

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 #2018-09 was published 15th June 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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The SILVER CLOUD seen near Tower Bridge, London, June 2 moored next to the historic warship HMS BELFAST Photo : Sarah Caffyn, Heathfield ©



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TOMORROW YOU MAY NEED US
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Felixstowe's New IT System Is Blamed For Significant Delays

by Alexander Whiteman ([TheLoadstar](#))

The UK's major container gateway of Felixstowe is expected to continue experiencing severe congestion after the troubled implementation of a new IT system.

An advisory issued by MSC said all carriers calling at the port were still experiencing "significant delays".

"MSC expects these delays to continue, which will affect vessel arrival times and collection and delivery slots.

"We continue to work very closely with the port of Felixstowe to mitigate this situation and we are working hard to minimise the impact on our customers."

Its 2M partner, Maersk, also advised customers it was working with the port to resolve the issues, and Cosco issued a notification citing "severe delays", which it said were leading to "serious service failures".

One source told *The Loadstar* the delays had resulted in the port suspending rail import services, although a spokesperson for the port denied this.

The spokesperson said: "One train was cancelled last night and another today, though we understand that was due to issues with the locomotive."

Two vessels – Evergreen's *Thalassa Elpida* and the *MSC Cordoba* – remain at anchor off the coast waiting to call at the port, as is the *OOCL Japan*, according to [marinetraffic.com](#).

The source said that some carriers were bypassing Felixstowe for alternative ports, including London Gateway.

A spokesperson for port operator DP World told *The Loadstar* it was aware of the problems. "DP World London Gateway and DP World Southampton are in regular discussion with all of our customers," said the spokesperson. "And we are providing assistance where we can to ensure UK trade can continue to flow."

Felixstowe installed the nGen terminal system on Sunday, but despite claiming a "successful migration", reports of severe delays and cancellations began circulating the following day.

In a statement issued to customers on Tuesday, seen by *The Loadstar*, the port described the implementation of any major operating system as a "complex process".

"We are currently experiencing system communication inconsistencies within the container yard which are having a knock-on effect on yard performance," it added.

"All our container yards stay open, processing over 3,800 trucks yesterday, and the team is working to resolve the issues with normal operations expected to resume in 24-36 hours."



The former-largest container ship in world, CSCL Globe, docks during its maiden voyage, at the port of Felixstowe in south east England, January 7, 2015 .
REUTERS/Toby Melville

Russian Navy Put on High Alert

by Anton Zverev (Reuters) – Sources close to the Russian military said on Thursday that Russian naval forces in the Black Sea had been put on heightened alert to discourage Ukraine from trying to disrupt the soccer World Cup as the tournament got under way.

However, the Defence Ministry itself dismissed the reports, saying in a statement: "The forces of the Black Sea Fleet are working in routine mode. No measures to put (them) on high combat alert have taken place." ... Reuters was not able to verify a Ukrainian build-up independently, and there was no confirmation of that from officials in Kiev.

SSL KOLKATA ON FIRE IN INDIAN WATERS



The SSL KOLKATA, of Shreyas Shipping with a length of 148 mtr carrying 10.683 MT of containerized cargo caught fire on deck in chemical containers off Sandheads at about 23:00 hrs on 13-06-2018 during her inward passage to Kolkata from Krishnpatnam. A Coastguard cutter and tug were dispatched to the location but could not reach the location due to the bad weather. The latest information is that the fire could not be contained and the crew decided to abandon the vessel.

Aker Arctic demonstrates autonomous vessel in model tests

An autonomous ship model has been successfully tested in Aker Arctic's ice model test laboratory in Helsinki, Finland. In the demonstration test, the ship model was able to detect obstacles in the ice tank utilizing onboard sensors, maneuver around them



without operator input and moor itself automatically to a target pier. The test was carried out in ice-free waters. Aker Arctic demonstrates autonomous vessel in model tests. The wireless model used in the test is equipped with battery powered propulsion units, data transfer to the “shore facility”, and an autonomous navigation system that routes the vessel around obstacles detected by the onboard sensors. The various components are connected using Distributed Intelligent Vessel Components (DIVEC™), a specially developed network framework that provides a modern protocol for connecting devices and transferring necessary data between them. While Aker Arctic’s ice laboratory is normally used to test icebreaking vessels, it is also an excellent facility to develop and test the technology, sensors, algorithms and propulsion control systems being developed for autonomous vessels under harsh environmental conditions. DIVEC™ provides an extensible and adaptable infrastructure that allows interfacing with third-party systems and components. The technology used in the autonomous ship model tests in the laboratory is also adaptable to semi and full-scale prototypes. With this technology, Aker Arctic is ready for the next step in the development of autonomous ships. Source: Aker Arctic

Spain To Offer Maritime Migrants Free Healthcare

http://gcaptain.com/spain-to-offer-maritime-migrants-free-healthcare/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29&goal=0_f50174ef03-5dccef312f-139894965&mc_cid=5dccef312f&mc_eid=4c72dd3685

Captain of Russian oil tanker punished by UK court over vessel's 'catalogue of deficiencies' Written by David McPhee

A UK court doled out a more than £25,000 fine to the Captain of a Russian oil tanker yesterday after a number of "extremely serious" safety failures were discovered aboard his vessel. Hull Magistrates Court fined Vitaliy Trofimov, Captain of the Russian registered 278 foot long tanker, TECOIL POLARIS, for breaching the International Safety Management (ISM) Code in a prosecution brought by the Maritime & Coastguard Agency (MCA). Mr Trofimov pleaded guilty to 'serious non-compliance of safety requirements' which placed the vessel under his care 'at risk' The Maritime and Coastguard Agency say the vessel arrived a Humber Point on Tuesday 5 June 2018 from Finland and was inspected on 6 June 2018. Upon inspection it was discovered that the vessel held a "catalogue of deficiencies" such as not having correct navigation charts or voyage plan, incorrect stability calculations, navigation equipment not working and defects with lifesaving equipment. The vessel was subsequently detained and its safety certificate cancelled. Once investigated and questioning by the MCA's Investigation & Enforcement Unit, Captain Trofimov admitted the failures and deficiencies. In sentencing, the District Judge said: "Many of the failures were down to yourself. You are responsible for all those onboard and those on the high seas, that is why this is high culpability". The MCA's Lead Investigator Mark Flavell said: "This was an extremely serious breach of the ISM Code. In this case, the Captain showed complete disregard for the safety of his vessel and crew operating the vessel. The intention was for this vessel to carry 1,665 tons of oil to Finland, which could have had disastrous human and environmental consequences. "We hope that today's prosecution demonstrates that we will prosecute those who endanger themselves, others and the environment in this way. Our message is clear – there is no room for complacency where safety is concerned." The vessel will not be released until the fines and costs have been paid. Source: energyvoice

Boy on cruise ship racks up €12,000 roaming bill Author David Martin

A German family received an unwelcome surprise after returning home from a family cruise to Norway. The son had used just under a half a gigabyte worth of data while at sea and was billed more than €12,000 as a result. A German family is seeking legal counsel after they arrived back home from a family holiday, only to find a phone bill totalling more than €12,000 (around \$14,000) The family had taken a short cruise from the northern German city of Kiel to the Norwegian capital of Oslo. It was during that trip that the 12-year-old son decided to unwind and watch some videos on his phone. The catch: He was connected to the cruise ship's own phone network, which connects to the internet via satellite. While anyone can join the network, it is generally only intended to be used by the ship's crew to communicate with other vessels. In fact, German mobile phone networks can demand as much as €30 per megabyte of data downloaded through a satellite connection. The EU's abolition of roaming charges does not apply at sea. As a result, the family was ordered by their network provider to pay almost €12,500 for just 470 megabytes of data. The phone network did agree to reduce the bill, admitting it was clear the son had connected to the cruise ship's network without knowing. Nevertheless, it still demanded €5,000. The family has since employed a lawyer to try and settle what they consider to be an "immoral" bill. The Norwegian cruise line operator Color Line said it regretted the incident but that it was unable to help.

Tips for surfing and roaming at sea:

Before setting off, ask your network provider what its fees are for making calls and roaming via satellite connection. These will almost certainly be far higher than usual and is almost always best avoided, unless it is an emergency. Before even reaching the port, be sure to disable mobile data usage. This will ensure you don't connect to a docked ship's phone network before you've even set off. Find out if the cruise operator you'll be travelling with offers internet access on board that's intended for travellers and what the prices and conditions are. While it will be expensive, the pricing will at least be transparent. Source : DW

True Facts About the Mantis Shrimp – a colourful character

<https://www.youtube.com/watch?v=F5FEj9U-CJM&feature=youtu.be>

Fleet of fancy! Modeller spent 70 years and used over a MILLION matchsticks to create all 484 warships to ever sail in the Royal Navy since 1945 including HMS Queen Elizabeth aircraft carrier

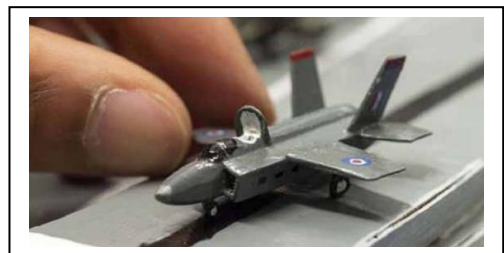


Master modeller Philip Warren has spent 70 years building an incredible fleet of 484 warships from matches. The 87-year-old has painstakingly hand made the whole armada using just a ruler, razor blade and glue. The impressive collection has even caught the eye of some of the royals, in the 1980s he presented a model of the HMS Cumberland to Prince Andrew at Broughton Airfield. Each ship in his huge collection is incredibly detailed and he has even built miniature model aircrafts to go with his carrier ships. The vessels are all painstakingly hand made using just a ruler, razor blade and glue. Philip, from Blandford, Dorset began his hobby when he was aged 17 in 1948 after looking at pictures of naval boats.



