-waste. This news provides a summary of the new regulations.

The main amendments included in MARPOL Annex V, which was adopted at MEPC 70, cover:

Declaration of cargo residues

Cargo residues which are not harmful to the marine environment have less strict discharge requirements than cargo residues which are harmful. Solid bulk cargo as per regulation VI/1-1.2 of SOLAS, other than grain, shall now be classified per the criteria in the new appendix I of MARPOL Annex V, and the shipper shall then declare as to whether or not the cargo is harmful to the environment (HME).

Garbage Record Book

A new form of the Garbage Record Book (GRB) has been included in appendix II to MARPOL Annex V. The GRB will be divided into two parts:

- Part I for all garbage other than cargo residues, applicable to all ships
- Part II for cargo residues only applicable to ships carrying solid bulk cargo

The GRB garbage categories have also been amended to include e-waste¹⁾, and the category for cargo residues has been split into HME (harmful to the marine environment) and non-HME. The new garbage category distribution will be as follows:

- A. Plastics
- B. Food waste
- C. Domestic wastes
- D. Cooking oil
- E. Incinerator ashes
- F. Operational waste
- G. Animal carcasses
- H. Fishing gear
- I. E-waste
- J. Cargo residues (non-HME)
- K. Cargo residues (HME)

The GRB discharge table has also been revised, as both incineration start and stop date/time/position shall be recorded. In addition, a new table is included for reporting exceptional discharge or loss of garbage under regulation 7, also covering the reason for the discharge or loss, details thereof and precautions taken. The new GRB part II for solid bulk cargo residues includes entries for position or port, garbage category (J or K), amount discharged to sea or reception facilities, and start and stop positions for sea discharge. Along with the GRB, receipts obtained from reception facilities will also be required to be kept on board for at least two years. Even though Annex V of MARPOL is mandatory for all ships, there are neither certification nor approval requirements.

However, the following is required under MARPOL:

- Placards posted on board noting the discharge requirements²⁾
- A Garbage Management Plan³⁾
- A Garbage Record Book⁴⁾

Finally, the current 2012 Guidelines for the implementation of MARPOL Annex V has been revoked by the new 2017 Guidelines, aligning it with the MARPOL amendments and relevant requirements of the Polar Code.

1) E-waste means electrical and electronic equipment used for the normal operation of the ship or in the accommodation spaces, including all components, sub-assemblies and consumables which are part of the equipment at the time of discarding, with the presence of material potentially hazardous to human health and/or the environment.

2) Applicable to ships ≥ 12 m and fixed and floating platforms.

3) Applicable to ships ≥ 100 GT or certified to carry 15 or more persons, and fixed and floating platforms.

4) Applicable to ships ≥ 400 GT or certified to carry 15 or more persons, and fixed and floating platforms.

Recommendations

To ensure compliance prior to 1 March 2018, a Garbage Record Book with the new format should be provided on board.

Furthermore, placards and Garbage Management Plans should be revised as necessary to satisfy the amendments to MARPOL

Annex V.

References

- MEPC.277(70) Amendments to MARPOL Annex V
 - MEPC.295(71) 2017 Guidelines for the implementation of MARPOL Annex V
 - MEPC.220(63) Guidelines for the development of garbage management plans
- Source: DNVGL

Chief Engineer of container ship died in accident in Dublin

FleetMon was informed on a tragic accident which occurred at Dublin port early in the morning Jan 12. Chief Engineer of container ship SAMSKIP EXPRESS visited container ship ELBTRADER to meet friends or on some business, when leaving ELBTRADER he didn't use gangway but jumped from the ship to the quay, slipped, fell into water and drowned. Investigation under way. Source : MaritimeBulletin

The WA Oregon Coast Guard crew seizes 12,000 pounds of cocaine during 50-day patrol - LUNA in Walsoorden – Photo : Walter de Groot ©

In total, they seized 12,000 pounds of cocaine worth an estimated street value of \$180 million, according to the U.S. Coast Guard.



