

The MISSION of The Merchant Navy Association is to bring all serving and retired Seafarers together in a spirit of companionship, consideration and commitment towards a united lobby for the Community of the Sea

Hi Shipmates,

Please find below more snippets of information since circular #2018-02 published 23rd 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

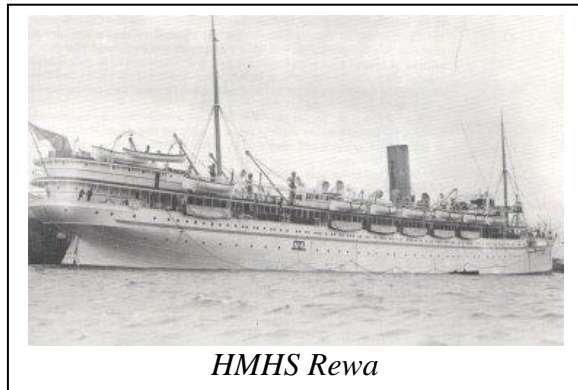


Iskes Towage & Salvage tug TRITON navigating the Dutch coastal waters
Photo : Flying Focus Aerial Photography www.flyingfocus.nl ©



**TODAY WE NEED YOU
TOMORROW YOU MAY NEED US
PLEASE DONATE TODAY**

One hundred years ago the sinking of a hospital ship by an infamous German U-boat commander caused outrage across Britain.



HMHS Rewa

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.

Source:- The Horizon

Polar Shipping Update - Canada Adopts the Polar Code

https://www.ukpandi.com/knowledge-publications/article/polar-shipping-update-canada-adopts-the-polar-code-142137/?dm_i=33T,5F4I0,LGE99N,KZ8QZ,1

Crew Health Advice: Maintaining a healthy liver - Date: 24/01/2018

https://www.ukpandi.com/knowledge-publications/article/crew-health-advice-maintaining-a-healthy-liver-142118/?dm_i=33T,5F4I0,LGE99N,KZ8QZ,1

Derbyshire Newsletter The Trade Journal 220 February 2018

The February issue of Trade Journal is now available on line on our Webpage with courtesy of our webmaster, Jeff Dykes. Available on this link

<http://www.godfreydykes.info/TJ%20220%20Feb%202018.pdf>

It has been pointed out that I made an error with both Nov and Dec 2017 being the same number missing 219. This will effect anyone referring to the Archives on the web page but the Months are concurrent. Apologies for the error and any inconvenience is regretted.

A good and bad news month in the Editorial, and the stop press is that one of the RN Survey Ships, if tasked in the area of Tunisia will have a Look-see at the WWII Submarine wrecks discovered by Jean-Pierre Misson as reported on page 9, 11

Regards to All
Terry (Nobby) Hall

Volvo Ocean Race: Vestas 11th Hour Racing retires after collision 'Deeply saddened'

Volvo Ocean Race organisers supporting investigation into fatal Hong Kong crash as fisherman dies
Fisherman Dies After Collision With Volvo Ocean Race Yacht Off Hong Kon "Hong Kong Maritime Rescue Coordination Centre informed Race Control that a nearby commercial vessel had rescued nine of the crew from the other boat, and a tenth was taken to hospital by helicopter after he had been rescued from the water by the Vestas 11th Hour Racing crew" Volvo Ocean Race and Vestas 11th Hour Racing, which retired from the leg after the incident and proceeded to Hong Kong under its own power, are now focused on providing immediate support to those affected by this incident In a statement organisers confirmed the death and said the incident happened about 30 miles from the finish, outside of Hong Kong waters at around 1:23 am Saturday Vestas 11th Hour Racing collided with a fishing boat some 30 nautical miles off Hong Kong late Friday as it was trying to finish Leg 4 of the Volvo Ocean Race.

Behold the Vampire Squid from Hell - Posted: 24 Jan 2018 12:55 PM PST

"Vampire Squid from Hell" sounds like a low budget horror movie from the 1950s. It isn't. It is a small cephalopod which lives in the deep oceans.

There are two important things that one should know about the species with the scientific name *Vampyroteuthis infernalis*, which means, literally, the "vampire squid from hell." The creature is not a vampire. Nor is it a squid. Despite the confused taxonomy, the vampire squid is a strange and wonderful creature in its own right.

The vampire squid is neither squid nor octopus but a more primitive form of cephalopod, virtually a living fossil, dating back to a time before the squid and octopus split into separate orders. The vampire squid is only about a foot long and lives in deep water in temperate oceans. It is no bloodsucker. It eats "marine snow," organic detritus drifting down from the upper layers of the water column. Apparently, the creature's jet-black to pale reddish body was the basis for the vampiric name.



The Vampire Squid From Hell

[Behold the Vampire Squid from Hell](#)

The post Behold the Vampire Squid from Hell appeared first on Old Salt Blog.

CMA CGM VASCO DE GAMA: an analysis of a grounding By Ross Davies

The Marine Accident Investigation Branch has concluded its inquiry into the grounding of container ship CMA CGM VASCO DE GAMA off the Port of Southampton in 2016. The report's findings should be upheld as a cautionary tale of the dangers of poor planning and overconfidence, as Ross Davies finds out.

It happened in the early hours of the morning on 22 August 2016. With a moderate south-westerly breeze and a strong eastflowing tide, the CMA CGM VASCO DE GAMA – a British-flagged ultra container ship – grounded on the western side of the Thorn Channel on its approach into the Port of Southampton. The ship ran aground on a flat shingle seabed. While a relatively mild incident – the vessel was re-floated soon after through a combination of tugs and the ship's engines – the Marine Accident Investigation Branch (MAIB) was alerted soon after. In October 2017, MAIB published the findings of its year-long inquiry into the grounding of the 399m-long Vasco de Gama. It occurred because the vessel was too far north of its intended track when it began its turn into the Thorn Channel.



The CMA CGM VASCO DE GAMA – Photo : Kees Torn (c)

This, in turn, reduced the space available for the manoeuvre, with the VASCO DE GAMA unable to sustain the rate of turn needed to remain in the dredged channel. “There was an “absence of a shared understanding of the pilot's intentions”.” At the time of the incident, two pilots from the Port of Southampton were onboard the ship as it entered the Solent. Together with the Vasco de Gama's bridge team, the pilots were equipped with “the experience, knowledge and resources available to plan and execute the passage effectively”, noted MAIB's 64-page report.

Furthermore, the merchant vessel's standards of navigation, communication and use of electronic charting aids “fell short of the standards” of both the Port of Southampton and CMA CGM group, a France-headquartered company with 445 vessels to its name. MAIB also found the execution of the ship's turn around Bramble Bank to be “not in accordance with the port's guidance for large inbound vessels”. Consequently, the Vasco de Gama's bridge team, assistant pilot and the vessel traffic services were unable to properly monitor the lead pilot's actions as the vessel progressed through the Solent.

Poor planning and overconfidence: the MAIB's main findings

If there is one takeaway point from the inquiry it is that poor planning was at play. Investigators discovered the lead pilot had not informed the bridge team of his plan for the turn around Bramble Bank. There was an “absence of a shared understanding of the pilot's intentions for passing other vessels or for making the critical turns during the passage”. Elsewhere, the master and port pilots were blamed for “complacency and a degree of over-confidence”. CMA CGM, which took delivery of the CMA CGM VASCO DE GAMA in July 2015, has acknowledged MAIB's findings, and claims to be addressing the aforementioned issues raised in the report. “Following this grounding, CMA CGM and ABP [Associated British Ports] Southampton have been working together,” said a spokesperson for the company in an email. “As mentioned in the MAIB official report, CMA CGM has already taken measures to prevent this type of incident to happen again. CMA CGM is strongly committed to ensuring the safety of its operations and its crews in accordance with local and international regulations.” Simon Boxall, a maritime expert from the University of Southampton, believes MAIB's findings to be fair, despite Bramble Bank's reputation as “a navigation hazard” due to its susceptibility to “slight movement after major storms”. “Looking through the report there was no evidence of unforeseen mechanical failure on the ship, nor of abnormal weather conditions,” he says. “On that basis, the two pilots and the ship's

master should have been in a position to safely navigate the vessel into port. It would appear to be user error – which is what the report says in so many words.

“In light of this, introducing ways of reducing user error can only be seen as a good move.”

“MAIB’s findings will form the backbone of a safety study.”

Boxall also acknowledges things could have been a lot worse. As the VASCO DE GAMA was re-floated relatively quickly, the port didn’t suffer any kind of blockage – which, given the vessel’s size, would have brought Southampton to “a standstill”. Neither did the vessel endure any serious damage. Nonetheless, an investigation was still necessary. “If reports such as this are not produced then the safe navigation of shipping is not improved,” says Boxall. “In the same way an airline near-miss is thoroughly investigated, it is important that the same is done for shipping – not as a witch hunt, but as a fact-finding investigation to improve safety.”

The Bramble Bank is something of a hotbed for groundings. Aside from the Vasco de Gama, in the last two years both the cargo ship Hoegh Osaka and container vessel APL Vanda have run aground in the Solent – although in the latter cases, the beachings were deliberate as part of safety measures. In order to prevent the incidents such as those experienced by the VASCO DE GAMA, some believe it might be worth dredging the bank out. Boxall disagrees. “First of all, the scale would be substantial,” he explains.

“Secondly, the bank would return after a short period, and in the intervening time cause significant and possibly rapid changes to the existing navigation channels. The Bramble Bank is a natural form that will reform.” There’s also the increasing size of ships to take into consideration, with MAIB warning that leviathan-sized vessels operating within restricted waterways are creating reduced margins of operation safety. In the meantime, MAIB’s findings will form the backbone of a safety study into the use of modern electronic navigation aids on board merchant vessels, and their impact on navigation practices. Such research is welcome. The case of the Vasco de Gama should be held up as cautionary tale of a grounding that could have been easily avoided. Source: ship-technology

A Sideways Launch (a 40 minute video)

This tells the story of a shipyard in Faversham, Kent between the years 1916 - 1970. The film was directed and produced by Michael Maloney for Countrywide Productions. See cwideprods.co.uk for more information.

<https://vimeo.com/247893658>

Shell oil heist: 20 arrests over £6.4m raid in Singapore

Police have seized at least one oil tanker and millions of dollars in cash after the oil was siphoned from a Shell refinery. By Alix Culbertson, News Reporter Singapore police have arrested 20 people after oil worth £6.4m was siphoned from a Shell refinery. Authorities have so far charged 14 of those arrested after uncovering a complex, cross-border plot to steal the oil. They have seized at least one oil tanker and millions of dollars in cash. Court documents listed 18 dates between 24 July 2017 and 7 January 2018 when tens of thousands of tonnes of oil were stolen. Most of the thefts from Shell’s Pulau Bukom site, which is just 3.4 miles from Singapore’s main island, took place during the refinery’s normal working hours. Eleven Singaporeans and three Vietnamese men were the latest to be charged on Thursday, with several granted bail. Eight of the Singaporeans were Shell employees while two others worked for Sentek Marine and Trading, one of Singapore’s biggest marine fuel suppliers. The investigation found one of three vessels used to transport the stolen oil was a Sentek ship named SENTEK 26. Another Singaporean charged worked for British-listed Intertek, which specialises in quality and quantity assurance, including for fuel products. The three Vietnamese men were charged with receiving stolen property aboard two other ships, Prime South and MT Gaea, both registered in Panama. Over the last three months the three vessels used have travelled between ports in Singapore, Vietnam, Thailand and Indonesia, shipping data from Thomson Reuters Eikon shows. Some of those charged are due in court on 29 January. source: skynews

New MNA Boat Club leaflets - email seamus@idnet.com for a copy.
External View



Join the MNA Boat Club's SeaVue Maritime Safety & Surveillance Scheme and support the RNLI's "Respect the Water" campaign

For more information go to: <http://www.seafarersafloat.com>
or email: commodore@seafarersafloat.com
To join the MNA go to: <http://www.mna.org.uk/membership>



Internal View



Merchant Navy Association Boat Club

The aim of the **SeaVue Scheme** is to act as the "eyes and ears" of the emergency services whereby whenever a member of the MNA Boat Club goes afloat they undertake to keep watch to **SPOT** a vessel or person in difficulty, or a potential emergency situation, **PLOT** the position and immediately **REPORT** the essential facts to HM Coastguard or appropriate inland waterway authority. Sometimes this may also require a formal report to be forwarded to the Nautical Institute's CHIRP Charitable Trust to act as a **RECORD** of the incident. We work closely with HM Coastguard, The Sea Safety Group of Coastwatch Stations, Coastwatch Scotland, The Maritime Volunteer Service, The RNLI and their "Respect the Water" campaign, The Norfolk & Suffolk Boating Association and inland waterways authorities. Why not think about joining us in this worthwhile contribution to enhancing safety at sea and on our inland waterways?