He began gathering matchsticks as they were easy to get hold of and taught himself his own technique to assemble them into intricate sculptures on a scale model of 1:300. Since then he has constructed more than 250 Royal Navy ships including HMS Ark Royal, HMS Belfast and HMS Sheffield as well as many American vessels and those of other nations. The ships range in size from just a matter of inches to over 3ft. Despite his elderly age, Philip's fingers are as nimble and dexterous as ever and he has no plans to give up his hobby any time soon. The retired director of a stationary wholesale company from Blandford, Dorset, is exhibiting his ships at

the Nothe Fort Museum in Weymouth. The father-of-one who was married to wife Anita for 47 years until she died 16 years ago said: 'It all started when I was about 17 and I wanted to make models like every other boy did and I was fascinated with war ships. Matches were common then, they were used by everyone and came in wooden boxes so I decided I would use them, there were no kits back then, you used what was to hand. I taught myself all the way, I did get hints and tips from other model makers but the whole technique I developed on my own. I started by looking at pictures in magazines and making detailed plans, nowadays I do this but use the internet as well which is perfect for research. I began making ships from the end of the Second World War in 1945 and made others as they came into service. The HMS Queen Elizabeth, which is three foot long, took Philip eight months to create. Although I have always enjoyed the hobby I had no idea I would eventually build 484 ships. I would build them in a spare room where I can work for just two minutes on something or for five hours, but I probably spend up to a year on a carrier.' In the late 1980s, he presented a model of the HMS Cumberland to Prince Andrew at Broughton Airfield. Prince Andrew had served on the ship during the Falklands War. He said: 'I had the pleasure to meet him and present him with the model. He said thank you very much and said you have only got one



anchor on my ship, at which point his aide pointed out to him that my design was correct. 'His response was I never went up that end of the ship! 'I found him very nice and charming.' All of the models are flat-bottomed so that when they are placed on a blue table cloth at an exhibition they appear to be floating on the sea. However, he intends to keep making models until he feels he is no longer physically able to. He said: 'My friends joke that every year I say this will be the last (for making models) but I always keep going so I'm not going to make statements like that anymore. 'My hands are still steady and my fingers are still dextrous enough to make them.' The painting on some of them is tiny but for my age I feel like I'm doing pretty well. 'There will come a time when my hands are not steady and I get arthritis in my fingers and when that time comes I will know it will be right to stop because I want to maintain their standard. 'I always try to make the next one my best one.' Source : Daily Mail

Holyhead lifeboat rescues stricken yacht battling gales during Storm Hector



THE Holyhead lifeboat was called to help a 60 tonne yacht battling gales off the Anglesey coast at the height of Hurricane Hector. The town's RNLI volunteer lifeboat crew were roused from their beds at 12.30am, on Thursday morning, to help the 18 metre long vessel which had two people on board. The all-weather lifeboat CHRISTOPHER PIERCE was launched after the yacht had suffered mechanical failure a mile and a half west of the Skerries lighthouse, approximately two miles from Carmel Head, Anglesey. Arriving at the scene, the lifeboat crew found the yacht had lost all power, and

was struggling to cope with the weather conditions, including southerly gale force winds and spring tides. The lifeboat undertook a tow of the stricken boat, which was returning from the Isle of Man TT races back to her mooring at Holyhead. The vessels arrived back at 4.30am, when the lifeboat returned to her berth at the inner harbour and was made ready for any further service Speaking on behalf of Holyhead RNLI, press officer Vicki Owens said: "The weather was unseasonably rough, but our dedicated crew left their beds to help someone in trouble." "It's always important that anyone in difficulty out at sea contacts the coastguard immediately by radio or on 999. We'd also remind people that it's crucial to monitor local weather forecasts and take extra care in adverse conditions." Source : northwaleschronicle

Vessel queue at South Africa's Richards Bay Coal Terminal falls

Fifteen ships were queuing at the Richards Bay Coal Terminal in South Africa Wednesday, down slightly from 17 two weeks earlier, according to cFlow, S&P Global Platts trade flow software. The reduction of the queue is understood to be caused by an easing of supply tightness which had been in place for the last few months, although sources said the current situation was not having much direct impact on prices. "Nothing seems seriously delayed" a sell side source said. Stocks at the terminal were heard to be around 4 million-4.3 million mt, having been below the 4 million mt level for most of May. The recovering stocks at the terminal did not appear to take any pressure off the benchmark grade price or the subsequent lower heating value prices. The benchmark 6,000 kcal/kg NAR grade of South African coal traded on Wednesday morning at \$107/mt FOB, July-loading basis, \$2.50 above the last July deal two weeks earlier. Platts FOB Richards Bay 5,500 kcal/kg NAR price was \$89/mt Tuesday, up 45 cents since the beginning of the month, having peaked at \$89.60/mt on June 5; the highest since Platts began the assessment in June 2013. An additional seven ships were stationed at loading terminals or berths, with the 181,412 dwt Frontier Brilliance having entered on Saturday. Nine ships were returning from India, Pakistan, or Sri Lanka, one from Singapore, one from the Middle East, and four from other ports in Africa. Sources said the infrastructure at the terminal as well as the railings to Richards Bay were experiencing no issues, while wind and swells had not been preventing any activity either Source: Platts

Bluenose - Birth of a legacy



The original BLUENOSE was launched as a Grand Banks fishing and racing schooner on 26 March 1921 in Lunenburg, Nova Scotia. It was designed by William Roué and built by the Smith and Rhuland Shipyard. BLUENOSE Captain Angus Walters and the builders who crafted the sleek vessel had something to prove. Their sights were set on the International Fishermen's Race. For a working fishing schooner, speed was a tremendous asset. Those who made it to port first fetched the best price for their catch. The Fishermen's Race was no token competition for privileged yachts.

It was a real race for the hard-working vessels of fishermen who made their living on the sea. Nova Scotia's pride and shipbuilding reputation sailed with BLUENOSE. From the moment BLUENOSE took to the sea, it was evident she was a vessel unlike any other. When she took home her first Fishermen's Trophy in October of 1921, the legend began. During the next 17 years, no challenger — American or

Canadian — could wrest the trophy from BLUENOSE. She earned the title "Queen of the North Atlantic" and was well on her way to becoming a Canadian icon. Bluenose came to symbolize Nova Scotia's prominence in the fishing and shipbuilding industries. She represented Canada around the world. In 1933, BLUENOSE appeared at the Century of Progress World's Fair in Chicago, and sailed to England's Silver Jubilee of King George V in 1935. The majestic image of the BLUENOSE has adorned the Canadian dime since 1937 and three postage stamps, as well as the Nova Scotia license plate. BLUENOSE struck a reef off Isle aux Vache, Haiti on 28 January 1946. Despite the loss, the legacy and admiration for the once mighty schooner lived on in the hearts and minds of Canadians — especially Nova Scotians. In 1963, BLUENOSE II was



The BLUENOSE II navigating the port of Halifax last Friday afternoon Photo : Piet Sinke
www.maasmondmaritime.com (c)

launched. It was built by many of the same people who had worked on the original vessel at the same shipyard in Lunenburg. The project was financed by Oland Brewery to advertise their products, while also promoting Nova Scotia's maritime heritage and tourism. William Roué, the designer of the original Bluenose, endorsed the vessel. Captain Walters sailed on the maiden voyage. BLUENOSE II was gifted to the Government of Nova Scotia in 1971. It continues to serve as Nova Scotia's sailing ambassador — an enduring symbol of the province — living history under sail. BLUENOSE II sails out of Lunenburg and visits ports throughout Nova Scotia and North America. It is regularly open to the public, offering cruises and onboard access to its many admirers. In its role as an ambassador, BLUENOSE II has been a frequent presence for trade visits and international promotions for Nova Scotia and Canada. The historic vessel, with its unrivalled legacy, is a living reminder of the glorious sailing era. For an entirely new generation, it serves as a fitting introduction to Canada's maritime heritage.

Stena Line confident in Holyhead route with new ferry to enter service in 2020

The new vessel being deployed on the Dublin-Holyhead route will have capacity for 1,000 passengers, 120 cars and 3,100 freight lane metres. Stena Line has shown confidence in its Dublin-Holyhead route with the first of its new ferries under construction in China due to enter service on the route in early 2020. Last year the ferry operator announced a build contract for a new generation of RoPax ferry vessels, Stena E-Flexer, with planned deliveries during 2020 and 2021. Stena Line has ordered the construction of six new vessels from the AVIC shipyard in China, and the plan is to locate three of these ships on its Irish Sea routes. The other three will be chartered to external parties by Stena Line's sister company, Stena RoRo. Earlier this week, Irish Ferries was forced to cancel some 6,000 bookings due to a delay in the delivery of the new WB YEATS ferry by German shipbuilder FSG. Its handling of the cancellation of all its summer sailings on the new WB Yeats ship from Dublin to France was criticised by customers who say they have had difficulty getting through to its helpline.

Almost 20,000 people who were due to travel on the WB Yeats ship between July 30th and September 17th learned on Tuesday that they would have to make alternative arrangements. Ian Davies, Stena Line trade director for Irish Sea South, said freight volumes have surpassed the Celtic Tiger peaks of 2007. "We are confident that this upward trend will continue. Last year was a record year for Stena Line in the Irish Sea, where we carried over 800,000 freight units on our routes to and from the island of Ireland," said Mr Davies. "We welcome the addition of the first of our new generation RoPax vessels on Dublin-Holyhead. It will significantly increase freight capacity and raise the service standards for travel and freight customers," he said. The new vessel being deployed on the Dublin-Holyhead route will have capacity for 1,000 passengers, 120 cars and 3,100 freight lane metres, delivering four daily sailings with an estimated crossing time of about 3.5 hours. Source : Irish times

New Canadian SAR lifeboat PENNANT BAY



The 2018 delivered 19 mtr long CCGS PENNANT BAY arriving in Halifax port last Saturday the Aluminium by Hike Metal Products Ltd. built lifeboat is powered by 2 x MTU - 10V 2000 M94 engines with a total output of 2400 kw for a cruising speed of 25 knots Photo : Piet Sinke
www.maasmondmaritime.com (c)

Humanitarian Boat Turned Away by Italy Arrives in Spain

http://gcaptain.com/humanitarian-boat-turned-away-by-italy-arrives-in-spain/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29&goal=0_f50174ef03-9d9f74ba92-139894965&mc_cid=9d9f74ba92&mc_eid=4c72dd3685