A Coast Guard crew from Astoria seized nearly \$200 million worth of cocaine during a 50-day counterdrug patrol in the Eastern Pacific at the end of last year. The crew on the STEADFAST, a 49-yearold, 210-foot medium endurance cutter, patrolled international waters off the coasts of Mexico and Central America. During their mission, they intercepted five vessels suspected of engaging in illegal drug smuggling. In total, they

seized 12,000 pounds of cocaine worth an estimated street value of \$180 million, according to the U.S. Coast Guard. "Knowing we stopped tons of drugs from reaching America's shores and the streets of our allied nations in Central and South America made this deployment over the holidays even more rewarding." said Cmdr. Alain Balmaceda, Steadfast's commanding officer. In addition to the drug busting, the Steadfast rescued three fisherman who were stranded 300 miles off the coast of Mexico due to an engine failure with their boat. The STEADFAST returned to its port in Astoria on Christmas Eve. Source : King5

Majority Of Auxiliary Engine Damage Occurs Due To Human Error Warns The Swedish Club

An investigation by The Swedish Club into auxiliary engine damage has revealed that the majority of all damage takes place immediately after maintenance work. A key finding is that 55% of casualties occur within only 10% of the time between overhaul (TBO), corresponding to the first 1,000 hours or so of operation after overhaul. In most cases the damage occurs only a few hours after start up. The report, Auxiliary Engine Damage, also finds that container vessels have a significantly higher claims frequency due to the larger number of installed engines on these vessels. In addition these engines have considerable output, leading to higher repair costs compared with other vessels. Auxiliary Engine Damage, the latest report from The Swedish Club, has been created in response to the Club's members' concerns over damage to auxiliary engines – a significant segment of machinery claims, both in number and in cost. Peter Stålberg, Senior Technical Adviser at The Swedish Club explains: "Auxiliary engines run at high revolutions and have a common lubrication system for both cylinder and crank case lubrication. They are not under the same strict regime from the classification society as the main engine, and maintenance is often carried out by the vessel crew. "We see incorrect maintenance and wrongful repair in all too many cases, and poor lubrication management is also a major contributing factor to auxiliary engine break downs. With an average repair cost of more than USD 345,000, we cannot emphasise enough the principle that prevention is better than cure." Source: The Swedish Club

UK shipbuilding strategy 'is flawed and a return to the 1980s' By : Stewart Paterson

THE UK Government's shipbuilding strategy is "flawed" and takes the country back to the 1980s when yards closed due to increasing costs according to MPs. A Glasgow SNP and Glasgow Labour MP have called on the Ministry of Defence to fund a Frigate Factory on the Clyde and imminent orders for larger auxiliary ships to be block built in UK yards and not given to international competitors. Three new royal Navy support ships will be built but no UK yards have bid for the work leading to conclusions they will be built abroad. However Chris Stephens, Glasgow South West SNP MP and Paul Sweeney, Glasgow North East Labour MP, want the ships to be built in blocks in different yards like the aircraft carriers. This would allow all yards to have work to sustain their future and the Clyde yards to be the 'Frigate Factory' the UK government previously promised. Mr Stephen said the competition introduced by the Government will not provide value for money and will put jobs at risk. He said: "Our real fear is that the national shipbuilding strategy is going back to the thinking of the 1980s, which suggested that shipyards should be in competition with each other. Such thinking has only ever led to shipyards closing." Mr Stephens said the auxiliary ships should be built in the United Kingdom. He added: "This country has just completed a process during which the Aircraft Carrier Alliance was built across shipyards in the UK. If that was good enough for the Alliance, surely it is good enough for Royal Fleet Auxiliary ships. I do not believe that sending Royal Fleet Auxiliary ships to international competition will save the Ministry of Defence money—far from it." Mr Sweeney called for the Government to provide the investment needed for the frigate factory. He said the frigate factory would deliver an integrated, consolidated site which would achieve efficiencies and provide value for money for the Royal Navy. He also called for the larger ships to be built in blocks then assembled in one yard.

Mr Sweeney said: "No one site in the UK would be capable of building such a ship alone. That is the key opportunity: to use that distributed block build strategy to sustain shipbuilding capacity across all the multiple sites in the UK." The shipbuilding strategy was debated by MPs in the House of Commons where the case for Glasgow building the frigates was made. The Clyde yards were originally promised 13 type 26 ships which was to secure work in the Govan and Scotstoun yards for decades. The order was then reduced to eight Type 26 ships but the Clyde yards were to have been given five smaller Type 31 ships. It later emerged that the smaller ships were unlikely to be built on the Clyde. The Ministry of Defence later decided that the Type 31 contract would be put out for competition among UK yards. BAE which owns the Glasgow yards has entered a partnership with Cammell Laird in Merseyside to bid for the work. It is expected, if BAE is successful, that the design work would be done by staff in Glasgow and the manufacturing of the vessels taking place in the English yard. Source : Evening Times