Full Membership of the Merchant Navy Association is open to any person who has "signed-on" ships Articles, MCA seagoing employees, lighter men, fishermen and HM Coastguard or RNLI Lifeboat Crews. Associate Membership is available to any other person who supports the MNA's objectives. Seafarer's families and friends as well as business contacts and members of other maritime organisations are encouraged to support us by joining. Membership of the Merchant Navy Boat Club and the SeaVue Safety & Surveillance Scheme is automatically available to both Full and Associate members. The cost of Membership or Associate Membership of the MNA is less than £10.00 per annum. Application Forms are available from the MNA's Membership Secretary or may be downloaded from our websites www.mna.org.uk or www.red-duster.co.uk.

For more information see the back page of this leaflet.



Re-thinking the role of the seafarer

Last year, ICS and BIMCO projected that shipping would need nearly 150,000 more sailors by 2025 to meet the current anticipated demand growth. Much has changed in the last 12 months, but the need for crew hasn't become any less acute. Almost all of these newcomers will be digital natives who have been brought up with digital technology and are familiar with its capabilities. Their common language is likely to remain English, but many of them will be equally comfortable in computer programming languages, such as Python or Java. Similarly, the roles and responsibilities of a chief engineer in 2020 are likely to be broadly similar to their current daily duties. However, as ships become more digitized and depend upon data connectivity to function at their fullest, it will take crew that are fully versed in the latest technologies to maximize their vessel's operational potential. At first glance, it might seem like smart ships and automation are the simple answer to seafarer shortages. I don't believe this to be the case. But even if it is, we're some years away from that being reality. Shipowners who have endured the last decade's challenging freight rates and global instability need solutions that can deliver immediately. Realising increased safety, welfare, efficiency and timely operations Guaranteeing that seafarers' rights under the Maritime Labour Convention 2006 – in particular access to communications by ship's crew – are fully adhered should be a given. So when it comes to recruitment, more fundamental questions need to be asked. What kind of seafarers are we trying to recruit? What do sailors of that caliber expect on board? Can we provide them with lifestyles that are similar to the ones they can enjoy ashore? Much of that - from the training that's the bedrock of career growth to Skyping loved ones from the middle of the Atlantic - can be achieved via the provision of reliable, high performance and cost-effective data services. Investments to make this a reality for mariners often pay dividends in unexpected ways. I've spoken to a number of operators this year who brought internet aboard for their crews in the early part of this decade as they sought to ensure a better quality of crew. The improvements they've seen in morale, reduced social isolation, and improved crew retention were expected in large part. What really surprised them was how well positioned this had left them for the data-enabled services that have become vital to the efficient operation of their ships today. Already many of them are now taking the lessons they learned from those experiences and the competitive advantages they gained, and using them to project future capacity requirements. They understand that shipping's digital transformation is well under way, exponential data growth is now the norm, and that they need to scale their connectivity accordingly. Empowering the global shipping industry with always-on connectivity But connectivity needs to be reliable, always available and ensure high speed throughput both on vessels and onshore. As the only provider in the industry to offer multi-orbit (GEO and MEO) satellite-enabled connectivity solutions in multiple bands (Ka-, Ku- and C-band), SES Networks can flexibly deliver the capacity that ship owners, operators and seafarers need to make better informed commercial decisions, and enable them to remain competitive in an increasingly challenging and commoditized marketplace. Additionally, new service innovations, such as SES Networks' Maritime+ solution, are making VSAT networks simpler to use, more cost efficient, and more powerful. This drives even bigger ROI for owners and operators through simple, straightforward access to customizable bandwidth and tailored service level agreements and scalable throughput options, and standardized pricing regardless of region or season of operation. The 2020s will be shipping's first fully data-enabled decade. Almost every form of communications from a ship – wherever it is in the world – already travels via satellite for some part of its journey. In the years to come the volume, variety, and velocity of data will increase stratospherically. Indeed, DNV GL now estimates that, in two years, the data capacity of the VSAT network has increased from 8.7 Gbps (Gigabits per second) to 16.5 Gbps – nearly doubling. If this trend continues – and there's no reason to think it won't – this capacity will reach 217 Gbps by 2025. If the next generation of captains and chief engineers are to realize your fleet's full potential, it will take the provision of reliable, available, and high performing satellite-enabled global managed data services. Stephen Conley is Maritime Market Segment Lead at SES Networks. Source : MAREX The opinions expressed herein are the author's and not necessarily those of The Maritime Executive

RNLI - QUICK VIDEO: A year of rescues - <https://mail.aol.com/webmail-std/en-us/suite>

IMO: Mooring matters

IMO is working to prevent accidents and injury when ships are secured at their berth in a port. A revised SOLAS regulation on safe mooring is expected to be finalised when the Sub-Committee on Ship Design and Construction (SDC) meets this week (22- 26 January). The meeting will also further develop new and revised related guidance to support the safe use of equipment, including mooring lines, pulleys, winches and so on. Other important items on the agenda include guidelines and regulations for passenger ships in the event of flooding. Ships should be designed so that essential systems remain operational after a casualty. The meeting is expected to finalize draft guidelines on stability computers and shore-based support for specific passenger ships, to support draft SOLAS amendments regarding operational information after a flooding casualty for new and existing ships expected to be adopted this year. Also in development are draft amendments to SOLAS on the availability of passenger ships' electrical power after flooding from side raking damage. On other matters, the Sub-Committee will continue ongoing work, including developing a draft new SOLAS chapter and related Code on the safe carriage of more than 12 industrial personnel on board vessels engaged on international voyages; and developing second generation intact stability criteria. The SDC Sub-Committee was opened by IMO Secretary-General Kitack Lim, and is being chaired by Kevin Hunter (United Kingdom). Source: IMO

Register now for the Maritime & Offshore Career Event 2018

Maritime, offshore and logistic career hunters can register to visit the Maritime & Offshore Career Event (MOCE) 2018 on www.MOCE.biz. On the 28th of March, WTC Rotterdam will be the location for career opportunities in the maritime, offshore & energy industry. Just like the last 11 years, the organization welcomes different companies from the industry who are looking for new talent and experienced professionals. Visiting the event is free of charge. MOCE welcomes many new companies in WTC Rotterdam such as Rosen Europe, Swets Group and KenzFige. We're also pleased to welcome back Damen Shipyards Group, Iskes Towage Salvage, Iv-Oil & Gas, Van Oord, Boskalis, Royal IHC, Roll Group and many others who are ready to talk to over 3.500 visitors about career opportunities.

Live talks at 'Community Square' and case studies

Besides visiting the exhibition floor, visitors can attend live talk shows at Community Square or participate in the different case studies offered by amongst others Damen Shipyards Group, Oceanco and Van Oord. Visitors are challenged to solve a problem within 2 hours. This gives visitors a chance to leave a good impression on the company.

Upload your CV on MaritiemeVacaturebank.nl and get invited for an interview at MOCE.

Another way to get noticed by companies is for visitors to upload their CV prior to the event in the database of the jobsite MaritiemeVacaturebank.nl. Through 'Invite & Meet' selected visitors are invited by a potential employer for a personal interview on the exhibition floor or create their own invitation. All of this makes MOCE Europe's biggest and most complete career event in the maritime, offshore & energy industry once again. Visitors can register via the renewed website www.MOCE.biz. Here more information can be found about the program and you can register for the case studies. In order to stay up-to-date of the latest news you can subscribe to the newsletter or follow the Facebook and Twitter accounts

Scarborough Lifeboat In Five Hour Rescue

Scarborough's all-weather Shannon Class lifeboat was involved in a five hour rescue mission today (Friday 26 January.) It's after the NORDSTJERNEN GY1477 fishing boat, registered at Scarborough, broke down about 18 miles east of Filey Brigg. The lifeboat was launched at around 10.50am and took an hour to reach the stricken vessel. A tow-line was attached and the Nordstjernen was hauled back to its home port,

arriving at low tide at about 4.00pm. John Senior, lifeboat operations manager at Scarborough RNLI, said: "It was a long but fairly straightforward rescue mission and our volunteer teams, on the lifeboat and onshore, performed to the high standards expected of them all". source: yorkshirecoastradio



Collision In Plain Sight

A bulk carrier was down-bound in a river waterway. While the vessel was in a lock, there was a change of pilots. During the exchange, the disembarking pilot mentioned that it was difficult to communicate with the bridge crew because of their lack of proficiency in English. After the arriving pilot had exchanged information with the Master, the vessel left the lock. The pilot requested the assistance of a police patrol boat from vessel traffic services (VTS) in order to clear any pleasure craft in the area below the lock exit, as many small boats were present for a fireworks show. As they progressed downriver, the Master left the bridge. The bridge team now consisted of the pilot, the officer of the watch (OOV) and the helmsman. At about the same time, a port tug left its berth down-bound to assist another vessel. VTS granted authorisation for the tug and gave information on upbound vessel traffic, but did not mention the downbound bulk carrier exiting the lock. As visibility was good, the tug Master navigated visually and did not turn on the radar. The ECS was not used either. The bulk carrier, now making way at a speed near 12 knots, was upstream and behind the tug at a distance of approximately 0.9nm. The tug was visible to the pilot. On the bulk carrier the pilot asked the OOV to turn on the forward deck lights to make the vessel more visible to the pleasure craft and to have someone posted forward on the forecabin deck to stand by at the anchors. The OOV appeared not to understand; at any rate the requests were not acted on. The pilot asked for the Master to come to the bridge. When the Master arrived, the pilot again requested that the forward deck lights be turned on. The Master turned on the lights. The pilot, now on the port side of the bridge, observed three pleasure craft ahead of the bulk carrier moving towards the vessel. Two of them altered course to starboard in order to meet port to port. The third altered its course to port; in doing so, it disappeared from sight behind the bulk carrier's cranes. The pilot went to the starboard side of the bridge in an attempt to see the third pleasure craft but then lost sight of the tug. Not being able to see the pleasure craft, the pilot altered to port. When the pleasure craft became visible on the starboard side, the pilot ordered starboard 20° and then hard to starboard. Once the swing of the vessel was stopped, the pilot ordered that the vessel be kept steady at 357°. By this time the tug was less than 100m away on the port side, and the pilot was on the starboard side of the bridge – still without a view of the tug. As the pilot walked back to the port side of the bridge, there was a screeching sound. The pilot now saw the tug on the port bow moving away from the bulk carrier. The Master on the tug had, at the last minute, become aware of the bulk carrier behind him and had engaged both engines in order to move away from the approaching vessel. Following the collision, the tug's engineer checked for water ingress. The pilot on the bulk carrier and the Master on the tug spoke over VHF radio and confirmed that they had collided and VTS was informed. The bulk carrier was not damaged, but traces of black rubber from the tug's fenders were apparent on the hull. Some of the findings of the official report were: - The pilot on the bulk carrier was not monitoring the tug at the time of the collision. The bridge crew was not assisting the pilot by maintaining a lookout or using navigational equipment to advise the pilot of relevant traffic. - The language barrier between the bridge crew and pilot contributed to communication difficulties and led to ineffective BRM at a critical time during the voyage. - The VTS officer's high mental workload at a critical time probably caused him to omit the down-bound bulk carrier when reporting traffic to the tug. The Master on the tug was unaware of the bulk carrier for a variety of reasons: - VTS had not reported the down-bound vessel. - The Master was not using all available navigational equipment such as radar. - No effective lookout had been posted. Lessons learned - It bears repeating that all navigational aids should be used not only to help position a vessel but also to give the bridge team the most complete situational awareness possible. - If there are communication issues within the bridge team that is the time to redouble one's vigilance. - Vessel bridge crew and the pilot are a team and need to work together for a safer voyage. Source: The Nautical Institute

[CMA CGM Takes Delivery of New Flagship, the 20,600 TEU CMA CGM Antoine De Saint Exupery.](#)

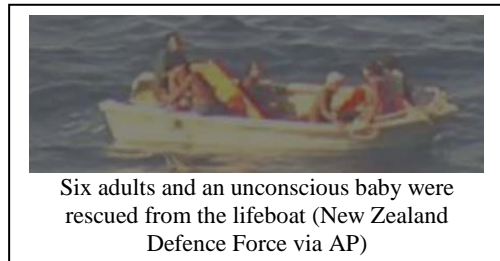
Protesting Fisherman Paralyze France's Port of Calais - January 25, 2018 by [Reuters](#)
http://gcaptain.com/protesting-fisherman-paralyze-frances-port-of-calais/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3AGcaptain+%28gcaptain.com%29&goal=0_f50174ef03-5d182701a9-139894965&mc_cid=5d182701a9&mc_eid=4c72dd3685