NEARLY SEVEN TONS OF COCAINE WORTH \$206M SEIZED BY U.S. COAST GUARD BY DORY JACKSON

A crew with the U.S. Coast Guard seized roughly seven tons—12,000 pounds—of cocaine amid an 80-day period in the Eastern Pacific Ocean. The 100-member Coast Guard Cutter CAMPBELL crew returned to their home base Friday in Kittery, Maine. During their deployment, they halted six narcotic smuggling schemes and detained 24 individuals suspected of participating in the illegal act. The cocaine obtained, however, is valued at an estimated \$206 million. They unloaded the narcotics in Port Everglades. "I'm incredibly proud of the hard work of Campbell's law enforcement teams, my entire crew, and their shipmates aboard the cutter Active that made these impressive interdictions over the past few months possible," Cmdr. Mark McDonnell, cutter Campbell commanding officer, said in a statement. "The persistent presence of Coast Guard and partner agencies, along with our foreign nation counter-drug partners, in the highly trafficked Eastern Pacific drug transit zone is essential to dismantling the crime networks that threaten the U.S. with their illicit activities." Added McDonnell, "These collaborative efforts and our ability to seamlessly integrate with partner agencies and nations are the key to the safe and successful execution of these complex interdiction operations." Source ; Newsweek

Port Kembla Reopens After Bulker Blaze - June 18, 2018 by [Reuters](#)

by Nick Ford (Reuters) –



A fire in the hold of a bulker ship on Monday briefly closed Australia's Port Kembla, the second-largest coal export port in New South Wales state, stopping shipping for eight hours.

The port was shut soon after the blaze began before dawn on the MV Iron Chieftain as it unloaded dolomite, a mineral used in steelmaking which was destined for BlueScope Steel Ltd's nearby blast furnace. No injuries were reported.

"Shipping recommenced and the port reopened at 1130 (0130 GMT) and is expected to be back on schedule by around 1700," harbor master Kell Dillon said in an emailed statement.

More than 100 firefighters were

working to put fire out, a job likely to take all day, a spokesman for Fire and Rescue NSW told Reuters. Pictures showed water being sprayed from tugboats and fire engines into the ship's hold.

BlueScope Steel said in an emailed statement that the blaze would have no impact on its steelmaking and none of its port equipment was damaged.

The port, also the state's largest vehicle import gateway, counts among its customers nearby coal mines run by BHP spinoff South32, which said its exports were unaffected.

The ship's owner, CSL Australia, said damage to the vessel was not immediately clear.

Thomson Reuters Eikon data showed eight vessels at anchor in the port, mostly bulk carriers and roll-on, roll-off vehicle ships.

Reporting by Nick Ford and Tom Westbrook; editing by Richard Pullin

Oil Pumping Operation on Grounded Tankers Hampered by Bad Weather



Fuel oil is being pumped from two oil tankers that ran aground on the coast of Kaohsiung June 14, but operations have been hampered by large swells and heavy rain, June 17. Efforts to drain the ships stepped up today, but work had to frequently stop as waves continued to pound the MT SHINE LUCK, which is grounded against concrete wave-breakers.

The WINNER 19 is grounded on sand on Linyuan Beach, and while there is less threat of the vessel breaking up, authorities ordered the owners to remove the potential threat to nearby fisheries. he Ministry of Transport Maritime

and Port Bureau held a meeting with representatives of the respective ship owners, who were ordered to submit plans for removing the fuel oil from the vessels yesterday. The plans submitted were approved in principle, and the ship owners and relevant work units were ordered to start work immediately. The Maritime and Port Bureau said that there is no pollution in the waters around the ships at the present time. However, with continuing unstable weather and ocean conditions placing the vessels at risk of breaking up, authorities want the potential pollution threat eliminated as soon as possible. Fortunately, the ships were not carrying oil cargo at the time of the groundings

MARITIME CLIPPINGS - PHOTO OF THE DAY 19.06.2018



The CAP SAN DIEGO navigating the Kiel Canal, as seen from the SAGA PEARL II,
Photo : Simon Westall - Staff Captain Saga Pearl II (c)

Armed Royal Marines secretly joined passengers on board luxury cruise ship to protect against Somali pirates

Crack team boarded QUEEN MARY 2 as it sailed through treacherous Gulf of Aden Area has been dubbed Pirate Alley because of number of Somali outlaws there Few of the 2,600 passengers were aware of the plain-clothes gun unit onboard By DEREK BELLIS

An elite squad of armed former Royal Marines secretly joined passengers on a luxury cruise to protect them from pirates. The crack team boarded the Queen Mary 2 as it sailed through the treacherous Gulf of Aden, dubbed Pirate Alley because of the number of Somali outlaws there. Few of the liner's 2,600 passengers were aware of the plain-clothes gun unit mingling with them. Water cannons were also fixed on deck to repel any attackers and the gunwales were fitted with sonic weapons capable of causing permanent hearing damage at close range. Although some measures were taken in secret, a serving Marines Colonel also boarded the vessel to reassure passengers and give them security briefings. As the ship travelled at full speed for six days between Dubai and the Jordanian Red Sea resort of Aqaba, only essential deck lights were kept on at night and passengers were urged not to illuminate their balconies.



The QUEEN MARY 2 Photo : Ross Walker ©

Sections of deck were closed at night with notices warning: 'Please do not distract the watch-keepers. They are part of our security precautions.' Captain Peter Philpott also wrote to passengers: 'In the unlikely event of a pirate attack, everyone should move to the inside of the ship, away from decks or windows. 'If your stateroom has a window or balcony, you should move to the corridor immediately outside to sit on either a chair or on the

floor.' He added that the QM2 would be 'under the protection of an international task force assigned by a UN mandate to protect merchant ships from a pirate attack'. It is understood the security team boarded soon after the liner left Dubai. Their weapons were offloaded in a Red Sea rendezvous with a small, unmarked boat before the liner arrived at Aqaba – presumably to avoid security problems with the Jordanian authorities. One passenger said: 'We always felt completely safe.' A Royal Navy spokesman said it was 'routine practice' for personnel to be invited to join merchant vessels 'for liaison visits... and to brief on anti-piracy matters'. QM2 owner Cunard said the precautions were 'standard practice in certain regions'. Source : Mail online

Containership Tows Disabled Sailboat to Safety



The Amver participating containership CMA CGM BRAZIL towed a 46-foot sailboat with two sailors aboard to safety in St. Marten after the sailboat reported they were taking on water and disabled approximately 315 miles east north east of San Juan, Puerto Rico on Thursday, May 24, 2018. U.S. Coast Guard rescue authorities in San Juan were notified by two sailors who's boat was taking on water through the rudder shaft. While they were able to keep up with the flooding with pumps, they were afraid they may have to abandon ship. The Coast Guard queried the Amver system and located the Singapore flagged CMA CGM BRAZIL, and requested it divert to assist the sailboat. The master of the 620-foot ship agreed to divert and assist if possible. The CMA CGM BRAZIL was only 45 miles away from the distress location and was able to locate

the sailboat. The master and crew of the containership devised a plan to tow the sailboat to a shallow, safe harbor. Despite ten knot winds and five foot waves, the crew of the CMA CGM BRAZIL was able to tow the sailboat to St. Martin. The two sailors were in good health and able to stay aboard the sailboat. The CMA CGM BRAZIL which enrolled in Amver on November 30, 2015, handed over the sailboat and two survivors to St. Martin Coast Guard authorities and resumed its voyage

Theodore Tugboat

Dear Malcolm,

Thank you so much for the MNA Circular, which as always was so interesting.

An article on page 20 caught my personal attention, which was the one about "Theodore Tugboat visiting Nova Scotia, and its owners, Ambassatours Gray Line.

This character and the relevant Canadian TV series was based on a similar production titled "TUGS" made in the UK at Twickenham Studios in the late 1980s.

When I went ashore at the end of my wonderful days at sea, I went into the entertainment business, firstly signing as a recording artist with EMI Records, and after this, to co-star in the original version of the top-rated TV series "Candid Camera", followed by cabaret and concerts before moving behind the camera to make Children's programmes.

"TUGS" came about after I had finished making a successful series titled "The Bubbles", which was shown all over the world, and I was asked to come up with a new idea for a follow up series. One of the many things I enjoyed when I was at sea, was watching tugs helping us to manoeuvre, and greatly admired their own manoeuvrability capabilities, their enormous power and also their almost swanlike grace, and so I decided to create a Children's series all about the adventures of tugs.



My original intention was to produce this series at Twickenham Studios, but during the pre-production work I was approached by David Mitton and Robert Cardona of Clearwater Productions, a company also based at Twickenham and who had just finished production work on the Children's TV series, "Thomas the Tank". They were looking for a new idea as a follow-up series and approached me to suggest that we could join forces and work together producing my "Tugs" series. At the time I thought it made sense, knowing that two successful Children's TV producers would have far

greater market strength than one, and so I agreed to a co-production and in doing so, shared all the work I had thus done with them, as is normal in such a co-production, including artwork and stories.

Unfortunately for me, as is too often the case in this business, Mitton and Cardona then went ahead on their own behind my back, and used my creation with out my written consent. When, several weeks later I discovered what was happening I went to see them, but they were then claiming it was all their idea and creation, which left me with no alternative than to go to Court and to spend many long years fighting Clearwater and others including ITV, through the High Courts.



Theodore Tugboat

On the 1st June 1995, the High Courts ruled in my favour, declaring that the underlying copyright was mine and that I was the originator. Knowing that the High Court would almost certainly rule in my favour, which would involve high compensation, Clearwater went into liquidation.

Sometime after the judgement I was advised that Robert Cardona, (Defendant) went to Canada where he became involved in producing another series based on my original Tugs; this series was called "Theodore Tugboat" and its lead character was of course, "Theodore Tugboat".
a creation almost identical to my original creations.

I have consulted with top copyright lawyers in Canada who have confirmed the likeness is obviously based on my original creations, especially as the Canadian series Director was the same Robert Cardona that Directed the UK produced series, so hopefully you can use this article for it is my intention to make a claim on the Canadian series and all that goes with it including the life size working model of "Theodore Tugboat".