WATCH: Aerial Drone Used to Save Two Swimmers' Lives in Australia

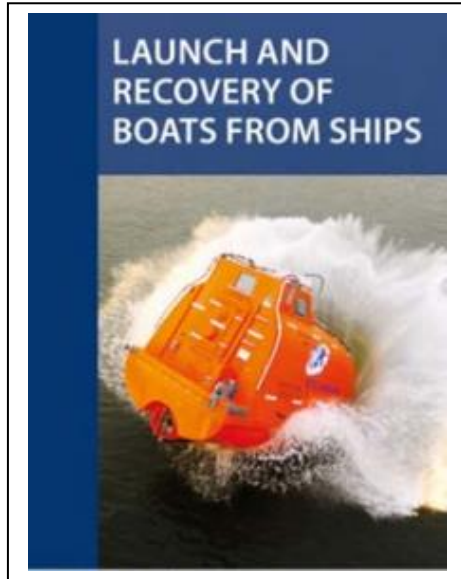
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Fire onboard oil tanker anchored at Kandla Port

A major fire broke out on Wednesday onboard the MT GENESSA oil tanker anchored 15 nautical miles off Deendayal Port at Kandla. All 26 crew members were evacuated safely, officials said. Two of them suffered burn injuries. The tanker is 183 metres in length and is known to be carrying around 30,000 tonnes of High Speed Diesel. The Indian Coast Guard swung into immediate action, firefighting using tugs and rigs available from nearby resource agencies. It is also preparing to cordon the vessel to avoid oil spillage. Source : The Hindu



The Nautical Institute launches lifeboat safety handbook



The launch and recovery of boats from ships is a vast subject and one that has not previously been examined in detail. The Nautical Institute is pleased to announce its latest publication, *Launch and Recovery of Boats from Ships*, on this vital subject. Launching, operating and recovering small boats is often outside the expertise of crew and can require considerable skill and seamanship. Practice drills rarely provide a realistic simulation of emergencies. An increasing lack of experience and some wellpublicised accidents during practice have undermined crews' confidence in using the equipment. Reluctance to take part in practice launches serves to further erode safety. In *Launch and Recovery of Boats from Ships*, author Dag Pike AFNI sets out good practice and explains in clear language the techniques and systems that can improve manoeuvres. The book reviews the equipment available and assesses both its benefits and its potential drawbacks. The publication will be of value to ship owners and operators, regulators and designers as well as practical seafarers.

At the launch at the UK's Warsash Maritime Academy, Captain John Lloyd FNI, CEO of The Nautical Institute, commented: 'For generations seafarers have been faced with the challenge of the maintenance and testing of lifesaving appliances to ensure their readiness for use in emergencies. At the same time crews have to recognise that their deployment, even in controlled circumstances, is never risk-free. This book guides the mariner towards best and safest practice in the management and operation of launching and recovering boats at sea.' Having experienced his first shipwreck at the age of 18, Captain Pike certainly has the experience to lend weight to his valuable insights into the best use of existing systems and the potential for their improvement. After serving as Captain of Trinity House lighthouse tenders, he went on to become an Inspector of Lifeboats with the UK's Royal National Lifeboat Institution and was responsible for some 50 lifeboat stations. Captain Lloyd added: 'The Nautical Institute hopes this book will become a key source of reference for those seeking to improve the safety of their personnel on board and will result in better understanding of how to launch and recover boats safely.' **Source: The Nautical Institute**

Exhibition: Ocean Liners: Speed and Style at the V&A, London

A new V&A exhibition glides through the story of the 20th century as told by the great ocean liners <https://www.thetimes.co.uk/edition/saturday-review/exhibition-ocean-liners-speed-and-style-at-the-v-a-london-5wnmdvc2r>

Woman dies after falling from balcony of Carnival cruise ship

A woman died Friday after falling from the balcony of a room on the Jacksonville-based CARNIVAL ELATION. CARNIVAL ELATION departed Jacksonville on Thursday for a four-day cruise to the Bahamas. Carnival sent the following statement to Action News Jax: "Early this morning a guest fell from her balcony to several decks below. The ship's medical team responded immediately, but, unfortunately, she passed away. The incident was reported to all proper authorities and CARE Team support was offered to fellow travelers and her family. Our thoughts and prayers are with the deceased and her family. Carnival Elation departed Jacksonville Jan. 18 on a four-day cruise to the Bahamas." Source: AJC