Maersk had to reinstall 45,000 new computers after hacker attack BY SØREN PICO

Last summer's hacker attack was a major hit to Maersk Group, which was forced to reinstall thousands of computers and servers. More specifically, 4,000 new servers, 45,000 new computers and 2,500 applications had to be reinstalled as a result of the attack, which hit a large part of the company for days – corresponding to "a complete infrastructure." This was outlined by Maersk Chairman Jim Hagemann Snabe at the World Economic Forum in Davos, Switzerland. At a panel on cyber security he commented on the efforts to restore the systems after the attack, reports The Register. "And that [reinstallation -ed.] was done in a heroic effort over ten days," he said. "Normally - I come from the IT industry - you would say that would take six months. I can only thank the employees and partners we had doing that." The cyber attack occurred on June 27 last year and took down a large part of the group over several days. Maersk Line and APM Terminals were hit particularly hard, after it was not possible to book orders for Maersk Line's customers over a long time. Maersk has previously revealed that the hacker attack is expected to show costs between USD 250 and 300 million in the full year results, published on Feb. 9. The majority of the loss is related to lost business over July and August. Snabe's full input in the Davos panel can be seen below. In the clip, the chairman begins speaking from approximately 3:00. source : Shippingwatch

Kiribati ferry: Searchers find survivors who had been adrift for four days in lifeboat in Pacific Ocean

Rescuers say there were no signs of any other survivors from boat carrying at least 50 people The seven survivors had been adrift in the Pacific Ocean on a five-metre dinghy after drifting for four days New Zealand Defence Force Seven survivors have been rescued from a life raft in the Pacific Ocean after drifting for four days in the blazing sun without water.



The six adults and a baby had scrambled onto the small wooden dinghy after the MV BUTAIRAOI ferry they were aboard sank. The New Zealand Defence Force said the crew of a military Orion plane had used radar to locate the dinghy while searching for survivors. Air Commodore Darryn Webb said the ferry had been carrying at least 50 people while travelling between two islands in the remote Pacific nation of Kiribati. Mr Webb said there had been no sign of any other survivors. The plane dropped supplies to the survivors, including food, water and a radio. The survivors spoke to officials using the radio, describing how they managed to get off the ferry as it capsized, he added. Mr Webb said the survivors had very little time to react and found themselves adrift without water or an engine. He said they had a blanket or tarpaulin which they may have been able to use to get some relief from the sun. A fishing boat had changed its course and picked up the survivors on Sunday afternoon, he said. The dinghy was drifting more than 112 miles (180km) from the nearest major island when it was found. "Our heart goes out to the baby and to all those remaining of the 50-plus people," Mr Webb said. While thankful the life raft was found, Mr Webb said it was also heartbreaking the ferry had sunk and the others were still missing. He said there was a lot of debris near the dinghy, which may have been from the ferry. He also said it wasn't clear yet what caused the ferry to sink. Searchers planned to regroup and interview the survivors before deciding whether to continue the search, he added. Questions remain as to why it took Kiribati authorities so long to tell New Zealand officials the ferry was missing. Mr Webb said a Kiribati plane had earlier searched for the ferry but didn't have sophisticated radar equipment. The MV Butiraoi, a 17.5-metre (57-foot) wooden catamaran, left Nonouti Island bound for South Tarawa on 18 January. The journey of 149 miles was supposed to take two days. New Zealand rescuers say they weren't told about the missing boat until Friday, eight days after the ferry had left. Senior Search and Rescue Officer John Ashby said they'd been told the ferry underwent repairs to its propeller shaft just before leaving, which may have contributed to navigation problems. Kiribati is a remote, impoverished nation of 33 atolls that is home to about 108,000 people. source: independent

Cold Conditions Call For Extraordinary Measures For Ships, Equipment And Crew

Canada and other areas close to the Arctic are currently experiencing extremely low temperatures, and owners calling at ports in these areas are obliged to prepare accordingly. This includes paying particular attention to safety and navigation-related equipment which may be damaged or impeded from working properly under such conditions. This PSC news summarizes the most important measures to be assessed for cold climate navigation.

Relevant for ship owners and managers.

To maintain a safe vessel, and to avoid PSC detentions, particular attention should be paid to the following measures when trading in cold climates – especially relevant for Canadian waters:

According to SOLAS II-2, the fire-extinguishing appliances shall be readily available.

The ISM code requires new risk assessments for several situations:

In addition to identifying the potential additional hazards when entering areas with low temperatures, ISM A 10.3 requires the company to identify equipment and technical systems where the sudden operational failure may result in hazardous situations. The SMS (Safety Management System) shall provide for specific measures aimed at promoting the reliability of such equipment or systems. These measures should include the regular testing of stand-by arrangements and equipment or technical systems that are not in continuous use. ISM A 8.3 requires the SMS to provide for measures which ensure the company's organization can respond at any time to hazards, accidents and emergency situations involving its ships. Additionally, local authorities might publish national regulations. For example, Canadian regulations require that all vessels navigating in ice be equipped with a system to prevent icing and choking of sea chests and to maintain an essential cooling water supply to be prepared for icing/blockage that could occur anytime between December and March. Although this regulation seems related to seawater cooling types of main and auxiliary engines only, the same specifies that proper and ship-specific ISM procedures for navigation in cold weather climates must be in place and strictly followed and understood by all officers and crew members.

“Canadian Marine Machinery Regulations – SOR/90-264” contains pre-arrival information concerning ships operating in icecovered waters and includes a “Marine Safety Guide checklist for operations in ice-infested waters” (see appendix), which requires that life-saving and firefighting equipment be ice-free and available at all times. Please be aware that DNV GL rules for classification offer several class notations regarding operations in cold climate (different ice classes for light ice, winterized and polar ice class for operation in polar areas). These notations specify requirements for hull strength, machinery systems and equipment, and include the relevant procedural requirements applicable to ships operating in these climates.

Recommendations

Relevant measures to be assessed for navigation in cold climate conditions:

- Perform risk assessments to analyze the ship's current preparedness for operation in low temperatures
- Use checklist provided by Transport Canada (link below)
- Prepare the vessel and initiate mitigation actions to ensure smooth operations of all equipment, e.g. additional portable heater, portable units for de-icing
- DNV GL Winterized notation and IMO Polar both define minimum requirements to the equipment and crew to protect against adverse conditions. **Source: DNV GL**

Eight Survivors Recovered from Missing Kiribati Ferry

http://gcaptain.com/eight-survivors-recovered-missing-kiribati-ferry/?goal=0_f50174ef03-8761a47573-139894965&mc_cid=8761a47573&mc_eid=4c72dd3685

Rhine Reopens to River Shipping After Flood

http://gcaptain.com/rhine-reopens-river-shipping-flood/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29&goal=0_f50174ef03-8761a47573-139894965&mc_cid=8761a47573&mc_eid=4c72dd3685

Turkish scrapyards make MILLIONS out of Royal Navy warships

TURKISH scrapyards are making hundreds of millions of pounds from breaking up Royal Navy warships. Britain's last aircraft carrier, the ILLUSTRIOUS was decommissioned in 2014 and sold off for £2.1million to Turkish-owned Leyal Ship Recycling. By MARCO GIANNANGELI, EXCLUSIVE However, the former flagship – the subject of a campaign to save her for the nation – generated more than £10million in scrap value for the firm. It is the latest of 22 Royal Naval vessels sold to the company, which dismantles vessels at the Aliaga shipyard on Turkey's north west coast. The list features three aircraft carriers, including the ARK ROYAL and INVINCIBLE, three frigates, eleven destroyers, four tankers and the ice ship Endurance.

The sales have resulted in a £220million bonanza for the company since 2008. Ironically, some of the warships were retired as part of financial housekeeping to keep the naval budget down. Illustrious generated an incredible 11,854 tonnes of ferrous metals worth £533 million, 611 tonnes of non-ferrous metals worth £1.6million and 112 tonnes of cable worth £3.9million. While the Ministry of Defence does not discuss commercial sales, senior sources last night revealed most of the ships were sold for less than £1million. Last night a senior naval source said: "These vessels were undervalued at the point of sale.

"Contractors need to make a profit, but these ships had a high scrap value and were given away very cheaply. "Efforts are made to sell them overseas, but if that fails they are sold for scrap.

The HMS ILLUSTRIOUS is the latest of 22 Royal Naval vessels sold to the company "Sadly legislation in the UK regarding the disposal of hazardous materials prevents most UK companies from bidding.

Warships were once dismantled in the UK. But new hazardous waste legislation effectively prevents British yards from submitting cost-effective bids. In 2015 Karl Dunn, former managing director of Swansea Drydocks, said British industry was being overlooked in favour of short-term deals.

Although SDL won the bid to break up the Cornwall in 2014 it has failed to secure any other MoD contracts. Mr Dunn said: "We can't compete with cheaper labour costs abroad." And while British bids might be higher, he claimed additional revenue in terms of employment and taxes would still benefit the Treasury. "For each Type 42 warship we break up we would create jobs for 25 people for a year, pumping money into the local economy and boosting the value of the contract," he said "At the moment those jobs and money are being lost to Turkey." Greenpeace said Leyal allowed workers to operate without environmental regulations or protection Last night an MoD spokesman said: "The contract for the disposal of the ILLUSTRIOUS was awarded after open and transparent competition." However, former Sea Lord Admiral Lord West said: "It's unfortunate these profits are made abroad. "Britain should be perfectly capable of doing this work as part of its wartime strategy." Greenpeace said Leyal allowed workers to operate without environmental regulations or protection. source: Express

Penguin makes surprise visit to Antarctic research boat

https://www.aol.co.uk/video/penguin-makes-surprise-visit-to-antarctic-research-boat-5a601eee55935e038850cfb8/?icid=maing-grid7%7Cmain5%7Cdl1%7Cdl-headline%26pLid%3D236637499_uk

Perth skipper 'didn't notice' three passengers had been flung overboard

Three people are lucky to be alive after being lost in rough seas off Perth for close to three hours Saturday night. The trio were returning from a Raft Up Party on Rottneest Island when they were thrown from the back of their 6.4m inflatable vessel just after 8pm. The boat's skipper noticed minutes later, but by then the group had been lost, prompting a frantic search involving water police and Fremantle Sea rescue. It was an oilrig support vessel, the FAR STATESMAN, that eventually found the trio – almost three hours later. By this point the three had drifted almost two kilometres from where they are thought to have fallen in. "We actually heard shouts in the water off the bow, about 200 metres away and as we approached we picked up the three people we could see in the searchlights," Captain Robert O'Dowd told 9NEWS. The hapless group were brought aboard a police rescue boat shortly after and taken to hospital, where they were kept overnight while being treated for exhaustion. source: 9news

Bookreview By : Frank NEYTS

Ship Handling

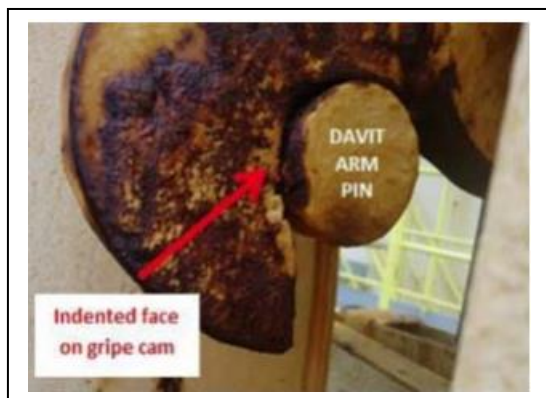
Dokmar Maritime Publishers BV in Holland recently issued an updated, second edition of “Ship Handling”, written by Hervé Baudu. “While sailors have always considered manoeuvring a vessel of any size to be an art, nonetheless it remains a science.” Based on this premise, ‘Ship Handling’ undertakes to address manoeuvring from a theoretical perspective, together with practical examples and the valuable experience of marine pilots, who have made significant contributions to this book. The work consists of three parts: the first sets out the ship’s capabilities and its manoeuvring gear; the second considers the forces which set the ship moving, and the last one describes the ship as it manoeuvres (mooring, sailing in shallow waters, port manoeuvres, etc...) Special attention is paid to the behavior of a vessel subject to external forces, with a basic approach to these concepts suited to novice pilots, together with a more thorough study into ship dynamics, of interest to sailors more familiar with the subject. Hervé Baudu, professor of maritime training, worked on-board ships for fifteen years, reaching the position of commanding officer. After teaching manoeuvring at the ‘Naval Academy’, he taught manoeuvring and navigation at the Marseille centre of the National Maritime College of France (ENSM). Highly recommended. “Ship Handling” (ISBN 978 9071 500367), a 308 page hardback publication costs 69.50 euro.