Its such a shame that so much plagiarism takes place in this business, and this caused me and my family so much hardship, but my days at sea taught me how to survive all that came my way and I did, and I'm pleased to say that I am now working to make a new series about the adventures of tugs, but this series will be made using the latest computer generated animation, and because I am an ex seafarer, the stories and filming will be so much more accurate and exciting, without losing any of its original magic and charm.

If you should look on the internet for information on these two programmes you will find no mention of my name or my involvement, which is mainly due to the fact that after so many years battling wicked people through the High Courts, people who would stop at nothing to get their evil way, which included making death threats and doing whatever they considered necessary to get rid of me. If any of you watched the Jeremy Thorpe/Norman Scott story on TV recently you will have seen the lengths Jeremy Thorpe and his associated went to, to get rid of Norman Scott, well believe me, what happened to me and my family was far, far worse.

If I hadn't been a seafarer then I doubt I could have stood up to them all and in the end, win. In Vol 3 of my life story titled "Jumping for Balloons", I will include the whole story in greater detail... It really will take some believing, but it's all true.

Please keep up the good work.
Kind regards,
Des Cox.

Prevention at Sea's Oil Record Book is a Hit at Posidonia

Recognised by an increasing number of ship registries, Prevention at Sea's Oil Record Book (ORB) software enhances the credibility, transparency and accountability of manual ORB entries. Prevention at Sea (PaSea) is pleased with the recognition received by its oil record book software during Posidonia. Designed to complement the manual recording of oil record book entries and help minimise errors and mistakes that could lead to costly off-hires or PSC fines, the software (called ε-ORB) complies with IMO guidelines published in the last PPR5 for electronic record books (February 2018). It is anticipated that electronic oil record book entries will replace the traditional paper ORB versions whenever MARPOL is amended, due to the more efficient process and reduced risk of errors occurring. "During Posidonia we had enquiries from significant ship managers and operators keen to learn more about how our ε-ORB software can help their fleets," said Petros Achtypis, CEO of Prevention at Sea. "Being able to demonstrate on our stand at Posidonia the user-friendliness of the software and how it guides the user through simple stages to minimize mistakes was invaluable." "The printouts of our multi-award winning ε-ORB software are now officially accepted for review by major worldwide safety agencies such as the USCG and AMSA. This speeds up oil record book recording for vessels and reduces the risk of errors which can lead to possible detentions and huge fines." For more information contact:
info@preventionatsea.com

The Last U-Boat Captain, Reinhard Hardegen, & the Tanker Coimbra

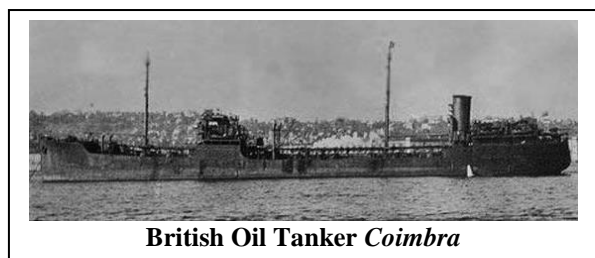
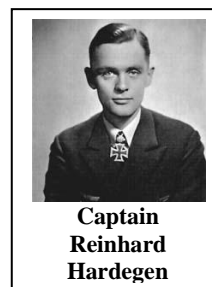
Posted: 18 Jun 2018 08:24 AM PDT

I recently saw two stories in the press that happen to overlap.

The first story was the report of the death of [Reinhard Hardegen](#) at 105 years old. Hardegen was believed to have been the last surviving German U-boat commander from World War II. He also ranked among [the most successful U-boat captains of the war](#), sinking 22 merchant ships with a capacity of 115,656 GRT, over five patrols.

Two of [Korvettenkapitän Hardegen](#)'s patrols were on the East Coast of the United States as part of [Operation Drumbeat](#). With US and Canadian patrol ships diverted to protect British shipping, five German U-boats attacked shipping along the North American East Coast from Newfoundland to the Caribbean. In less than seven months, U-boat attacks destroyed 22 percent of the tanker fleet and sank 233 ships in the Atlantic Ocean and the Gulf of Mexico. The U-boats killed 5,000 seamen and passengers, more than twice the number of people who perished at Pearl Harbor. On Hardegen's two patrols in command of U-123 during Operation Drumbeat, he sank eighteen ships totaling over 100,000 GRT.

After the war, Reinhard Hardegen built a successful oil trading company and was elected to the Bremen city council for 32 years.



British Oil Tanker *Coimbra*

The second news item which caught my eye was about a possible oil leak from the wreckage of a British oil tanker [Coimbra](#), which was sunk 76 years ago off Long Island. A [Coast Guard team will be diving on the wreckage](#) of the tanker next week to assess the environmental risk of leaking oil.

The [steam tanker Coimbra](#), carrying 8,038 tons of lubricating oil, was hit by one torpedo on Jan. 15,

1942. It had left Bayonne, N.J. a day before, and was bound for Halifax, Nova Scotia. Of the 46 crew on board, only 10 survived. J.P. Bernard, the tanker's captain, went down with the ship.

The *Coimbra* was sunk by U-123 under the command of Reinhard Hardegen.

As Faulkner noted, "The past isn't dead. It isn't even past."

Thanks to [Alaric Bond](#) for contributing to this post. The post The Last U-Boat Captain, Reinhard Hardegen, & the Tanker Coimbra appeared first on [Old Salt Blog](#).

Incident Video: 1,000-Foot Laker 'American Spirit' Runs Aground in Duluth Harbor

http://gcaptain.com/incident-video-1000-foot-laker-american-spirit-runs-aground-in-duluth-harbor/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29&goal=0_f50174ef03-65532c7938-139894965&mc_cid=65532c7938&mc_eid=4c72dd3685

Ship Pilot at Port of Corpus Christi Dies After Gangway Collapses: Report

http://gcaptain.com/ship-pilot-at-port-of-corpus-christi-dies-after-gangway-collapses-report/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29&goal=0_f50174ef03-1f2d5c4a33-139894965&mc_cid=1f2d5c4a33&mc_eid=4c72dd3685

MV Derbyshire *Thank you to David Richards for this information via mna.nat.sec@gmail.com*

A memorial for Bibby Line's MV Derbyshire will be unveiled at St Nicholas Church, Liverpool at 11.00 on Saturday 15th September 2018.

The Derbyshire foundered on 9th September 1980 in the South China sea during typhoon Orchid while carrying 157,446 tonnes of iron ore from Sept Iles to Kawasaki. All 42 crew and two wives were lost.

Re: Maersk Explorer From Ken Barrett

Hello Malcolm,

Hope you are well, I have Just been reading your newsletter showing a picture of the Maersk Explorer in the Caspian Sea. I was there in the winter of 2008 we were drilling in the Russian sector. We were using a super puma Choppers for crew change to start with ,but due to extreme cold temperatures during winter months we could not use it as it did not have Heating As we had to fly at 6000 ft up a corridor to avoid being shot down by Russian Missile Batteries, as the Russians owned the sea bed , then on the other side of the corridor you had Kazakhstan who owned the air space ?, who would shoot you down if you drifted in to their air space .

Due to delays in crew changes they wanted us to fly in the Russian military choppers huge machines used for airborne troops . they had five blades an unmistakable sound as did the Huey choppers in Vietnam. These choppers were built for the Russian winter, they had only one way in, one way out "the door", the fuel tank was in middle of the cabin you sat round it when fuelled up the fumes were horrendous, you were flying before they lifted off. should they ditch in the sea there was no escape as they had no escape windows or detachable doors they were made for flying over land only.

In previous five years before we arrived to drill in the Caspian 60 of these choppers had crashed, when we landed at the airport in Azerbaijan you could see lines of these choppers stripped for parts. As you would expect we were all a bit nervous about flying in them when told to by our office in Azerbaijan to crew change in them every one refused unless the office staff used them also, They refused.

As weather improved we got to our rig offshore, the following trip we were in bad weather and there was an accident on a Russian rig ,they sent out one of these Military choppers with a Nurse Doctor and para medic , they picked up the casualty and were on the return flight to shore when the chopper ditched. ALL WERE LOST

we were doing a month on month off, one trip we ran out of food we had spoken to Russian company man who said, the food is coming ,at this point we were eating Buffalo rice three times a day for last seven days , It was on the tenth day the food containers arrived we were glad to see them, I organised the lads to empty them we cut off security tags , all three containers were empty ?, I went to see the Russian company man who said "Yes that is correct" The customs only Gave the containers clearance not the food, I could not believe this. Asked him what was the point of this he just shrugged his shoulders and said it arrives when it arrives. 5 days later the same food containers they sent were reloaded and sent out to us, that was 12 Days on buffalo Rice, with the new food arrival it took us a couple of meals to stomach it.

Best part about the Puma chopper the local politicians used it as they wanted putting our crew change days behind. - The things you do to earn a few Bob. Thats it Malcolm ,all the best for now

Regards - Ken

Can any of the readers shed some light on this mystery wreck perhaps?

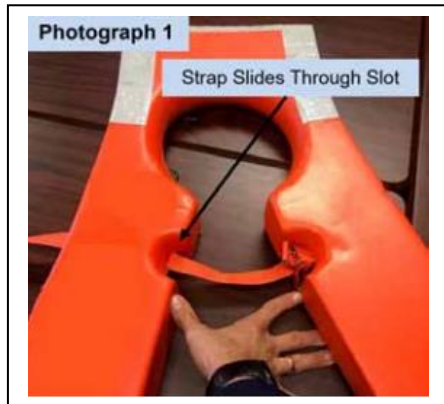


During the first week of this month the wreck of a mystery catamaran was discovered washed up on Turks Cap Beach on the North Eastern side of St.