The CARNIVAL ELATION
photo : Jacco van Nieuwenhuyzen

Navy ship collisions prompt rare criminal charges

The Navy's decision to charge five officers with negligent homicide for their involvement in two fatal ship crashes marks a rare legal move that, if proven, could send them to jail for up to three years. U.S. Navy officials and other experts struggled Wednesday to identify other naval accidents in recent history that triggered such a serious criminal charge and couldn't point to a case that led to a negligent homicide conviction. The Navy on Tuesday laid out the charges that would be presented at what is called an Article 32 hearing, which will determine whether the accused will go to trial in a court-martial. No doubt paving the way for the severe charges was the significant loss of life in the two collisions. The USS Fitzgerald struck a commercial ship off the waters of Japan in June, killing seven U.S. sailors; the USS John S. McCain collided with an oil tanker in coastal waters off Singapore in August, killing 10 U.S. sailors. "What's different here is the loss of life," said Eugene Fidell, an expert in military law who teaches at Yale Law School. "The victims' families are obviously devastated by this, the Navy obviously feels it has an obligation to them as well to its own standards." Still, he said it is highly unusual for such a case to actually go to trial, or for a commander to go to jail. Typically, he said, cases end in plea bargains and officers are more likely to be dismissed from the service, lose their retirement or receive other administrative punishments, depending on the seriousness of the charge. In one of the few relatively recent similar cases, two Marine officers were tried on charges of negligent homicide and manslaughter for piloting a small twin-engine military plane into a cable holding a gondola in Italy in 1998. The wing of the twin-engine Prowler was flying too low when it sliced through the cable, sending 20 civilians in the cable car plummeting to their deaths. The two officers were found not guilty of those charges but were later found guilty of obstruction of justice for destroying a video taken during the flight. Commanders involved in other ship collisions have largely avoided any type of homicide or manslaughter charges. When the USS Greeneville, a submarine, surfaced underneath the Ehime Maru, a Japanese fishing vessel, off Oahu in 2001, it plunged nearly three dozen students and instructors into the water, killing nine. An investigation concluded the ship's captain was in a hurry and rushed through mandatory safety procedures while demonstrating an emergency surfacing drill. The captain was eventually reprimanded by a military court of inquiry but did not face courtmartial. He retired with his full rank and pension. The victims' families received a \$16.5 million settlement from the Navy. The Navy said Wednesday that preliminary hearings for the five officers charged in the Fitzgerald and McCain collisions will likely be held in the coming weeks in the Washington, D.C., region, but exact locations and dates are not set yet. The hearing officer will decide whether there is enough evidence for the cases will go to a trial by court-martial and what specific charges will be brought against the officers, based on that evidence. The maximum punishment for negligent homicide is three years in prison and dismissal from the Navy. For a conviction on that charge, Fidell said, prosecutors must prove the officer was guilty of "simple negligence" that resulted in the deaths. In addition to the negligent homicide charge, several officers are also facing charges of dereliction of duty and endangering a ship. The maximum punishment for the dereliction of duty charge is three months in jail, and the maximum punishment for endangering a vessel is two years in jail. The Navy conducted a series of investigations and reviews into the two collisions, concluding that the accidents were the result of poor judgment, bad decision-making and widespread training and leadership failures by the commanders and crew who didn't quickly recognize and respond to unfolding emergencies. Source : LATimes/ The Associated Press.

One dead after Volvo Ocean Race team collide with fishing vessel near Hong Kong

Vestas 11th Hour Racing collided with a fishing boat. A person is dead after a Volvo Ocean Race yacht collided with a fishing vessel near Hong Kong on Saturday (NZT). A vessel of American-Danish team Vestas 11th Hour Racing made contact with the Chinese boat, killing one on board. No member of the racing team was injured in the collision, and they immediately made the mayday distress call on behalf of the other vessel. The Hong Kong Marine Rescue Coordination Centre was alerted and undertook the search mission, rescuing nine crew members from the water, while the 10th was airlifted to hospital, where they died shortly after. The Volvo Ocean Race features several Kiwi sailors. This is the first year the race has stopped in Hong Kong. Source: Newshub.

OOCL Launches Last 21K TEU 'G-Class' Containership

OOCL has launched the sixth and last in its latest series of 21,413 TEU containerships — OOCL INDONESIA,