It can be bought in the specialized bookshop or direct with the publisher, Dokmar Maritime Publishers BV, PO Box 5052, 4380 KB Vlissingen , The Netherlands. Phone +31(0)612.50.61.50, e-mail: info@dokmar.com , website www.dokmar.com .

Anomaly During Lifeboat Lowering

Unsafe Condition – Anomaly During Lifeboat Lowering

What Happened / Narrative During lowering of a lifeboat, the davits initially failed to lower due to an indentation in the face of the gripe cam on the forward arm. To complete the lowering the fall wires were tensioned using the manual hoisting handle. This released the contact between the davit arm pin and the gripe cam, allowing the gripe cam to be manually moved clear. The lifeboat was then lowered as normal.



Why Did it Happen / Cause

The cause of the initial failure was identified as an indentation in the face of the gripe cam on the forward davit arm. This had resulted in the davit arm pin being engaged in the cam rather than moving the cam arm away as the davit lowered. The gripe cam face had suffered wear due to contact from the davit pin, resulting in an indent being created on the cam face. The cam consequently acted as a hook, preventing the davit arm from moving from the stowed position. The wear had not been identified during previous routine weekly lifeboat lowering exercises. Corrective **Actions**

Taken / Recommendations

Immediate recommendations: • Check condition of all other gripe cams and restore flat face configuration where required

Sailors Die At Sea While USCG Drone Program Remains Hard Aground

http://gcaptain.com/sailors-die-sea-uscg-drone-program-remains-hard-aground/?goal=0_f50174ef03-85d664379c-139894965&mc_cid=85d664379c&mc_eid=4c72dd3685

In Venezuela Pirates Now Rule

http://gcaptain.com/venezuela-pirates-now-rule/?goal=0_f50174ef03-85d664379c-139894965&mc_cid=85d664379c&mc_eid=4c72dd3685

Abandoned Aegean Princess Crew Return Home after 17 Months,



Their Wages Still Unpaid The eleven crew of the Panamanian flagged general cargo ship AEGEAN PRINCESS have finally been able to return home to India and Myanmar, after a dispute between their ships operator and owner saw them held in Ajman, United Arab Emirates, for 17 months. However, the crew are still owed hundreds of thousands of dollars of unpaid wages, the International Transport Workers' Federation (ITF) said. "This has been a difficult case, and in the end, we were helped to conclude it by UAE Federal Transport Authority [FTA]," ITF inspector, Mohamed Arrachedi, who has been helping the crew since they were abandoned in June 2016, said. Arrachedi added that ITF was also provided assistance from the flag state

Panama to resolve the issue. "But this is not the end of this sad story, the seafarers are owed wages going back to 2015, totaling over USD 916,000. There is never an excuse for seafarers to be abandoned like this, it is a scourge that has to stop, and it has to stop now". "The ITF and the FTA have been working closely to end abandonment in UAE waters, and these seafarers have seen the benefit of this. As the UAE moves towards fully complying with the Maritime Labour Convention all seafarers will enjoy the greater protection they deserve when working there." As a way of dealing with the growing number of abandonment cases, the FTA has introduced a financial safety net for seafarers working on all ships flying the UAE flag trading internationally, and all ships operating in UAE waters above 200 gross tons. The insurance relates to cases of abandonment, death or injury of seafarers and covers up to four months' owed contractual wages and entitlements. The measure, being introduced as the country readies to ratify the Maritime Labour Convention 2006, is set to enter into force on February 20, 2018, FTA said. Ships not complying with this requirement will not be allowed to anchor or call UAE ports.

source: worldmaritimeneews

German container ship invaded by drug traffickers, intercepted at sea

Container ship ROTTERDAM EXPRESS reported to Colombian Maritime Authorities unauthorized presence of unknown persons on board, shortly after leaving Cartagena Colombia, bound for Dominican Republic, on late Jan 27. Coast Guard and Navy were sent to ROTTERDAM EXPRESS, which according to AIS, reduced her speed. Teams of commandos, immigration and police boarded the ship, and detected 10 persons, clad in black, who somehow found their way on board during ship's stay at Cartagena. In following cargo check, 185 kilos of pure cocaine were found, understood in container or containers. Intruders were detained, one of them being a convict. ROTTERDAM EXPRESS meanwhile, resumed sailing to her next port of call in Dominican Republic at a reduced speed. At 0430 UTC she was sailing at some 5.5 knots speed, approaching Dominican Republic coast. Understood investigation and probably, search, are still under way. Colombian authorities believe illegals on board were connected to drugs which were found. Quite an unusual story, while drug trafficking in containers is as regular, as your line shipping schedules, never before did traffickers infiltrate the ship, to watch after their precious cargo. Or maybe, such cases weren't made public. Anyway, the complicity of some of the crew can't be excluded at a present stage. There's video made by Colombian media, but not much can be made out of it, it's just helicopter's overflight. Container ship ROTTERDAM EXPRESS, IMO 9193317, dwt 66975, capacity 4843 TEU, built 2000, flag Germany, operator Hapag-Lloyd AG. **source : Maritime Bulletin**

LIVE VIDEO: Congress Examines EL FARO Marine Casualty Reports

Very long video (1 hour 50 minutes) but interesting facts are being exposed

http://gcaptain.com/live-video-congress-examines-el-faro-marine-casualty-reports/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29&goal=0_f50174ef03-85d664379c-139894965&mc_cid=85d664379c&mc_eid=4c72dd3685



We have partnered with sailing legend Sir Chay Blyth to launch our first ever digital fundraising campaign to support disadvantaged and disabled young people from all over the UK.

We're aiming to virtually send one of our Challenger Yachts over 28,000 nautical miles around the world, retracing the route of the Global Challenge for which the yachts were originally built. The yacht will sail 1 virtual nautical mile for every £1 donation, which will go directly towards offering 96 disadvantaged and disabled young people life changing experiences at sea.

According to the Children's Commissioner for England, there are 3.7m young people living in poverty in the UK, and 800,000 young people who are not in employment, education or training (NEET). Society is becoming increasingly divided and impoverished, and the disadvantaged and disabled young people within it are becoming even more excluded. We are dedicated to empowering these young people to develop their life skills and reach their true potential.

“Our ambition is to transform many more young people's lives but we can't do this without your support. With your help, we can raise the funds we urgently need to take 96 more disadvantaged and disabled youngsters to sea - please help us, to help them, now.” Richard Leaman-Grey, CEO.

Help us virtually sail around the world to offer young people real life changing experiences.

[DONATE NOW!](#)

[FORWARD TO A FRIEND](#) [I LIKE US ON FACEBOOK](#)

Our mailing address is:

Tall Ships Youth Trust
2A The Hard, Portsmouth, England PO1 3PT, United Kingdom

Battle of the Atlantic Memorial

Source Topmasts no. 25



A campaign to build a national memorial to the estimated 100,000 people who died in the Second World War Battle of the Atlantic has been launched in Liverpool.

Chaired by Vice Admiral Mike Gretton, whose father Vice-Admiral Sir Peter Gretton was one of the Royal Navy's most successful Atlantic escort group commanders of the war, the Battle of the Atlantic Memorial aims to raise £2.5 million to create a monument to the seafarers of the many nations that took part the battle.

Designed by Paul Day, the artist behind the Battle of Britain monument in London, the 28-metre (91-foot) memorial will be sited on the Pier Head in Liverpool, the start and end point of many wartime convoys, near to the former, joint Navy and Air Force Headquarters that was the nerve centre of the British effort (now a museum), and will incorporate the existing statue of another famous Atlantic escort group commander, Captain Frederic 'Johnnie' Walker. It is hoped that the memorial can be unveiled in 2019 – the 80th anniversary of the start of the battle and the beginning of the Second World War.

Being Brunel: A New National Museum and Visitor Experience

Source Topmasts no. 25

The new national museum and visitor experience exploring the life and works of Isambard Kingdom Brunel will open its doors to the public at the end of March 2018



Called 'Being Brunel', the new museum will tell the great engineer's extraordinary story through never before seen personal possessions, as well as interactive exhibits and audiovisual experiences. It will be a major addition at Brunel's SS Great Britain.

Visitors will discover that Brunel was not only an outstanding engineer, but an entrepreneur, a designer, an art lover and a showman too.

'Being Brunel' recreates, with sounds and smells, the interiors of Brunel's London office and the Great Western Steamship Company's Bristol office set within the Grade II listed Dock

Office building which has been structurally restored as part of the project.

Matthew Tanner, Chief Executive of the SS Great Britain Trust said, This is a major milestone in the creation of a national centre of Brunel knowledge and expertise, the first of its kind in the UK. Many people know of Brunel as one of the world's most influential engineers, but this new museum is about more than his professional achievements. His thoughts, aspirations and frustrations will be revealed as visitors are encouraged to learn about his mistakes and celebrate his successes. By preserving Brunel's legacy in this way, we hope to also to inspire the innovators of the future.

The new museum will give unprecedented access to objects from the National Brunel Collection, which includes over 14,000 items from the University of Bristol Brunel Collection, the Clive Richards Brunel Collection and the SS Great Britain Trust Collection. 'Being Brunel' has been made possible thanks to significant support from a range of charitable trusts and companies including the Heritage Lottery Fund, the Clive and Sylvia Richards Charity, DDCMS, AIM Biffa Awards and members of the Being Brunel Corporate Club. For more details go to <http://www.ssgreatbritain.org/about-us/beingbrunel>

Lantern reinstated on lightship that saved lives

Source Topmasts no. 25

After 40 years the Royal Northumberland Yacht Club have reinstalled a lantern aboard their historic light vessel LV 50 in South Harbour Blyth, Northumberland. Built on the Thames between 1878–9 for the notorious Seven Stones Reef (off the Scilly Isles) LV 50 was commissioned in September 1879 (138 years ago). At the time she was the most modern wooden light vessel in the Trinity House fleet. Her 8-foot revolving, flashing lantern (constructed by Chance Brothers of Birmingham) and her 3-reed compressed air foghorn were pioneering innovations.

LV 50 saw service on numerous sandbanks and reefs off south and east England where she provided warning to mariners of danger and provided a navigational fix in the era before GPS. In 1952 she was decommissioned by Trinity house, sold to wreckers in Harwich from whom the RNYC purchased her and towed her to Blyth. She has lain in South Harbour for the past 65 years as the House Yacht *Tyne*.

Over the past three years the Friends of LV50 have sought to bring this historic vessel to the attention of the public, opening her for visits on the fourth Thursday of summer months and during Heritage Open Days. She is listed on the National Historic Ships Register and is one of only three floating wooden lightships left in the UK.

The original 2-ton wrought-iron lantern was discarded because of its poor condition. The current replica lantern, constructed by two Club members, is a wood and fibre glass construction.

Additional information on the history of LV50 can be found at <https://rnyc.org.uk/history/hy-tyne-iii-history-updated/>

A description of the vessel can also be found in Topmasts 18, May 2016

Families of Missing Stellar Daisy Crew Call for Resumption of Search Operation

South Korean families of the missing crew members of the ill-fated bulker STELLAR DAISY which sank off Uruguay in March 2017, are calling on the authorities to continue the search and rescue operation for the missing seafarers. The South Korean ship was carrying 24 crew members, eight South Korean and sixteen Filipino sailors, when it sank in the South Atlantic, some 3,700 kilometers off Uruguay. Two Filipino sailors were rescued on April 1, while the remaining 22 crew members remain missing and are presumed dead. The victims' families have set up an organization which has been campaigning over the past nine months for the search and rescue operation to be resumed in order to determine the cause of the sinking of the vessel. The families insist the vessel's blackbox needs to be found in order to determine what caused the sinking and for those responsible to be held accountable. So far their efforts haven't been very fruitful and they are asking for international support in order to encourage Korean authorities to act and designate the needed funds to resume search efforts. The families believe that there is still hope that survivors may be found as two life rafts from the vessel remain unaccounted for. In addition, they are asking from the U.S. Government to release the information they gathered during their search for the survivors, including photos and videos of a life raft sighting by a U.S. Navy airplane on April 8, 2017, in order to determine whether any sailors managed to escape the shipwreck. The outdated bulker had split in half following a hull crack causing shifting of cargo and subsequent sinking of the bulk carrier. Just a few days after the incident, Polaris Shipping, owner of the ship, confirmed that another of the firm's vessels reported a crack on the outer hull of a tank. As a result, the company said that it had launched inspection of all its operated vessels. The company's premises were also raided as part of South Korean Coast Guard's investigation into the incident, the aftermath of which has put into the spotlight the company's operation of the vessel and its conversion, along with the alleged "slow reaction" to distress calls sent from the ship at the time of the sinking.