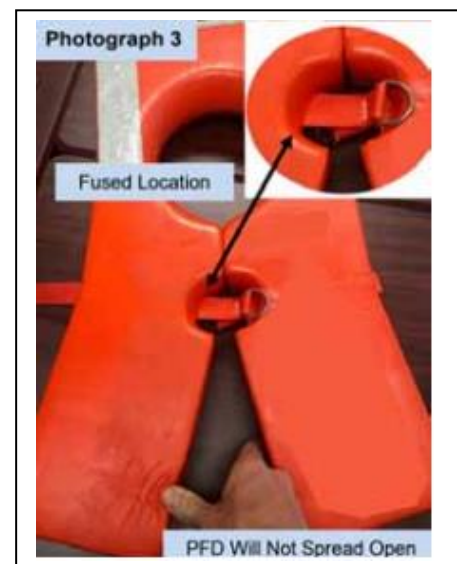
Helena Island, in the South Atlantic Ocean. There are no identifying markings and contact with John Titterton (ZS1JNT) a veteran catamaran delivery skipper of Cape Town has sparked an enormous interest but so far no-one can identify the wreck or who/where it was built. Contact can be made via John Titterton zs1jnt@gmail.com or Bruce Salt ZD7VC@helanta.co.sh

Potentially Flawed PFDs



A PFD that's Unwearable Makes an Emergency Situation Unbearable! This safety alert raises awareness of a potentially dangerous circumstance involving Personal Flotation Devices (PFDs). During several inspections involving different vessels, Coast Guard personnel discovered a significant number (>100) of unwearable type 1 PFDs that would have presented a problem for users if needed in an emergency. Owners and operators are reminded that regulations require PFDs onboard vessels to be wearable and in serviceable condition. Normally, when a wearer dons the type of PFD shown, a person grabs both sides of the vest to pull the sides apart and the waist band strap moves freely through a slit opening (see photographs 1 and 2). The user is then able to easily don the PFD by placing it over the head, passing the

strap around the body, clipping the end onto the securing D-ring, and tightening the strap securely. During recent PFD inspections, inspectors discovered that the securing strap was secured at its bitter end and was also fused to the side of the PFD by what appeared to be the shell coating or color-matching material. As a result, a user is unable to separate the halves of the PFD to open the gap and place over the head to wear. Based on the number of problematic PFDs discovered, the Coast Guard is strongly recommending that owners and operators using this type of PFD inspect each one for this condition. If problematic PFDs are discovered, owners and operators are encouraged to report their findings to the Coast Guard Office of Design and Engineering Standards via email to: TypeApproval@uscg.mil. Please include the name of manufacturer, design number, lot numbers, and quantity of PFDs impacted. Also indicate if the coating had been touched up at any time, and the total number of similar unaffected PFDs onboard. Note: The Coast Guard is deliberately not indicating the manufacturer's name until additional details and the scope of the potential problem are fully known. This Safety Alert is provided for informational purposes only and does not relieve any domestic or international safety, operational, or material requirements. Developed by USCG Sector New York Inspections Department and distributed by the Office of Investigations and Analysis. Questions may be sent to HQS-PF-flidr-CG-INV@uscg.mil.



Article refers to Photograph 2 but only shows 1 & 3

The Nautical Institute becomes Incentive Provider for Green Award

The Nautical Institute is proud to be joining the Green Award scheme as an Incentive Provider to support an environmentally friendly maritime industry. Green Award identifies and certifies ships that are extra clean, safe, demonstrate excellent performance and have gone beyond the legal standards. With over 900 ships certified, the Green Award is recognised throughout the industry as a quality mark. In joining over 120 ports and other maritime service providers in support of the initiative, The Nautical Institute now offers all Green Award members:

- * 10% discount of all Nautical Institute publications
 - * Additional discounts on order of 10 or more books
- David Patraiko FNI, Director of Projects for The Nautical Institute and Chair of the Green Award Board of Experts said: "Professional development goes hand-in-hand with operational excellence, so we are pleased to offer these incentives to those dedicated to safety and environmental protection."

Freighter Rescues Ocean Rower Off Cape Cod

On Friday, the crew of the Dutch freighter **DOLFIJNGRACHT** rescued ocean rower Niall Macdonald off the coast of Cape Cod after his rowboat began taking on water. At 0030 hours on Friday, Macdonald activated his EPIRB and called watchstanders at the UK Mission Control Center via satphone to report that his vessel was in distress. He said that after 36 hours in rough seas, his ocean rowboat had taken on water. Macdonald elected to abandon ship onto his inflatable liferaft. UK Mission Control contacted the U.S. Coast Guard First District based in Boston to relay Macdonald's message and to coordinate a



Splithoff group's DOLFIJNGRACHT photo : Joop Marechal

rescue. The USCG sent out an alert to merchant vessels near Macdonald's position to request assistance, and the Canadian Rescue Coordination Center out of Halifax launched a C-130 SAR aircraft to provide assistance. In addition, the Italian Navy warship Alpino was about 80 nm from the scene, and the MRCC Rome diverted her to the scene.

The DOLFIJNGRACHT arrived at Macdonald's position first at 0500 hours and located Macdonald's life raft. Her crew brought him aboard and found that he was uninjured. Macdonald will remain aboard until the Dolfijngracht arrives at Les Escoumins, Quebec, her final destination. "The search and rescue cooperation between the United States, United Kingdom, Canada, Italy, and the Netherlands resulted in saving this mariner's life," said Timothy Carton, a search and rescue mission controller for the First Coast Guard District. The Coast Guard credited Macdonald for carrying a full complement of emergency equipment aboard, which likely increased his odds of survival. "I have nothing but gratitude and admiration for the crew of [the DOLFIJNGRACHT] for their actions on the night of my rescue. I'm still amazed that they managed to get me onto the ship from the liferaft at all given the conditions at the time," Macdonald said in a statement. "Their actions that night are to be commended and I will never be able to thank **Captain Goorden** and his crew enough for what they did."



Macdonald was attempting to row the 3,400 mile distance between Virginia and Scotland in his purpose-built craft, the *Alba*, in order to raise money for a charitable cause. It was his third attempt at the challenging voyage: his first ended when he broke his back in rough seas, and his second had to be canceled due to rough conditions. For this attempt, Macdonald had relocated his starting position from New York to Norfolk, Virginia in order to seek fair weather. The

Alba features cabins forward and aft for storage and shelter. Macdonald reported in his after-accident account that he had opened the shelter's hatch in order to examine storm damage on deck when a wave washed over the boat, pouring through the open hatchway and swamping the interior. Source : MAREX

Incident Video: VLOC 'China Steel Innovator' Slams Into Berthed Ship in Taiwan

http://gcaptain.com/watch-very-large-ore-carrier-china-steel-innovator-smashes-into-berthed-ship-in-taiwan/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29&goal=0_f50174ef03-bf426d4c59-139894965&mc_cid=bf426d4c59&mc_eid=4c72dd3685

Indonesia Questions Captain After Ferry Sinks in Lake; At Least 192 People Missing

http://gcaptain.com/indonesia-questions-captain-after-ferry-sinks-in-lake-at-least-192-people-missing/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29&goal=0_f50174ef03-bf426d4c59-139894965&mc_cid=bf426d4c59&mc_eid=4c72dd3685

Brittany-Ferries-invests-in-two-new-cruiseferries-to-serve-Spain-1

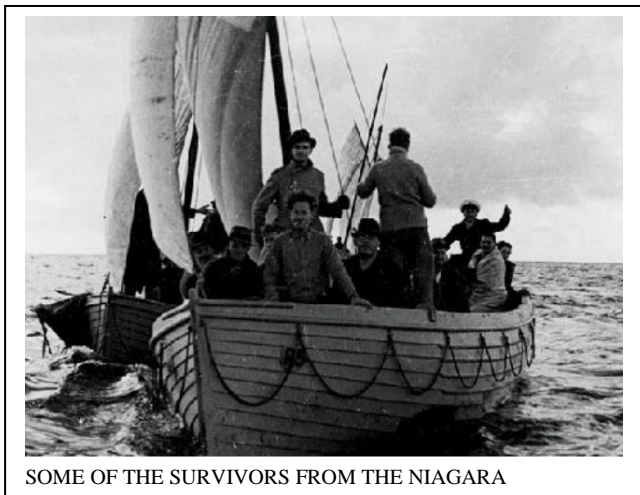
Around 300 members of staff took part in the competition in May. Suggestions were made by those working on board and on shore, as well as in the four geographical locations served by the company: France, UK, Spain and Ireland. The winners are Christophe Scherr a barman aboard Brittany Ferries NORMANDIE and Pierre-Yves Prigent, from the IT team in Roscoff, France. Each wins a return sailing on the first commercial crossing for the ship they named. GALICIA and SALAMANCA represent the next step in a fleet renewal and an investment programme worth around €450m for Brittany Ferries. Like Honfleur, both ships will be French-flagged and will be crewed by French seafarers upon arrival in 2021 and 2022. The names chosen reflect Brittany Ferries drive to reveal more of the beautiful destinations it serves. Galicia is popular with visitors to Spain’s northern coast, nicknamed Green Spain. It is an autonomous region located in the north-west and shares a border with Portugal to the south. Galicia shelters a multitude of fine sandy beaches, hidden coves in the cliffs but also hilly mountain ranges. It is especially known for its emblematic city of Santiago de Compostela. Salamanca is located in the south-west of Castilla y León. It is a town steeped in culture and history and serves as a gateway to Portugal and the south of the Iberian peninsula where many Brittany Ferries customers choose to holiday. Press Release: brittanyferriesnewsroom.com

RMS NIAGARA MINED OFF NORTHLAND COAST 19th JUNE 1940



The Union Steamship Company’s trans-Pacific liner NIAGARA in Auckland

The Second World War arrived in New Zealand with a bang when German mines sank the trans-Pacific liner Niagara off Northland’s Bream Head. The sinking shocked the public and shattered any illusions that distance would protect these islands from enemy attack. On the night of 13/14 June 1940 the Orion, a German raider disguised as a merchant ship, had slipped undetected into New Zealand waters and laid 228 contact mines in the approaches to the Hauraki Gulf.



SOME OF THE SURVIVORS FROM THE NIAGARA

At 3.40 a.m. on the 19th June 1940, the 13,415-ton Niagara, which had just left Auckland on its regular run to Suva and Vancouver, struck two mines and sank quickly by the bow. Fortunately, all 349 passengers and crew got away safely in 18 lifeboats; the only casualty was the ship’s cat, ‘Aussie’. Also lost was the ship’s secret cargo of small-arms ammunition and gold ingots worth £2.5 million (equivalent to more than \$230 million today). In late 1941, an epic salvage effort recovered almost all of the gold from the wreck, which lay at a depth of 60 fathoms (110 m).