Enclosed Spaces On Ships - Identify, Test & Monitor

Cargo Damage Due To Bilge System Back-Flow

Vessel Type: Bulk Carrier Incident description

Prior to loading a full cargo of bulk minerals, the cargo holds were cleaned and tests for watertight integrity successfully carried out. In addition, the efficient operation of the cargo hold bilge pumping system and water ingress alarms was also verified. A few days after departure from the loading port, the water ingress alarm for no.2 cargo hold was activated. However, when the hold bilges were sounded by the crew, they appeared to be dry and it was therefore assumed that the ingress alarm system was defective. Daily hold bilge soundings continued to give no cause for concern. At the discharge port, wet cargo was revealed at a depth of up to 2 metres above the tank top and upon completion of discharge, it was discovered that sea water had entered the hold due to back-flow via the port side bilge well. The incident gave rise to a substantial cargo damage claim from Receivers. Analysis Subsequent examination and testing of the cargo hold bilge system revealed that the non-return valve in the port side bilge well was not tight due to the presence of previous cargo residue and scale around the valve seat. The inspection and testing of cargo hold non-return valves was not included in pre-loading checks. It was also established that other valves in the system between the engine room fire and G.S. pumps and the bilge line had been left open by the engine room crew, allowing water to flow into the line and enter the hold by way of the defective non-return valve. Investigations also revealed that no.2 port bilge sounding pipe was blocked about 20 cm from the bottom, explaining why the well appeared dry when sounded. Had the crew compared the maximum height of the pipe with the sounding tape measurement, this defect may have been noticed prior to flooding of the hold. Lessons Learnt

- Inspection and testing of cargo hold bilge system non-return valves should preferably be included in routine pre-loading checks of the holds
- Bilge system valves and pipework require to be periodically checked and maintained as part of the planned maintenance system
- Rigorous procedures should be in place to prevent valves being left open when not in use
- Hold bilge sounding pipes should be positively proven to be unobstructed and comparisons made between the documented maximum pipe height and actual measurement at the deck datum point
- The activation of hold ingress alarms requires to be thoroughly investigated which in this case should have included checking all related systems and pumping of the bilges to observe for any discharge

Source: UK P&I Club

Articles for “Full Ahead”

Articles for the Spring edition of “Full Ahead” to be sent to John Rix by Tuesday, 20 February. Please keep your articles with photos, coming. john.rix@talktalk.net,

HANDYMAN HUSBAND (or Blonde Wife ... Just saying ... No offence meant)

Wife texts her handy husband on a cold winter morning: "WINDOWS FROZEN ~ WON'T OPEN"

Husband texts back: "GENTLY POUR SOME LUKEWARM WATER OVER THE EDGES AND THENTAP EDGES SHARPLY WITH HAMMER"

Wife texts back 5 minutes later: "LAPTOP REALLY BUGGERED NOW"

Restoring the Schooner Rhoda Mary - Posted: 11 Jan 2018 06:28 AM PST

A crowdfunding campaign is underway to rescue what is left of the Cornish schooner Rhoda Mary, lying in the banks of the Medway river, Kent, UK. The goal is to rescue the remains of the schooner and transport it back to its birthplace in Truro, where it will be restored.



The Rhoda Mary is a West Country topsail schooner built at Point in Devoran in 1868. She was renowned for her speed and beauty. After an over fifty-year career carrying cargo, she was decommissioned in 1925 and became a houseboat on the River Medway in Kent. In the mid-60s, the hull burned to the waterline while the underwater hull settled into the river bank. Paradoxically, the loss of the upper decks and sides may have helped protect the shape of the lower hull.

The plan is to salvage the remains of the schooner and move them by barge to Turo for restoration. In addition to saving the Rhoda Mary, the goal is to provide vocational training in the maritime trades to young people in Cornwall and across the UK through the reconstruction and operation of the legendary Cornish 19th-century schooner.

The Rhoda Mary & other Ferris boats from StoryLines on Vimeo.,

Thanks to Irwin Bryan for contributing to this post.

The post Restoring the Schooner Rhoda Mary appeared first on Old Salt Blog.

Stricken oil tanker leaves 10-mile oil slick in East China Sea



Offshore Shanghai / China the burning Iranian tanker SANCHI has sunken as seen above

British Engineering - ROLLS-ROYCE STAFF MAGAZINE

Sometimes it DOES take a Rocket Scientist!! (true story)..

Scientists at Rolls Royce built a gun specifically to launch dead chickens at the windshields of airliners and military jets all travelling at maximum velocity.

The idea is to simulate the frequent incidents of collisions with airborne fowl to test the strength of the windshields.

American engineers heard about the gun and were eager to test it on the Windshields of their new high speed trains.

Arrangements were made, and a gun was sent to the American engineers.

When the gun was fired, the engineers stood shocked as the chicken shot out of the barrel, crashed into the shatterproof shield, smashed it to smithereens, blasted through the control console, snapped the engineer's back-rest in two and embedded itself in the back wall of the cabin like an arrow shot from a bow..

The horrified Yanks sent Rolls Royce the disastrous results of the experiment, along with the designs of the windshield and begged the British scientists for suggestions.

Rolls Royce responded with a one-line memo:
"Defrost the Bloody chicken FIRST."



That's all from me now folks.

*I hope that you have all remembered to pay your annual
subscriptions to the MNA*

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

*Yours Aye,
Malcolm*

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