The Engineering Version of a Corkscrew & Wine Waiter

An interesting invention - for Wine drinkers.

<https://www.youtube.com/embed/wSuH9u0kvhU?rel=0>

Cheers Shipmates.

Lessons Learnt: Refrigeration plant hazard - Date: 31/01/2018

Author: Captain David Nichol **Source:** UK P&I Club

Vessel Type: Bulk carrier **Incident description**



During a third party survey, the surveyor made a request to test the emergency fire pump, which was arranged with the assistance of the chief engineer. The emergency fire pump was located in a recessed well in the steering gear compartment, approximately 3 metres deep and accessed by an inclined stairway. At the commencement of the test, the surveyor asked to observe the pump being started locally and operating before proceeding on deck to check the hoses rigged fore and aft. Shortly after descending into the fire pump well, the chief engineer urgently ordered the surveyor to get out and by the time both men reached the steering compartment deck, they were experiencing symptoms

of dizziness, with the chief engineer in a state of near collapse. They were taken on deck into fresh air by other crew members and recovered soon afterwards.

Analysis

Investigation into the cause of the incident revealed that maintenance had recently been carried out on the provision store refrigeration machinery located in the steering flat. During this work, Freon refrigerant gas from the plant must have been released into the space and, being heavier than air, had migrated into the pump well displacing breathable air. Both men were very fortunate to escape from the space unharmed. If the ladder had not been inclined but vertical, as is more usually the case, they may not have exited the well before passing out. The chief engineer was possibly more affected due to being of shorter stature than the surveyor and thus inhaling a higher concentration of the gas.

Lessons Learnt

- Improper maintenance procedures can cost lives. Refrigerant gas should be contained and in the event of accidental release, the immediate area and adjacent spaces must be checked and thoroughly ventilated
- This is not an isolated incident involving Freon charged refrigeration plant. Ship managers should ensure that crew are made fully aware of the hazards associated with these systems
- Where refrigeration machinery is present in a steering flat or other confined space, a risk assessment should be carried out to determine whether the space is to be treated as an “enclosed space” requiring pre-entry precautions and atmosphere tests
- Consideration may be given to providing fire pump wells of this type with mechanical ventilation extraction from the bottom of the space and if fitted, to ensure it is always operated before entry

Bodies of Three Sanchi Crew Members Identified

The bodies of three of the crew of the SANCHI, the tanker involved in the worst oil ship disaster in decades off the coast of China, have been identified, the Iranian Students' News Agency (ISNA) reported Saturday. The three crew members identified are Milad Aravi, Majid Naqian and Mohammad Kavousi, the agency reported. The semi-official Fars news agency said that the three were Iranian. The Iranian government is trying to get the bodies of the three crew members back to Iran, according to ISNA. The Sanchi, run by Iran's top oil shipping operator, collided with the CF Crystal about 160 nautical miles off the coast of China near Shanghai and the mouth of the Yangtze River Delta on Jan. 6. The Panama-registered tanker was sailing from Iran to South Korea, carrying 136,000 tonnes of condensate, an ultra-light crude, equivalent to just under 1 million barrels, worth about \$60 million. The SANCHI sank on Jan. 14 after burning for several days. The entire crew of 30 Iranians and two Bangladeshis are presumed dead. The black boxes for the SANCHI and the CF CRYSTAL have been opened, ISNA reported on Wednesday. The maritime authorities of China, Panama, Iran and Hong Kong on Thursday signed an agreement to jointly investigate the collision.

Source: reuters/marine link (Reporting by Babak Dehghanpisheh, editing by Louise Heavens)

Is this a Compliant Transfer Arrangement?

For this 'embarkation platform', the pilot ladder should be rigged through the trapdoor extending above the platform. #dangeroussladders



The Complexities of Arctic Maritime Traffic

In late August 2017, the Russian icebreaking LNG carrier *Christophe de Margerie* made headlines in maritime traffic news for a record-setting transit of the Northern Sea Route (NSR). The ship transited the 2,193 nautical mile NSR in just six days, 12 hours and 15 minutes. It completed the entire journey from Hammerfest, Norway, to Boryeong, South Korea, in 19 days—nearly 30 percent faster than the traditional Suez Canal route. During the transit, the vessel averaged just over 14 knots, remarkable given that part of the transit was through ice fields that were 1.2 meters thick.

To read the full article (3 pages) please go to:-

<https://www.maritime-executive.com/features/the-complexities-of-arctic-maritime-traffic#gs.PWL9F1Q>



The Battery powered Ro-Ro passenger & Vehicle Ferries EIDSFJORD on a delivery voyage with a crew of Redwise shipdelivery onboard from the builders Tersan in Turkey to Norway arrived in IJmuiden awaiting weather improvement Together with her preceding sister both ferries will operate in the Ande-Lote route. The 106m long ferries have a cargo capacity of 120 cars, 12 trailers and 349 passengers, designed by the Norwegian company Multi Maritime in cooperation with Fjord1. **Photo: Marcel Coster (c)**

Main firefighting system on tourist vessel “ineffective” says report

An investigation by New Zealand’s Transport Accident Investigation Commission into the fire on and subsequent sinking of tourist vessel PEEJAY V has found that the main firefighting system was ineffective and that staff did not fully understand how it should work. PEEJAY V caught fire and sank on January 18th 2016 while on an all-day excursion from Whakatāne to White Island, north-eastern New Zealand. There were 53 passengers and seven crew on board. She was near the end of the round trip, approaching the entrance to Whakatāne Harbour when a fire broke out in the engine room. The crew released the fixed CO2 fire extinguisher into the engine room, which suppressed the fire, but only for a short time. The fire then escalated, forcing the skipper to order everyone to abandon the vessel. Several vessels in the vicinity responded to the skipper’s distress call. Everyone was eventually transferred to the assisting vessels. However, because the fire rapidly gained intensity several passengers were forced to enter the water without a life-jacket.

Because of the fire, the crew could not access all of the life-jackets on board and were unable to launch the flotation raft that was stored on top of the vessel’s flybridge.

PEEJAY V burnt to the waterline and sank. One crew member suffered smoke inhalation, but no-one else was seriously injured. The Commission could not establish conclusively the cause of the fire, but found that the absence of a fire detection and automatic alarm system on the PEEJAY V meant that the crew had only a short warning time and opportunity to respond to the fire and to prepare the life-saving apparatus. The Commission said that the CO2 fire suppression system was ineffective because oxygenated air was able to enter the engine room through several openings, including a cable duct that could not be closed. The Commission added that the placement of the life-saving apparel and equipment on board was appropriate, and the fact that it could not all be accessed served to highlight the difficulty faced by operators of smaller vessels when choosing where to put such equipment.

The three main safety issues identified were:

- **Maritime Rules did not require the PeeJay V to have fire detection or automatic fire alarms installed, even though it could carry up to 90 passengers and operate up to 12 nautical miles from the coast.**
- **The CO2 fixed fire-fighting system installed in the engine room could not be fully effective in extinguishing the fire because the space it was protecting could not be fully closed down.**
- **The builder and operators of the vessel did not fully appreciate the principles of how the CO2 fixed fire-fighting system operated.**

Maritime New Zealand has agreed to review the maritime rules about fire alarms and remote extinguishers in vessels of this type with enclosed engine spaces.

It will also encourage people who design, install and use CO2 fixed fire-fighting systems to fully document and understand how these systems work. Source : [insurancemarineneews](http://insurancemarineneews.com)

Photos: Teekay’s New Icebreaking LNG Carrier ‘Eduard Toll’ Makes Historic Northern Sea Route Passage

http://gcaptain.com/photos-teekays-new-icebreaking-lng-carrier-eduard-toll-completes-northern-sea-route-passage/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29&goal=0_f50174ef03-11089f7590-139894965&mc_cid=11089f7590&mc_eid=4c72dd3685

Oil Tanker Missing Since Friday in Gulf of Guinea – Ship Manager

Hong Kong-based Anglo-Eastern confirmed in a tweet that they have lost contact with their managed MT Marine Express while in Cotonou, Benin. Last contact was made with the vessel February 1 at 03:30 UTC.

http://gcaptain.com/oil-tanker-missing-since-friday-in-gulf-of-guinea-ship-manager/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29&goal=0_f50174ef03-e294dfdd26-139894965&mc_cid=e294dfdd26&mc_eid=4c72dd3685

Oban lifeboat called out to aid 70-metre fish carrier



Oban RNLI lifeboat was called out in the early hours of this morning to aid a 70-metre vessel that had lost power in the Sound of Luing. At 1.06am, Wednesday January 31, the UK Coastguard asked Oban lifeboat to respond to a mayday distress call from a fish carrying vessel that had suffered an electrical failure to both engines. The vessel was navigating the Sound of Luing in gale force winds. Oban lifeboat left her temporary berth with a crew of seven, proceeding to the vessel's position along with the Coastguard rescue helicopter from Prestwick and Oban's Coastguard Rescue

Team. Another fish carrier, the RONJA CHALLENGER had responded to the Coastguard's request for assistance, standing by the powerless vessel until she regained control. The volunteer crew from Oban arrived on scene at 2.22am and escorted the now moving fish carrier to a safe anchorage. With the vessel safe at anchor, Oban lifeboat departed the scene at 2.48am, arriving back at Oban alongside her temporary berth by 3.50am. The crew thanked the RONJA CHALLENGER for their assistance. Source: obantimes

Ferry that sank, left 80 missing was ordered not to carry people

A ferry that sank earlier this month while sailing between two islands in the remote Pacific nation of Kiribati had been ordered not to carry passengers because of earlier damage, the government said Wednesday. About 80 people are missing, although the government hasn't confirmed the exact number. A New Zealand military plane using radar found a small wooden dinghy on Sunday that was carrying seven survivors who told rescuers the ferry sank. Kiribati, which has about 108,000 people, declared a week of prayer as the search for more survivors continued. The U.S. and Australia have joined New Zealand in the search, as have several fishing boats in the area. Government spokesman Tearinibeia Enoo-Teabo said maritime authorities had ordered the MV Butiraoi, a 57-foot wooden catamaran, not to carry any passengers before it left because it had sustained serious damage to its navigational system, rudders and hull. It was unclear whether any repairs had been made. He said investigators are going to the island to find out more about the passenger count and why the ferry left despite the orders. Other questions remain, including why it took Kiribati authorities so long to tell New Zealand officials the ferry was missing. The ferry left Nonouti Island bound for South Tarawa on Jan. 18, according to authorities, a journey which was supposed to take two days. New Zealand rescuers said they weren't told about the missing boat until Friday, eight days after the ferry had left. Enoo-Teabo said they believe at least 80 passengers and five crew members were aboard. New Zealand's Rescue Coordination Centre said they're continuing to search for a more substantial life raft that may have been launched from the sinking ferry and which was designed to carry 25 people. The seven survivors told rescuers they had drifted for four days in the blazing sun and had no water. They were found more than 112 miles from the nearest major island. The crew of the Orion plane dropped supplies to the survivors and then a fishing boat picked them up. They have since transferred to a Kiribati marine patrol with a doctor aboard. New Zealand authorities identified the survivors as three men, three women, and a 14-year-old girl. All are described as being in reasonable health. source: New York Post

[Migrant Rescue Ships In New EU Mission Are Not Obligated To Bring Migrants to Italy](#)



By Reuters on Feb 03, 2018 03:56 pm

By Steve Scherer (Reuters) – The European Union's border agency Frontex launched a new Mediterranean operation called Themis on Thursday, removing the obligation of the previous mission to bring rescued migrants only to Italy. Italy has repeatedly lamented a lack of EU solidarity in managing immigration. The previous Frontex operation,

called Triton, required all those rescued [...] The post [Migrant Rescue Ships In New EU Mission Are Not Obligated To Bring Migrants to Italy](#) appeared first on [gCaptain](#).