Stole this article from Peter Hogg’s “Naval News & Maritime History”

Murphy had a rope hanging from a tree in his garden. Shamus asked him what it was for. “It’s me weather guide” said Murphy, “If it’s swinging back and forth, it’s windy and if it’s wet, its been raining.

Asian Gypsy Moth – Update Date: 14/06/2018

The UK P&I Club have received the following update from local correspondents, PICC, regarding the high risk season for Asian Gypsy Moth (AGM).

QUOTE

NAPPO Regional Standards for Phytosanitary Measures (RSPM 33) states that all ships which have called an infested area during the period in which AGM is likely to contaminate them, especially from June to September, should be inspected and get an Inspection Certificate of Freedom from AGM before entering the NAPPO region (USA, Canada, Mexico). The Vessel without AGM inspection and certificate may be refused entry to the NAPPO region, redirected to other destinations and may be subject to penalties.

UNQUOTE

A reminder that during this time it can be expected that Port State inspectors increase their efforts to prevent the spread of this invasive species, especially on the North American Continent. The Club would like to remind Members of previously issued advice as well as newly released documents and guidance, which can be read on the Club's dedicated webpage [here](#).



MAIB: Drunk Master Left Bridge Before Grounding June 21, 2018 by [Mike Schuler](#)

The master of a Netherlands-registered cargo ship was drinking prior to when his vessel ran aground in



The M/V Ruyter. Photo courtesy MAIB

Northern Ireland last October, the UK Marine Accident Investigation Branch said in its report on the incident.

The general cargo vessel M/V Ruyter ran aground on the north shore of Rathlin Island just after 11 p.m on 10 October 2017 when the master, who was the sole watchkeeper at the time, left the bridge unattended.

The investigation revealed that the master had been consuming alcohol prior to taking over the watch from the chief officer. However, the chief officer, who had previously warned the master against excessive consumption of alcohol, was satisfied that the master was fit for watchkeeping duties.

The MAIB further noted that the bridge navigational watch alarm system, which could have alerted the chief officer to the fact that the bridge was unmanned when the master left, had been switched off. Consequently, no action was taken to correct a deviation from the ship's planned track, the MAIB said. There were no injuries or pollution as a result of the incident, but Ruyter's bow shell plating and frames were damaged.

The MAIB listed three safety lessons from its investigation.

First, the MAIB determined that when the sole watchkeeper left the bridge unattended and the bridge navigational watch alarm was turned off, there was no means to alert the chief officer to the fact that the bridge was unmanned. More obviously, the consumption of alcohol prior to taking over the watch had an adverse effect on the master's ability to maintain a safe navigational watch.

Finally, the MAIB stated that although the chief officer had concerns about the master's excessive alcohol consumption, he did not feel sufficiently empowered to raise the matter with the company.

The MAIB did not make any recommendations in the report.

The ship's manager, VD Innovation BV, has since taken action, including the introduction of random alcohol testing and the empowerment of its crews to alert any concerns they may have to the company, the MAIB said in the report.

Link to the MAIB Report: [Grounding of general cargo vessel Ruyter](#)

Italy to Impound Dutch-Flagged Humanitarian Ship June 21, 2018 by [Reuters](#)

By Steve Scherer and Angelo Amante ROME, June 21 (Reuters) – Italy appeared to relent on Thursday after at first refusing to accept 226 migrants on board a German charity rescue ship, saying later in the day it would take them in but would impound the vessel.

Anti-immigrant interior minister Matteo Salvini initially said the Dutch-flagged ship Lifeline should take the people it plucked from the Mediterranean to the Netherlands and not Italy.

But transport minister Danilo Toninelli, who oversees the coastguard, later said it was unsafe for the 32-meter vessel to travel such a great distance with so many people on board.

“We will assume the humanitarian generosity and responsibility to save these people and take them onto Italian coastguard ships,” Toninelli said in a video posted on Facebook.

Earlier this month Salvini pledged to no longer let charity ships bring rescued migrants in Italy, [leaving the Gibraltar-flagged Aquarius stranded at sea](#) for days with more than 600 migrants until [Spain offered them safe haven](#).

The Dutch government denied responsibility for the vessel, something Toninelli said Italy would investigate. The Italian coastguard would escort Lifeline “to an Italian port to conduct the probe” and impound the ship, he said.

Also on Thursday, the German charity Sea Eye which operates another Dutch-flagged ship, the Seefuchs, said in a statement it was ending its sea rescue mission after the Dutch government told them that it was no longer responsible for the vessel.

RUBBER BOATS

The crew of the ship operated by Mission Lifeline, a charity based in Dresden, Germany, had spotted migrants in two overcrowded rubber boats in international waters early on Thursday.

They were told by Italy that Libya’s coastguard was coming to get them, but decided to rescue the migrants because they would not have been safe if taken back to Libya, a spokesman for the charity said. “You have intentionally not listened to Italian or Libyan authorities. Good. Then take this load of human beings to the Netherlands,” Salvini, leader of the anti-immigrant League party, said in a Facebook video. International maritime guidelines say that people rescued at sea should be taken to the nearest “place of safety.”

The United Nations and other humanitarian agencies do not deem Libya “a place of safety” because they say migrants there are subject to indefinite detention, physical abuse, forced labor and extortion.

Lifeline spokesman Axel Steier said the migrants on its boat included 14 women and four small children. “We didn’t want to wait for the Libyan coastguard because people were in danger,” Steier told Reuters. Waiting for the Libyans would have constituted allowing “an illegal pushback” of refugees to a country where they are not safe, he added.

Italy’s new populist government has thrust migration to the top of the European Union agenda. Italy has seen more than 640,000 migrants land on its shores since 2014 and is currently sheltering 170,000.

An emergency “mini-summit” has been called for Brussels on Sunday to discuss immigration ahead of a full, 28-state EU summit on June 28-29.

Last weekend, Toninelli had called on the Netherlands to recall the Lifeline and Seefuchs.

“They provide an incentive and encouragement for the departure of the death boats,” Toninelli said on Thursday. (Additional reporting by Anthony Deutsch in Amsterdam; Editing by Andrew Roche)

(c) Copyright Thomson Reuters 2018.



Murphy was told by the Doctor he had two weeks to live, so he chose the last week in July and the first week in August.

Indonesia Ferry Toll Soars, With 192 Believed Dead



A ferry that sank Monday in a lake in Indonesia, leaving as many as 192 people missing and presumed dead, was badly overloaded beyond its capacity of about 40, officials said. Emergency responders continued to search Lake Toba on the island of Sumatra, but as the possibility of rescuing survivors has faded, they have shifted their focus to finding the boat and the bodies believed to be inside. “We now consider this a recovery effort rather than a search and rescue due to the amount of time that has elapsed since the sinking,” Wanda Ketaren, a National Disaster Management Agency official,

told CNN. Eighteen survivors were rescued after the sinking, which occurred as large numbers of Indonesians were traveling for Eid al-Fitr, the holiday at the end of the Islamic holy month of Ramadan. Photos of the wooden, double-decker ferry taken before the sinking indicated that it had a capacity of about 40 people, Sutopo Purwo Nugroho, a disaster agency spokesman, said on Twitter. The lack of a complete manifest has hampered efforts to determine just how many people may have been killed, he said. Indonesia, an archipelago of more than 17,000 islands, is dependent on ferries for transportation, but poor enforcement of safety standards contributes to frequent accidents. As the estimated death toll from the sinking climbed in recent days, some passengers’ relatives expressed anger that the authorities did not do more to prevent such disasters. “What kind of government is this that can’t protect their own people from unnecessary accidents?” Suwarni, the mother of a 20-year-old man who had been on the ferry with his girlfriend, asked The Associated Press. A police official told CNN that the ferry’s captain survived and was taken into custody. Survivors told news agencies that in addition to the overcrowding, the ferry had been loaded with motorcycles, and that it had hit a smaller wooden boat as bad weather churned up high waves on the lake. Source: New York Times

Oil Tanker Tows Disabled Sailboat to Safety

A Singapore flagged oil tanker came to the rescue of four French sailors whose sailboat became disabled by broken sails and engine failure approximately 225 miles east of Cape May, N.J. on Thursday, June 7. U.S. Coast Guard rescue authorities received a notification from French rescue personnel that the 43-foot sailboat Simbad had a disabled engine and broken sails and required assistance. The four sailors reported two were in good health, one sailor had broken ribs and the last sailor had severe sea sickness. Help came from the 748-foot tanker BW NILE after the Coast Guard queried the Amver system and located and requested the Amver participating ship divert to assist the sailboat. After agreeing to assist, the BW NILE arrived on scene and determined that towing the sailboat to New York was the best course of action. The tanker was able to secure a line to the stricken vessel and began towing the boat while the sailors remained aboard their sailboat. The BW NILE was able to hand off the tow to Coast Guard personnel without incident. The BW NILE, managed by BW Tankers, enrolled in Amver in August 2017. Source: Marinelink

Tanker breached, major oil spill in Rotterdam

Product tanker BOW JUBAIL collided with pier at LBC Oil Terminal, Botlek, Rotterdam, in the afternoon Jun 23, in the process of docking.

Tanker suffered hull breach in one of her bunkertanks area, some 220 tons of fuel oil said to leak into harbor. Anti-pollution operation was launched, preventing oil spread and cleansing polluted waters. Product tanker BOW JUBAIL, IMO 9087025, dwt 37449, built 1996, flag Norway, manager ODFJELL. Source : maritime bulletin



Photo : Arno Borsboom ©

Maud Returns Home Posted: 23 Jun 2018 06:50 AM PDT
Maud Returns Home – Facebook



For several years, we have been [following the attempts to raise](#) Arctic explorer Roald Amundsen's [research ship Maud](#) from where it has been sitting in ice and mud for close to 90 years. To say that the conditions in Cambridge Bay off the Nunavut territory of northern Canada have been challenging would be an understatement. Over the last eight summers, a [team of Norwegians has](#)

[been working to raise and ultimately return Maud back to Norway.](#) In the summer of 2017, they achieved a major milestone — successfully towing the Maud on the barge Jensen out of Cambridge Bay to Aasiaat on West Greenland. They are now preparing for the final leg of the journey.

Maud was built for Roald Amundsen in 1916 for polar exploration. In an expedition between 1918 and 1924, Amundsen attempted to let Maud be caught in pack ice and drift across the North Pole, while those aboard collected scientific data. The attempt was not successful and the *Maud* was sold in 1925 to Hudson's Bay Company, which used her as a supply vessel for Company outposts in Canada's western Arctic. She sank in Cambridge Bay in 1930.

The post Maud Returns Home — Home Trip 2018 appeared first on [Old Salt Blog](#).

Can the holder of a bill of lading claim damages for losses sustained by someone else?

This question came up before Mr Justice Baker as part of an appeal from a decision made in arbitration. Bananas were loaded on a vessel called BALTIC STRAIT. Despite being loaded in apparent good order, they were found to be damaged on arrival at Tripoli. The buyers (Altfadul) rejected them and claimed US\$4.5M from their sellers (Co Ma Co). The sellers (who were also the voyage charterers and who had arranged the shipment) paid damages of just over US\$2.5M to Altfadul. Notwithstanding this, Altfadul brought a claim for the full US\$4.5M against the carriers (Sevylor). The Tribunal held that Altfadul could recover for the losses incurred by Co Ma Co pursuant to section 2(4) of the Carriage of Goods by Sea Act 1992. Sevylor and their insurers argued that section 2(4) was not applicable. They argued:

- (i) section 2(4) of COGSA 1992 did not operate where rights of suit under the bill of lading contract had not been previously vested in the party which had suffered loss i.e. Co Ma Co: it only operated where rights of suit were previously vested in that party but it had lost those rights by endorsement or transfer of the bill;
- (ii) It was not possible for the lawful holder of the bill to claim for loss suffered by the charterer whose charterparty was with the carrier; and
- (iii) Altfadul and its insurers were only entitled to damages representing their loss after taking into account their recovery from Co Ma Co. Mr Justice Baker dismissed the first and third arguments and that was enough to dismiss the appeal itself. He held that this case fell squarely within *R&W Paul Ltd v National Steamship Co Ltd*¹ and that Altfadul as the holder of a bill of lading could recover in full the damages despite the earlier recovery from an intermediate seller. Altfadul would of course have to account to Co Ma Co but the fact that they had received a payment from Co Ma Co was irrelevant insofar as the claim against the carrier was concerned. As regards the argument that Co Ma Co should have sued the carrier directly, the judge applied *The Dunelmia* which provides where an intermediate holder of the bill is also a voyage charterer, the bill is a mere receipt in his hands. The judge therefore said that Co Ma Co should have sued the carrier directly and could not have sued on the bill of lading. However, the fact that this was not done did not prevent Altfadul from bringing a claim for the full amount of the loss and accounting to Co Ma Co later. The common law principles of recovery are that, provided title to sue is established, a claim can be pursued irrespective of how financial loss reflecting or resulting from the cargo damage is to be distributed across the sale of goods chain. All of this is of course a long winded way of saying – yes the holder can sue the carrier for damages or losses sustained by someone else and they have a duty then to account to that party on receiving any recovery from the carrier.

¹ *R&W Paul Ltd v National Steamship Co Ltd* (1937) 59 Ll L Rep 28

² *The Dunelmia* [1969] 2 Lloyd's Rep 476 Source: BDM

Whale crashes like ‘torpedo’ into Alaska ferry, may have suffered fatal injuries pencil Author: Becky Bohrer

A whale struck the side of an Alaska state ferry traveling a scheduled route between Homer and Kodiak and may have suffered mortal injuries, authorities said. The ferry sustained damage to its starboard fin stabilizer, which helps make for a more comfortable ride in rougher waters, said Aurah Landau, a spokeswoman for the Alaska transportation department. But she said the ferry Tustumena has been cleared to operate safely by the U.S. Coast Guard. The stabilizer isn't a safety feature but a comfort feature, she said. The ferry's captain said the whale "came at us like a torpedo from the side," Landau recounted. Julie Speegle, a spokeswoman for the federal agency NOAA Fisheries, said passengers on the trip Wednesday reported seeing a whale breach into the side of the ferry before swimming away "abnormally" and disappearing from view. Authorities don't know the species of the whale, but it was not a humpback, Speegle said. State and federal partner agencies that work in the area are keeping an eye out for the whale, she said. Members of the public are also being asked to report any whale that appears to be injured or floating. It appeared the crew acted appropriately, Speegle said. Occasionally a whale will breach "in the wrong place at wrong time," Speegle said, adding that such cases are "quite unusual." The Marine Mammal Health and Stranding Response Program confirmed 12 whale deaths because of vessel strikes in Alaska between Jan. 1, 2012, and Dec. 31, 2017, according to statistics provided by NOAA Fisheries. Half of the deaths involved humpbacks. Three involved finback whales, and one each involved sperm and bowhead whales. The species of the other whale was not identified, according to the federal agency. Source: anchorage Daily news



A real Dutch sailing vessel navigating in Port of Scheveningen. Photo : Coen Terlouw (c)

Shaun and Molly sat up all night, on their honeymoon, waiting for their conjugal relations to arrive.

Maersk Containership Picks Up 113 Migrants Off Italy - June 23, 2018 by [Reuters](#)



COPENHAGEN, June 23 (Reuters) – The container ship Alexander Maersk picked up 113 migrants from a boat off southern Italy early on Friday, Maersk Line,



part of A. P. Moller-Maersk, said on Saturday.

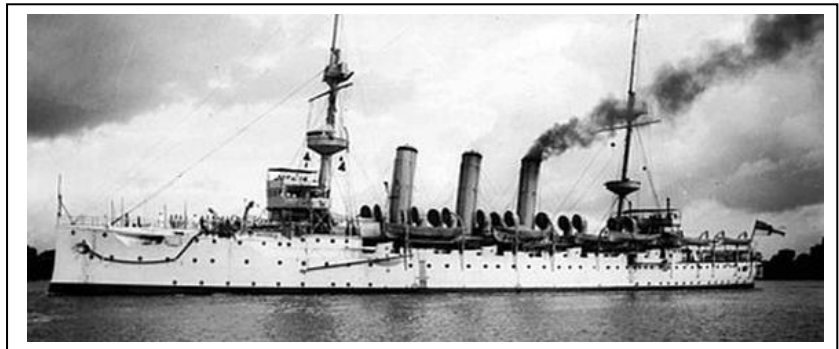
The ship had received a request from the Maritime Rescue Coordination Centre to change its course late on Thursday and picked up the migrants at around 04.30 Friday morning local time, a spokesman from the company told Reuters.

The ship is now south of Sicily awaiting further instructions from the authorities. The people on board are relatively well, taking into consideration their situation, the spokesman said. (Reporting by Teis Jensen Editing by Alexander Smith)

(c) Copyright Thomson Reuters 2018.

Looters of Wreck of HMS Hermes Found Guilty - Posted: 24 Jun 2018 07:38 AM PDT

Last year [we posted about warships from World War II](#) that had vanished after illegal scrappers literally cut them up and hauled the steel away. Here is a [news item](#) on theft on a different scale and with a better outcome. Recently [two divers, Nigel Ingram, 57, and John Blight, 58, were found guilty](#) of looting items from the World War I wreck of the [HMS](#)



[Hermes](#) in the English Channel. The two divers stole more than 100 items, including a torpedo hatch, launch panels, and chinaware. The total value of items stolen from the wreck was reported to be more than £150,000.

The [Daily Mirror](#) reports that the two men were apprehended while diving on the wreck of HMS *Hermes* by French maritime officers on September 30, 2014. Ingram was subsequently jailed for four years and Blight for three-and-a-half years.

[HMS Hermes](#) was a Highflyer-class protected cruiser commissioned by the Royal Navy in 1899. The ship was modified in 1913 as the first experimental seaplane carrier in the Royal Navy. During World War I, she served as an aircraft ferry and depot ship for the Royal Naval Air Service, until she was torpedoed by a German submarine, near the Straits of Dover in October 1914, with the loss of 44 lives. The post Looters of Wreck of HMS Hermes Found Guilty appeared first on Old Salt Blog.

China's Dongfeng Race Team Clinches Volvo Ocean Race Victory

http://gcaptain.com/chinas-dongfeng-race-team-clinches-volvo-ocean-race/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29&goal=0_f50174ef03-7ef3c9a53f-139894965&mc_cid=7ef3c9a53f&mc_eid=4c72dd3685

General Cargo Ship ‘Thorco Lineage’ Hard Aground in French Polynesia

June 25, 2018 by [gCaptain](#)

The 131-meter general cargo ship Thorco Lineage ran hard aground on an atoll in French Polynesia on Saturday during its voyage across the South Pacific.

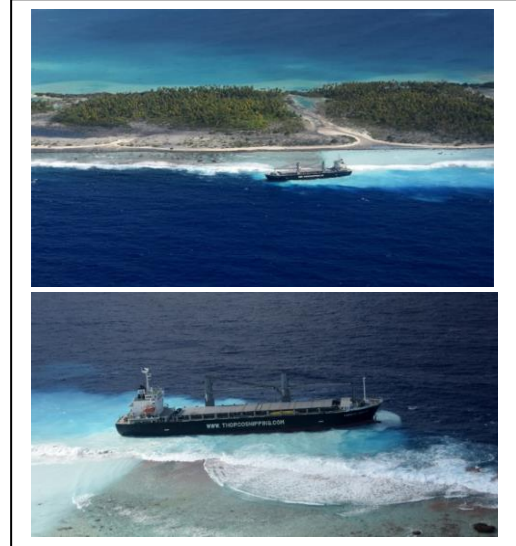
The Philippines-flagged ship was underway from Baltimore, Maryland in the United States to Hobart, Australia when it ran aground on the northern end of Raroia Atoll, part of the Tuamotus chain.

No pollution has been reported so far, however experts say the vessel is unlikely to float free without salvage assistance. Reports say so far a salvor has not yet been appointed.