Kiribati ferry disaster: Islands mourn 81 presumed victims



A file picture of the MV BUTIRAOI in the harbour

The Pacific nation of Kiribati is mourning the biggest loss of life ever to hit the archipelago. The sinking of the MV BUTIRAOI just over two weeks ago is thought to have claimed at least 81 lives, among them many children and teenagers. An international search operation that last week found seven survivors was called off on Friday. Local boats will continue the search but by now they are probably looking for bodies, not survivors. The mood among the roughly 115,000 islanders has turned from hope to anger and frustration. People are asking how a tragedy like this could have happened.

'Incompetence at every level' The ferry embarked on 18 January for a routine two-day trip, covering 260km (160 miles) of Pacific waters. The MV BUTIRAOI was carrying at least 88 passengers from the island of Nonouti to the township of Betio on the archipelago's main island of Tarawa - but it failed to arrive. "It seems that at every level, everything was met with incompetence," Reese Masita, president of the Melbourne Kiribati Association told the BBC. After days of not hearing anything from the 17.5m (57ft) vessel, an international search effort got under way with aircraft from New Zealand, Australia and the US scanning the ocean for wreckage, debris and survivors. On 27 January, a New Zealand military plane found a five-metre dinghy adrift carrying seven survivors, among them a 14-year old girl. The remaining passengers are now all thought to have died. A preliminary passenger document lists 14 children, 16 students and 58 adults. It is the time of year when students return to school and the ship was even more overcrowded than usual. It was designed for only about 25 passengers. Though its 33 atolls and reef islands are spread across millions of square kilometres of ocean, Kiribati is a small community - almost everyone knows via a few connections about one or more of the victims. Ms Masita spent the past few years in Australia, but one of her friends' daughters was on the ferry.

It is not the first time that Kiribati has suffered a ferry disaster. In 2013, a similar incident claimed the lives of 35 people. Yet little appears to have been done about the problems identified then. "It's now sunk in for everyone that nothing has changed," Ms Masita says. A vessel that was not seaworthy and in violation of safety standards was allowed to embark on a long journey. There were not enough life jackets and dinghies and no beacons or flares. While initial anger was directed against the ferry's owner, who is now facing charges, people are now asking deeper questions. All the ferries operating as lifelines between Kiribati's small islands are in a similar condition, explains Ms Masita. "There's also a cultural issue at play, the people running the boats are taking risks because they feel they would be letting people down," she said. Small local planes fly between the islands, but for the majority of citizens, ferries like the Butiraoi are the only way to get to where they have to be. So blame has quickly shifted to the authorities for not enforcing minimum safety standards. The BUTIRAOI might not look like a ferry you would choose for a two-day trip on the Pacific, but it is representative of all the boats connecting Kiribati's 33 atolls.

The international search operation is now being called off "Safety is a problem on all of them, you can say that. The maintenance and I guess safety procedures and all of that are basically nonexistent," Ms Masita said. She has three main questions for the authorities:

- The ship had undergone repairs and was thought to be unseaworthy.
- Why was it allowed to still make that journey?
- After two days it didn't arrive at its destination.
- Why did it take days before an international rescue operation was under way?
- Why was there no proper crisis management strategy in place? Immediately sending out boats and local planes could have saved precious time in the search for survivors.

But Ms Masita says there is now hope that the scale of this latest disaster could finally prompt change. There is a sense that if the government can't be relied on to act, people have to start by pushing for change themselves. A Gofundme page has been launched to equip all ferries with an emergency locator beacon. As the islanders mourn their loved ones, there is also determination that such loss of life will not happen again. Source: BBC

What's ahead for HMS Queen Elizabeth: training, flight trials and Gibraltar



HMS QUEEN ELIZABETH sailed from Portsmouth for around six weeks or more. During this voyage, she will conduct Operational Sea Training and head into the Eastern Atlantic to commence what will be the first of many flying trials, beginning with the Merlin helicopter. Since commissioning on 7th December, the ship has been alongside conducting further engineering work and the minor leak on the stern seal that was the cause

of such media hysteria before Christmas has been remedied. The Aircraft Carrier Alliance and their contractors are expected to continue final snagging work on the ship for up to 6 months beyond the commissioning date. The ship had been scheduled to depart on the 30th January but sailing had to be delayed until today. Following a routine full electrical failure test, as a computer system came back online it activated the hangar sprinkler system and water pumps in the firemain system. No serious damage was done and the software fault was remedied. With a known defect in the firefighting system, Captain Kydd sensibly decided to postpone sailing. Unfortunately, a video of the sprinkler activation was passed to the media, who did not miss another opportunity to exaggerate further minor problems with QE. Defects like this are normal on complex warships the world over, but issues with this particular ship attract extraordinary attention. While still in Portsmouth, a Merlin Mk2, 'Dolphin 14' from 820 Naval Air Squadron landed on board for two days in mid-January to conduct Sea Acceptance Trials (Air) which tested that the systems on the flight deck and in the hangar designed to support embarked were working correctly. The aircraft was connected to electrical supplies and the telebrief system which allows non-wireless communication with the ship before take off. Refuelling arrangements were also tested and firefighting and rescue crews took the opportunity to rehearse emergency drills, damage control and fuel spillage procedures with a real aircraft. Taken below the Merlin was lashed down in the mid-section of the hangar with the fire-curtains lowered. This completion of this short trial gives confidence that the ship is ready and safe to operate aircraft at sea. A specialist team from FOST has been on board for some time starting to compile the unique Queen Elizabeth class training syllabus for a new class of ship that is very much larger than anything else there's been in the fleet for a long time. For the first 2 weeks, the ship is likely to operate in the Western Approaches as the FOST staff focus on ensuring the ship's company is fully competent in safety and survival procedures. Fire, flood, casualty and evacuation exercises are likely to be the main focus, the warfare elements that usually comprise a large part of a FOST period will be conducted at a later date. Further sea training periods are scheduled for next year and beyond as more aircraft are embarked and the ship becomes more 'warlike', before achieving initial operating capability in 2020. With sea training completed, the focus will be on conducting First of Class Rotary Wing (FOCRW) trials. The Air Test and Evaluation Collaboration (ATEC) is an MoD-QinetiQ partnership based at MoD Boscombe Down which will provide test pilots, two Chinooks and two Merlin Mk2s. The ship and the aircraft are fitted with sensors and instruments to determine the sea states, roll, pitch and wind limits within which it is safe for the three Merlin variants to operate from the Queen Elizabeth class. Data from these repetitive trials will be used to compile the Ship Helicopter Operating Limitations (SHOL) clearances. Every aircraft type has to be tested and certified for each class of ship it may fly from, to ensure the limits of safe operation are understood. (First of class, RFA Tidespring recently conducted SHOL trials with a Merlin). In time, the QEC will be required to conduct trials with other types including Wildcat, Apache and the F-35B Lightning II (in late 2018). It should be assumed that such a stable ship with a huge flight deck will have higher tolerances for operating helicopters in more extreme conditions than the smaller frigates or auxiliaries. The twin-island design of the QEC is also intended to reduce air turbulence across the deck. The Eastern Atlantic and the Bay of Biscay should provide a variety of testing weather conditions for flying and test the ship in higher sea states than have been experienced so far. A full Merlin Squadron (820 NAS) will embark for the first time in mid-2018. While trials are being conducted with the Merlin MK2s, the ship will also be supported by Comando Helicopter Force Mk3s from 845 NAS. The aircraft will provide logistic support for QE, known as

Maritime Intra Theatre Lift (MITL), the movement of passengers, mail and cargo between land and ships at sea. They will also provide safety back up for the trials aircraft and practice Deployed Search and Rescue (DSAR) operations. When eventually deployed operationally it is planned the QEC will have their own Joint Personnel Recovery (JPR) capability. This will comprise a unit of Royal Marines delivered by the Mk3/4s to rescue pilots and sensitive equipment, should an aircraft go down and personnel be missing, detained or captured in hostile environments. This highly classified nature of the F-35 makes it especially important it does not fall into the wrong hands. One of the first newly upgraded Mk 4 aircraft to be delivered has already been trialled with door-mounted heavy machine guns for use in this role. The 845 NAS aircraft embarked on this trip are likely to conduct preparatory work for the JPR role. The long-term plan is that 845 NAS will embark 4 Merlin HC4 helicopters on the operational QEC carrier to support the Special Purpose Task Group (SPTG). This is a Royal Marine company of up to 200 men who will act as a high readiness, rapid reaction force that can be deployed from the carrier short notice. Although not yet confirmed, HMS Queen Elizabeth is expected to visit Gibraltar for fuel, stores and a few days rest at some point during the trials period. The ships programme remains fluid but the ship can probably be expected sometime in mid-late February. The Rock is a vital staging point and logistical support hub with connections to the Royal Navy going back centuries. QE can expect a big welcome in Gibraltar and will provide an iconic photo opportunity. The visit will also be a helpful reminder to the Spanish they would do better to improve relations with post-Brexit Britain, instead of making repeated futile incursions into the waters of the territory. There are considerable numbers of junior sailors for whom QE is their first ship, and this will be their first overseas run-ashore. Few sailors have a bad word to say about Gib and it's sure to be memorable for everyone. Expect the aircraft carriers to be regular visitors to the base for many decades to come. Source : Save the Royal Navy

Independent lifeboat association given legal approval

Jersey's on-island opposition to the RNLI has become an official association. The Jersey Lifeboat Association (JLA) was granted permission to be formally created in the Royal Court. They hope to get an on-island lifeboat after a breakdown in relations between the RNLI and the local crew. Chariman of the JLA, Ben Shenton, says the new local charity has been offered assistance by the RNLI. The council is delighted to have the support of Andy Hibbs and the former St Helier Lifeboat crew whose knowledge of local waters and professionalism is unsurpassed. This irreplaceable asset, together with the ability of a locally controlled lifeboat station to operate a service tailored to local requirements, is of primary importance. Finally, we are pleased that the RNLI have offered to give their assistance in establishing the Jersey Lifeboat Association. We look forward to working with them. – BEN SHENTON, CHAIRMAN OF THE JLA Source : ITV

Greece owns world's most valuable fleet at 100 billion USD

Greek owners remain the dominant force in global shipping. The current value of their owned fleet stands at almost exactly \$100bn, putting the country at the top of the table. The value is concentrated in the Tanker (\$36bn), Bulker (\$35.75bn), and LNG (\$13.5) vessel types. Hellenic control of these markets stands at about 19% of the total worth of the fleets. The strong commitment of Greek owners to the global shipping markets looks unlikely to change as others, such as Germany, are liquidating assets. The trend in Chinese ownership is rising, as state owned companies are consolidating and placing new orders. This is a reminder that there are always new challengers for the throne of peak market value. Greek owners, with their sharp focus on commercial results, should continue to lead the pack for the foreseeable future. Source: VesselsValue

Red Sails – Thames Sailing Barge Documentary (49 minutes)

http://www.oldsaltblog.com/2018/02/red-sails-thames-sailing-barge-documentary/?utm_source=feedburner&utm_medium=email&utm_campaign=Feed%3A+OldSaltBlog+%28Old+Salt+Blog%29

Victory for UK seafaring as Government doubles funding for training by: Holly Birkett



The annual intake of cadets is to grow by 60% thanks to the Government's plan to double funding for seafarer training – a policy first proposed by the UK Chamber of Shipping and trade union Nautilus. The investment will be offered through the Support for Maritime Training (SMarT) scheme, enabling the annual intake of UK cadets to rise from 750 to 1,200. The funding will increase annually over seven years to fulfil demand, growing to £30 million from the current £15 million.

This will allow a greater number of SMarT cadets to gain internationally recognised qualifications and train to a higher level. Places will be available at training colleges including Warsash Maritime Academy in Southampton, City of Glasgow College, Lairdside Maritime Centre in Liverpool, Fleetwood Nautical Campus, NAFC Marine Centre, University of Plymouth and the South Shields Marine School. The training places are open to anyone across the UK who has an interest in becoming a navigation officer, engineer or an electro-technical officer. Big-name multinationals like Anglo Eastern Group; BP Shipping, Shell Shipping & Maritime and Maersk Crewing are among the 40 shipping companies that have backed the policy and have pledged to create an extra 450 training positions on their ships, guaranteeing cadets their first job. Enriching and enlarging this highly skilled seafaring workforce will benefit young people throughout their careers, and will add value to the UK maritime businesses in which they ultimately find employment, both at sea and on the shore.

The policy was announced today by Maritime Minister Nusrat Ghani, who said: "We are building the maritime workforce of tomorrow and I want to encourage more young people to consider an exciting and rewarding career at sea." By doubling the funding for cadet training, we will help make sure that our engineers and captains of the future can access the right opportunities to reach their full potential. "It will also strengthen the UK maritime sector's position as a world leader and ensure people have the skills they need to help the industry flourish after we leave the EU." UK Chamber of Shipping Chief Executive Guy Platten said: "Nothing will prove that the UK is open for business quite like seeing more British seafarers arrive in the world's ports. We already recruit people from all backgrounds and all corners of the country, and with this new investment we will be able to create thousands of new opportunities in the years ahead". The taxpayer sees a £5 return on every £1 it invests in seafarer training, so this funding will see the economy and the workforce, as well as the industry better off. "Seafarers are highly skilled and well paid and have the opportunity to build a successful long-term career. We know this funding will help us to unlock the talents of more young people, and it goes to show what can be achieved when Government and industry work together." The UK Chamber has campaigned for SMarT Plus for the past year, working with the national media, Parliament and Government. In November, the UK Chamber issued a detailed business case, asking the Secretary of State for Transport, Chris Grayling, to double the amount of funding available for seafarer training as soon as possible. The proposal was also sent to the Chancellor of the Exchequer, Philip Hammond and the then Minister of State, Department for Transport, John Hayes. **source: ukchamberofshipping**

Let us hope that they can guarantee a berth for these cadets.

World's first zero emission electrical car ferry

https://www.youtube.com/watch?time_continue=1&v=a6Lp-qV9ZJU

Argentina offers \$4m reward to locate missing submarine ASA San Juan

The Argentine naval vessel went missing in November and despite a 13-country search it has not been found



Nederlandse mariniers hebben voor de 250e keer een koopvaardijship beveiligd tegen piraterij
Dutch Marines have secured a merchant ship for the 250th times against piracy. Online

Pirates Release Hijacked MT Marine Express in Gulf of Guinea

February 6, 2018 by [Mike Schuler](#)

Pirates in the Gulf of Guinea have released a Panama-flagged oil tanker and its 22 Indian crew members which they had hijacked off Benin last week, the ship's manager Anglo-Eastern has confirmed.

The company said in an emailed statement on Monday that the MT Marine Express is now back under command of its Captain and crew. All crew members are reported safe and the cargo is intact. "Full control of the vessel was resumed at approximately 04:00 Singapore time today. All crew members are reported to be safe and well, and the cargo of 13,500 tons of gasoline remains on board," the statement reads.

The MT Marine Express was hijacked by pirates on February 1 at an anchorage off Cotonou, Benin.

"A full investigation will be carried out into the hijacking of the vessel and Anglo-Eastern wishes to express its gratitude to the captain and crew of the "Marine Express" and their families for their courage and fortitude in dealing with this difficult situation over the past few days, as well as to all of the authorities and agencies involved.

"All families of the crew members on board the "Marine Express" have been advised of the situation," the statement concludes.

Anglo-Eastern would not comment on matters regarding ransom paid for the ship and crew's release.



Bulker Crewman Stabbed by Robbers in Godau Port, Vietnam

Two robbers armed with knives boarded an anchored bulk carrier in Godau Port, Vietnam, on January 31, IMB Piracy Reporting Centre informed. Once onboard, the robbers took one of the crew members, the bosun, hostage, threatened and injured him with a knife. As informed, the injured officer was then tied up as the robbers ransacked the ship. However, the bosun managed to free himself and inform the ship's master of the incident, who then raised the alarm and the crew mustered. A search was carried out and ship's stores were reported missing, but the robbers were not caught. IMB said that the incident was reported to local port authorities. A team of investigators was sent to the scene to collect evidence and an investigation into the case is said to be underway. The bosun was sent ashore for medical treatment. Details about the type of the injuries he sustained were not disclosed. Source: World Maritime News

Detention in Suspected Smuggling Case

Four stowaways were arrested in South Korea and Japan on suspicion of smuggling themselves into Japan in 2016 and committing theft there, police said Tuesday. The international crime investigation team at the Busan Metropolitan Police Agency also charged 17 others without detention over the alleged smuggling case. According to the team, the four, including a 59-year-old woman, illegally entered a port in Shimonoseki, Japan's Yamaguchi Prefecture, after boarding a tug boat at a port in the southeastern coastal city of Busan on Dec. 28, 2016, and hiding themselves on the boat's warehouse for 10 hours. After months of thefts in Japan, the four were arrested by Japanese police last year. Three of the four were imprisoned in Japan, while South Korean police took into custody the other, who turned himself into local police when he was deported to South Korea. South Korean police are discussing with their Japanese counterparts the extradition of the three at an early date. The chief of the tug and six other seamen are suspected of having helped the four illegally enter Japan, while eight further people were allegedly involved in the arrangement of the illegal entry into the neighboring country. The police said the four paid 52 million won (around US\$47,488) to the seamen and 20 million won to the eight. The police added that they had also charged two other people for an alleged attempt to smuggle themselves into Japan. Source : Yonhap

Lessons Learnt: Liquid cargo contamination during tank cleaning

Here is one for my fellow Tanker men & women.

https://www.ukpandi.com/knowledge-publications/article/lessons-learnt-liquid-cargo-contamination-during-tank-cleaning-142336/?dm_i=33T,5G59W,LGE99N,L3O1B,1

NASA Satellite Captures Ship Trails Over Atlantic Ocean

http://gcaptain.com/nasa-satellite-captures-ship-trails-over-atlantic-ocean/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28Gcaptain.com%29&goal=0_f50174ef03-ed2dfa0ec7-139894965&mc_cid=ed2dfa0ec7&mc_eid=4c72dd3685



This hull is built in the port of Szczecin (Poland) and was launched earlier this week. Apparently constructed for an UK millionaire.

Photo : BRIDGE TEAM MPV ADHEMAR DE SAINT-VENANT (C)

What is it going to be?



Aegean Odyssey Cruise

30th October 2018 - 13th November 2018



[Our Aegean Odyssey Video](#)

We set sail the 30th October 2018 on this very special 14 day Maritime Memories Cruise aboard the small and beautiful “Aegean Odyssey”. No floating blocks of flats and queues for us! It’s almost as if we have our own private yacht. The accommodation is great, as is the food and the on board ambience, as you would expect with less than 400 fellow like-minded passengers to enjoy, and enjoy them you will, for you will never find more enjoyable company.

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As well as all the normal pleasures provided by the ship, you will also be able to enjoy for free, our own maritime talks and lectures, maritime film shows, unrivalled shore tours, cocktail parties and fine wines with evening meals including our special Maritime Memory Dinners, where our Chef reproduces meals using the original menus from the great ships of the past such as famous Cunarders, P&O, etc. What a wonderful way to dine! Oh, and we actually have four whole days at sea, which we know most of you really enjoy; just sitting there listening to and watching the wonders of the open sea.

We’re the only people in the world to operate such cruises and we do them because you, our ship lovers asked us to. We have now done over 34 cruises and taken 1,000s of very happy people all over the world. Because we use small ships passenger numbers are limited so do book early to save disappointment. To book or for a free brochure on this special cruise and all the other things we do including the latest

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[Pride of Baltimore II Funding Shortfall May Threaten Sailing Season](#)

Posted: 07 Feb 2018 12:38 PM PST



In 2016, we posted about a [public-private partnership](#) between the State of Maryland and the replica Baltimore clipper, *Pride of Baltimore II*. It appears likely that the partnership may not be renewed, leaving a \$500,000 shortfall in funding which may curtail this year's sailing season unless sufficient money can be raised.

From the [Pride of Baltimore II organization press release](#):

"Pride of Baltimore II remains one of the world's most revered tall ships, delighting crowds wherever she sails," said Pride of Baltimore, Inc. board chair Captain Eric Nielsen. "We will use 2018 to reassess the ship's future, working closely with our partners in the public and private

sectors to make sure we don't witness the end to Pride's wonderful history."

Instead of taking part in public events, Pride II is undergoing maintenance early in the year as part of a 30-year refit of the vessel, which was launched in 1988. Without significant new funding, Pride II will likely not be able to maintain an active sailing schedule in 2018.

Pride II was owned by the state of Maryland from 1988 to 2008, and now is both owned and operated by Pride of Baltimore, Inc., a nonprofit entity funded through grants, individual gifts, corporate support, and income from festival appearances and other sources.

The state has provided significant funding for Pride of Baltimore over the years, and most recently through a three-year commitment through early 2018. The Pride organization is exploring legislation to allocate state funding for Pride during this year's General Assembly session.

To help support the Pride of Baltimore II, [click here](#).

[\\$500,000 Shortfall Could Keep Pride of Baltimore II Docked This Season](#)

Thanks to Irwin Bryan for contributing to this post.

The post [Pride of Baltimore II Funding Shortfall May Threaten Sailing Season](#) appeared first on [Old Salt Blog](#).

Ships illegally entering Poor Knights reserve on Maritime NZ's radar

An increasing number of boat skippers are breaching maritime laws and illegally entering the Poor Knights Islands Marine Reserve on Northland's east coast. Nineteen infringement notices relating to the area were issued by Maritime NZ last year compared to five in 2016 and 10 in 2015. The notices also incurred fines of between \$2000 and \$12,000. Most of the offenders were operators of visiting cargo ships navigating a direct line down the east coast of Northland to save time and cost — coming between the Poor Knights and the mainland, rather than diverting around the reserve, specialist investigator Nick Dowden said. The high-status reserve is one of only two in New Zealand waters where large boats are not allowed. The other, also in Northland, is the Three Kings Islands Marine Reserve, 55km northwest of Cape Reinga. Fishing from any boat is prohibited in the Poor Knights reserve and ships longer than 45 metres banned from the designated "area to be avoided". The marine reserve is a mecca for divers and nature buffs with its sea caves and rock stacks, abundant fish and shellfish species. It has been touted as one of the world's top dive locations and is a major attraction in the thriving Tutukaka Coast tourism brand. "We want ship operators, masters and navigators to understand that this area is protected for a reason, and we take transgressions against the environment very seriously," Mr Dowden said. The Maritime Operations Centre actively monitors the almost 80kmlong area between Bay of Islands and Whangarei, which extends up to 35km off the east coast. A digital geo-fence alerts the centre to ships entering the reserve and no-go area. Crews are then contacted by maritime radio and instructed the ship must leave by the shortest and safest route. "As the regulator for the maritime sector, we are responsible for helping keep our seas safe, secure and clean, and we will take compliance action if need be," Mr Dowden said. Maritime NZ data shows commercial ships are more likely to enter the Poor Knights banned area than the Three Kings Islands Marine Reserve, he said. "Breaches can land the operator of the vessel with a \$12,000 fine and the master can be fined \$2000." Source: NZHerald

CHIRP Maritime



PRESS RELEASE

The *CHIRP* Charitable Trust is pleased to announce the release of the ANNUAL DIGEST 2017.

The Digest contains a summary of reports and insight articles covering a broad spectrum of maritime disciplines and was published thanks to the generous donations of 30 sponsors from the international maritime community.

As with the 2016 Digest, this edition will also be submitted to the IMO for their review and recommendation.

The Digest is freely available online in pdf or flipbook format from our website by clicking [here](#).

We would also like to highlight the free access to our recently installed **Reference Library**.

The library is a compilation of official incident and accident reports from the world's leading investigative authorities and agencies and is a very useful tool for those researching or just generally interested in specific reports.

The library is available online [here](#)

CHIRP Maritime continues to grow in global influence as we reach out around the world using our local Ambassadors and our extensive network of maritime professionals, industry bodies and quality maritime operators. We share the same overall objective in improving safety at sea for those who serve at sea and highlighting issues that we can all learn from.

CHIRP Maritime – Putting the Mariner **FIRST**

<https://www.chirpmaritime.org/>

[Baltimore's Mr. Trash Wheel — Water and Solar Powered Harbor Trash Gobbler](#)

Posted: 10 Feb 2018 04:02 AM PST



We recently [posted about various devices and schemes](#) for cleaning plastic and other flotsam from harbors and waterways. Roberta Weisbrod was kind enough to point out another great example of such a device — Baltimore's [Inner Harbor Water Wheel, or "Mr. Trash Wheel"](#) as it is known to locals. Mr. Trash Wheel is a water-wheel and solar powered conveyor system which lifts drifting trash from the water and drops it into a hopper barge, to be towed away to a disposal center. Since the start of operations in 2014, Mr. Trash Wheel has removed over a million and a half pounds of trash from the harbor. This includes 628,192 plastic bottles; 724,625 polystyrene containers; 9,935,220 cigarette butts; 7,919 glass bottles; 519,443 grocery bags; and 718,201 chip bags.

Mr. Trash Wheel has worked so well that other trash wheels are being installed all around the harbor. [Professor Trash Wheel](#) was installed last year in Canton and a third wheel is planned for the [Gwynns Falls](#). This summer, the City of Baltimore announced that they were installing [Captain Trash Wheel in Masonville Cove](#) on the Middle Branch of the Patapsco River.

[Solar-Powered Water Wheel Cleans Baltimore Harbor](#) The post [Baltimore's Mr. Trash Wheel — Water and Solar Powered Harbor Trash Gobbler](#) appeared first on [Old Salt Blog](#).

More than 500,000 RNLI supporters agree to 'opt-in' by David Hobbs

The life-saving charity moved to opt-in-only fundraising communications at the start of last year. More than 500,000 people have signed up to receive communications from the RNLI since it moved to an opt-in-only method with supporters. The life-saving charity said that since becoming the first charity to make this move, it had seen "positive impacts", with improved response rates to fundraising campaigns and better donor revenue generation. The RNLI pledged that from 1 January 2017 it would stop contacting people by telephone, email or post unless they had actively given their consent for the charity to do so. When it made the announcement in 2015, the charity anticipated that 225,000 people would opt in to receive information, but by October 2016, 375,000 had done so. Anjie Rook, director of business services and support at the RNLI, said she was delighted to have reached this new milestone and switching to an opt-in style of communications was the right thing to do in order to reinforce relationships with supporters. "Having the trust of our supporters is absolutely vital to us and we'll do everything we can to protect and maintain that trust," she said. "We've already seen some incredibly positive impacts of moving to opt-in-only communications. Our summer appeal in 2016 was the first that went out to our newly opted-in supporter database. It far exceeded our expectations, raising £545,000 with a response rate of 32 per cent, compared with a target of raising £200,000 and a response rate of 10 per cent. Rook called on the Fundraising Regulator to provide more clarity on the use of the "legitimate interest" concept in the new General Data Protection Regulation, which becomes law in May. She said the existing guidelines were open to interpretation. She said: "From internal awareness-raising activity and staff training to carrying out reviews of all of our systems, applications and processes that involve personal data, we're doing everything we can to make sure we're ready for the switch to GDPR. "However, we feel it is important that the Fundraising Regulator provides more clarity to charities to define what constitutes an acceptable use of legitimate interest. The current wording in the Code of Fundraising Practice is open to interpretation and might not serve to discourage unethical fundraising practices. "The more clarity and guidance that can be provided, the better prepared charities will be for this major change in regulation. Of course, there are justifiable uses of legitimate interest for charities, but it's important that there is no confusion about how it should be used. It's vital that charities take an ethical approach to fundraising and look after supporters' data in a responsible way. This is what we're striving for at the RNLI."

Stay Alert to the Conditions of the Weather and Your Ship



The 1965 built bunkering tanker HEPHAESTUS aground at Qawra Point, Malta during Northerly Wind Force 7 on Saturday 10th February, 2018 the same day that Church in Malta celebrate St. Paul Shipwreck in around A.D. 60. Photo Capt. Lawrence Dalli - www.maltashipphotos.com (c)

Cruise ship forced to return after 'alcohol-fuelled' fight breaks out

There's been high tempers on the high seas with a P&O Cruise having to return to Sydney early after a fight broke out. A P&O spokesperson said removing the passengers is "in line with our strict policy of zero tolerance of excessive behaviour that affects the safety, comfort and enjoyment of other guests "While these occurrences are rare, we have no hesitation in taking strong action when necessary to adhere to this policy." PACIFIC EXPLORER had been on a three-night round trip cruise from Sydney. Police met the ship inside the harbour to conduct the transfer of the group. "The group removed today will no longer be welcome to travel with P&O Cruises or any of its associated brands," the spokesperson said. Source : AUnews



While the waves are coming in from the south we had a rolling vessel for day's now. We had passed the Panama Canal a few days ago and a nice long voyage ahead of us. With Portland Australia as final destination ahead of us. But this was not the talk we had during our watch breaks, nope. Talks were about the Bounty Island Pitcairn, we knew we were passing this island during our

Pacific crossing and the idea to pay a visit to this island let many people on board run wild. When our cargo was fixed the internet visits to get more information about the island Pitcairn gave us more insight on this upcoming visit. It would be the first for our company to do so. Pitcairn has a long history as many sailors know, and many of them perhaps had visit this island in the past already, for all of us it was the first time. Pitcairn became famous for the mutiny on HMAV BOUNTY in 1789. An historic event which let Fletcher Christian to the island of Pitcairn. The tradition to have a stopover while crossing the Pacific is known by many sailors around the world, records of those visits are being kept by the people of Pitcairn. The day has come finally and Pitcairn Island was called by the Captain on VHF and after a moment a nice female voice replied, they were happy to hear when we told them we were planning to stop. Preparations were made from there side and ours. The longboat finally came in sight when we got closer, after unloading their boat from fresh fruits and fish they were all welcomed. Many of them were surprised as they were welcomed by their name, you could see it on their faces and thinking how do they know my name. Thanks internet. After a warm welcome they came on board almost all of us bought souvenirs and had small talks with the locals. Nice memories were created today and for all of us a day to remember. Passports were stamped to have proof of our visit. We understood that we were the first cargo ship in over a year to stop at Pitcairn as many of them do not find the time anymore to follow this old tradition. Since often they sail on a tight schedule to get to the Panama Canal. Hopefully this tradition will be continued in the future and not be forgotten. After a few hours which flew by, we continued our voyage and with all the fruits and fish we received we were grateful for the hospitality of the Pitcairners.

Work begins on £4.5 million warehouse investment at Port of Newport

Work is underway on a £4.5 million project to provide additional warehousing at ABP's port of Newport to accommodate growth seen in agriculture-related cargo volumes. This new warehouse, known as 21 Shed, will provide an additional 70,000 sq ft of covered bulk storage facilities for port customers. Work begins on £4.5 million warehouse investment at Port of Newport The agriculture sector has been growing at the port for several years. In 2017, the port saw year-on year growth of 14% in bulk fertiliser imports and a 54% increase in animal feed imports. This new warehousing investment will ensure the sector can continue to develop at the port. Ralph Windeatt, Port Manager for Newport, said:..... Source: ABPorts

The "Channel Dash" of 1942 Remembered

Today, February 12th; was the day of the "Channel Dash" of 1942 and the annual commemoration service took place at the "Channel Dash Memorial" at Ramsgate harbour. Members of the "Independent Vindicatrix of East Kent Association" attended again with our Standard along with the "Prince of Wales Sea School Association" Standard Bearer again to represent the Merchant Navy. It was attended by high ranking officers from the Royal Navy and Royal Air Force, local town Mayors, local Sea Cadets and members of the families of those lost air crews, all of whom laid wreaths. The memorial at Ramsgate was the first unveiled with another on Dover sea front unveiled the following year and on this day services are held at each to remember. Beneath the black granite memorial lies the ashes of three of the air crews. As many will know, the Swordfish aircraft took off from nearby Manston Airfield to take on the might of the German battlefleet being our last line of defence at that time, to almost certain death and so it proved to be. The action of these air crew saved possibly thousands of seafarers lives in WW2, Royal and Merchant seafarers.



Thanks to *Phil Hughes, (Secretary / Standard Bearer), Independent Vindicatrix of East Kent Association* for this article.

'Disaster for the navy': Germany 'running out' of warships

A German defense official warned the country's navy is running out of combat-capable vessels & will be unable to deploy overseas. He said that several frigates & auxiliary ships were already decommissioned due to their age. "The Navy is running out of deployment-capable ships," Hans-Peter Bartels, chief of the German parliament's defense committee, told the Bild am Sonntag newspaper. He said that the problem has snowballed over time, because old ships were taken out of service but no replacement vessels were provided. Bartels, an influential Social Democratic Party (SPD) MP, said that six out of fifteen frigates were already decommissioned, adding that "none of the new Type-125 frigates are able to join the navy."source : Russia Today

Del Rosario & Del Rosario Law - Spam Email Notice

We have received notice from Members regarding email spam purportedly being sent from Del Rosario & Del Rosario Law Offices in Philippines. Del Rosario have advised that these emails are spam and should be ignored.

From: Del Rosario & Del Rosario [mailto:jonathan.vinerao@delrosariolaw.com]

Sent: Monday, February 5, 2018 12:13 AM

Subject: Vessel Arrested - By Court Orders - Claim Amount USD 33,543/00

Our ref.: 72178/18/JV/DC

Dear Sir/Madam, Our client has duly informed us of a shortage of about 23.823 m/tons of base oil from your tanker vessel which called for discharging 1000m/tons.

Kindly note that on behalf of our client, we have issued port authority arrest orders for your vessel.

Copies of arrest order we issued to port authority are attached herewith.

Master of vessel did not sign and receive the court arrest orders.

We have filed suit in court but owners did not defend and not appear in court hence case was decreed against owners.

We have filed execution decree and obtained the attached court arrest orders.

Kindly advise owners to involve their P&I Club urgently so that vessel release process from court may commence soonest possible.

Regards Jonathan Vinarao / Denise Cabanos

HOW THE INTERNET STARTED, ACCORDING TO THE BIBLE

(Please do not Google or check this with Snopes. They will lie to you. Trust me!)

In ancient Israel, it came to pass that a trader by the name of Abraham Com did take unto himself a healthy young wife by the name of Dorothy. And Dot Com was a comely woman, large of breast, broad of shoulder and long of leg. Indeed, she was often called Amazon Dot Com.

And she said unto Abraham, her husband, *"Why dost thou travel so far from town to town with thy goods when thou canst trade without ever leaving thy tent?"*

And Abraham did look at her as though she were several saddle bags short of a camel load, but simply said, *"How, dear?"*

And Dot replied, *"I will place drums in all the towns and drums in between to send messages saying what you have for sale, and they will reply telling you who hath the best price. The sale can be made on the drums and delivery made by Uriah's Pony Stable (UPS)."*

Abraham thought long and decided he would let Dot have her way with the drums. And the drums rang out and were an immediate success. Abraham sold all the goods he had at the top price, without ever having to move from his tent.

To prevent neighboring countries from overhearing what the drums were saying, Dot devised a system that only she and the drummers knew. It was known as Must Send Drum Over Sound (MSDOS), and she also developed a language to transmit ideas and pictures - Hebrew to the People (HTTP).

And the young men did take to Dot Com's trading as doth the greedy horsefly take to camel dung. They were called Nomadic Ecclesiastical Rich Dominican Sybarites, or NERDS. And lo, the land was so feverish with joy at the new riches and the deafening sound of drums that no one noticed that the real riches were going to that enterprising drum dealer, Brother William of Gates, who bought off every drum maker in the land. Indeed he did insist on drums to be made that would work only with Brother Gates' drum heads and drumsticks.

And Dot did say, "Oh, Abraham, what we have started is being taken over by others." And Abraham looked out over the Bay of Ezekiel, or eBay as it came to be known. He said, "We need a name that reflects what we are."

And Dot replied, "Young Ambitious Hebrew Owner Operators." "YAHOO," said Abraham. And because it was Dot's idea, they named it YAHOO Dot Com.

Abraham's cousin, Joshua, being the young Gregarious Energetic Educated Kid (GEEK) that he was, soon started using Dot's drums to locate things around the countryside.

It soon became known as God's Own Official Guide to Locating Everything (GOOGLE).

That is how it all began. And that's the truth.

I would not make up this stuff.

Trump Works Out a Trade Deal With Kim Jong-Un



USN Ship's New Female Quarters Regulations

Department of the Navy is now assigning females to quarters in a separate private "OFF LIMITS" area on all aircraft carriers. While addressing all personnel at Pearl Harbor, CINCPAC advised, "Female sleeping quarters will be "out-of-bounds" for all males. Anyone caught breaking this rule will be fined \$50 the first time."

An the Admiral continued,
"Anyone caught breaking this rule the second time will be fined \$150.
Being caught a third time will cost you a fine of \$500.
Are there any questions?"

At this point, a US Marine from the security detail assigned to a ship

stood up in the crowd and inquired:
"How much for a season pass?"

God bless the Marine Corps!

Anchors Aweigh



Captain "What the hell!! Did we come up under the ice?"

Navigator "You're not going to like this, sir."

That's all from me now folks.

Annual MNA subscriptions are now overdue.

**The Merchant Navy Day Commemorative Service (MNDCS)
Sunday 9th September 2018**

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

*Yours Aye,
Malcolm*

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