The M/V Thorco Lineage is operated by Thorco Projects.

The ship was built in 2014 and has a deadweight of 16,949 tonnes.

The ship has a crew of 18 people.



Update - Thorco Lineage Refloated But Remains Adrift in French Polynesia

June 28, 2018 by [Mike Schuler](#)

French officials report that the Thorco Lineage was refloated on Tuesday with help from the multi-mission vessel Bougainville. However, about an hour after the vessel was refloated, the tow line separated, leaving the cargo ship adrift.

A second attempt to connect to the vessel on Wednesday failed.

Cruise ship to serve as hotel for Olympics

A luxury cruise ship will serve as a hotel at Yokohama Port to ease a shortage of rooms during the 2020 Tokyo Olympics. Millions of people are expected to visit the capital and surrounding areas for the games. Travel agency JTB says the Sun Princess vessel will dock at Yamashita Pier during the Games. The vessel is operated by a US cruise company. Reporters were invited to see the interior of a cruise ship with similar facilities since the SUN PRINCESS is under renovation. The SUN PRINCESS is about 260 meters long. It has more than 1,000 cabins, 3 swimming pools and other facilities. A night on board will cost between 300 and 3,500 dollars per person. JTB hopes to sign up 36,000 guests to stay on the vessel over 19 days

Maritime charity calls on people from the shipping industry to take on its Loch Ness Challenge

A maritime welfare charity is calling on people from the shipping industry to get involved with its new Loch Ness challenge event on 6-10 September. Sailors’ Society, which supports seafarers and their families around the world, is looking for people to canoe almost 60 miles of the Great Glen and raise funds for its work. The charity, which celebrated its 200th anniversary in March, transforms the lives of seafarers and their families at home, in port and at sea through initiatives such as its Wellness at Sea coaching programme and Crisis Response Network. Its chaplains and ship visitors have a presence in 91 global ports, with wider projects and services covering 30 countries. Rebecca Bridgen, who is running the event for Sailors’ Society, has decided to take part herself. She said: “Our chaplains provide a variety of services to seafarers; whether it’s practical help like a lift to the shops, access to Wi-Fi so they can talk to loved ones or emotional support after a crisis such as piracy, abandonment or imprisonment, they do inspirational work. “I’ve never stepped in a canoe before but am looking forward to the challenge! “If I can do it, so can you.” For full information, contact Rebecca on events@sailors-society.org or by calling her on 02380 515950.

Report: Digital Connectivity Beneficial to Seafarers' Well-Being

http://gcaptain.com/report-digital-connectivity-beneficial-to-seafarers-well-being-at-sea/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29&goal=0_f50174ef03-4978130bf9-139894965&mc_cid=4978130bf9&mc_eid=4c72dd3685

ITIC helps ship manager successfully refute owner's allegation of negligence

International Transport Intermediaries Club (ITIC) has successfully defended a ship manager against allegations of negligence made by a shipowner following the loss of a lifeboat overboard. The lifeboat was subsequently found drifting off the port of Naze, Japan, after the master of the vessel had reported it missing. In view of the cost of deviating the ship to recover the lifeboat, compared to the cost of replacing it, it was decided, in consultation with hull underwriters and the vessel's P&I club, to abandon it. The P&I club arranged for the lifeboat's disposal through its correspondent in Japan. The owner brought a claim against the ship manager for \$90,000, which sum was moreover withheld against fees and disbursements owed to the manager, alleging that the loss of the lifeboat had been caused by the manager's gross negligence and mismanagement. However, under the SHIPMAN 2009 management contract governing the relationship between the parties, the owner had no right to set off a claim against what was owed to the manager. Neither could the owner provide any evidence to support its claim that the ship manager had been negligent, let alone grossly negligent. A report into the incident concluded that it had not been possible to physically examine the release mechanism of the lifeboat before arrangements for its disposal were made by the P&I club correspondent in Japan. The lifeboat had successfully undergone its annual service and inspection six months previously, however, and had been wire-lashed on board the vessel for added security. ITIC advised the owner that, if the sum owed to the manager was not paid, interest would be applied, and the ship would be arrested. The owner thereafter remitted the funds due, and nothing further was heard about the lost lifeboat.

World Fuel Services prepares for 2020 with upgrades at Falmouth



New supply vessel, LIZRIX, offers 2200cbm of capacity and ability to segregate five grades

In a bid to meet customer needs beyond 2020 World Fuel Services (WFS) is pleased to announce a recent investment at its current supply location in Falmouth, UK, to upgrade facilities and the introduction of a new supply vessel. WFS currently stores and supplies marine diesel and fuel oil from the Falmouth terminal, which forms the deepest harbour in Western Europe and provides an advantageous position at the start of the European ECA zone, offering ECA-compliant fuel to vessels entering or exiting Europe. The investment

includes an upgrade of the terminal facilities and an extension of existing bunkering options with the introduction of Lizrix, a new 2200cbm capacity cargo vessel, which provides the ability of segregating up to five grades and has a pumping rate of 3-400 cbm/hr. The terminal upgrade enhances on WFS' portfolio of physical supply locations and their ongoing commitment to customers with regard to the service, integrity and quality. The investment at Falmouth allows WFS to enhance its customer provision and experience at this key location for Europe, leading up to 2020, and beyond.

Italy lets in container ship carrying migrants after standoff lasting days

A Danish container ship has been allowed to berth in the Sicilian harbour of Pozzallo to disembark 106 migrants, after a standoff lasting four days. The Italian Interior Ministry confirmed it had given the go-ahead for the ALEXANDER MAERSK to berth, after having refused it permission for several days. It entered harbour shortly after midnight, having been idle off Sicily awaiting instructions. The mayor of Pozzallo was among those who campaigned for the migrants to be let in, on humanitarian grounds.

Source : times of malta

WATCH: Captain Demos Remote-Controlled Tugboat from 700-Miles Away

http://gcaptain.com/watch-captain-demos-remote-controlled-tugboat-from-700-miles-away/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29&goal=0_f50174ef03-993008ba32-139894965&mc_cid=993008ba32&mc_eid=4c72dd3685

Pair jailed for looting shipwreck



A pair of shipwreck divers who stripped thousands of pounds worth of metal from a sunken ship have been jailed. Kent Police said Nigel Ingram, 57, and John Blight, 58, of Winchelsea, East Sussex, looted a Royal Navy vessel – HMS HERMES– at the bottom of the English Channel in 2014. The protected 19th century cruiser was converted into an aircraft ferry and depot ship ready for the start of the First World War but was sunk by a German submarine in the Dover Strait in October 1914, causing the loss of 44 British lives. A jury at Canterbury Crown Court found both men guilty of fraud relating to their failure to disclose recovered items in order to make a financial gain. The Crown Prosecution Service (CPS) said Ingram, who was convicted of four counts of fraud and one count of

money laundering, was jailed for four years, while Blight, who was convicted of two counts of fraud, was jailed for three-and-a-half years. Police were alerted in early 2015 that a number of historical artefacts were missing from the wreck. Officers later recovered more than 100 items of unreported wreck at Ingram’s home along with approximately £16,000 in cash. A number of photographs were also located on his computer, one of which showed the condenser of the Hermes on the back of Blight’s boat called De Bounty approximately four hours after it had been boarded by French maritime surveillance officers. The French officers found the men at the Hermes site on September 30 2014, Kent Police said. Officers became suspicious because of the lifting equipment present on the vessel and an underwater exploration of the Hermes took place three days later. It showed the ship’s condenser had been removed and that some of the equipment spotted on De Bounty had been left behind, Kent Police said. Officers also found that Ingram had cashed a cheque from a scrap merchant for £5,029 on October 1 2014. The French authorities launched a criminal investigation which was later referred to Kent Police. They also seized a notebook – titled De Bounty, Diver Recovery – from Ingram’s home, which was filled with details of different dives and the items recovered, including the condenser. The total value of the wreck collected was estimated at being more than £150,000, Kent Police said. None of the items listed were reported to the Receiver of Wreck as they should have been. After sentencing, investigating officer Pc Anne Aylett, of Kent Police, said: “The HMS Hermes and other shipwrecks of its kind are legally protected for a reason, and that is because they form an important part of the history of this country. “Nigel Ingram and John Blight have demonstrated a complete disregard for the law by helping themselves to artefacts that should have remained beneath the sea instead of being brought to the surface and sold for scrap metal.” Looting from the shipwreck means that “part of our national story is lost and can never be replaced, particularly where historic artefacts have been sold for scrap,” Mark Harrison, head of heritage crime and policing advice for Historic England, pointed out. He said: “All archaeological sites underwater comprise a finite, irreplaceable and fragile resource, vulnerable to damage and destruction through human activity. “Like nighthawking on land, the illicit removal of objects from underwater archaeological contexts does much more damage beyond just the loss of an item. “All archaeological sites can give us clues and evidence about past events and it is this history that is disturbed and lost when items are removed.” Richard Link, of the CPS, said that both men were guilty of fraud but had also caused irreparable damage to sites of historical importance. Source: hampshirechronicle

Indonesia names captain, three officials as suspects in deadly ferry disaster



Indonesian police have named four people as suspects in a criminal probe into the sinking of an overloaded ferry on a volcanic lake in which it is believed some 200 people died. The vessel sank in rough weather on Lake Toba on Sumatra island last week, leaving three confirmed dead and nearly 200 missing, in one of Indonesia's deadliest ferry disasters in nearly a decade. North Sumatra police chief Paulus Waterpauw confirmed to Reuters the vessel's captain and three port and transportation officials were being investigated for violating laws on shipping services "Their method was to make as much profit as possible by stuffing the vessel beyond capacity," he said, according to media. He added the ferry, called SINAR BANGUN, did not have a sailing permit, was not seaworthy, and did not fulfil safety standards. The ferry may have been carrying nearly five times the number of passengers it was

designed for and dozens of motorcycles. Eighteen people, including the captain, survived the accident. If prosecuted the suspects face up to 10 years in prison and a 1.5 billion rupiah (\$105,000) fine. Recovery teams using underwater drones on the weekend estimated the location of the sunken ferry at a depth of around 450m (1,476 feet). Most victims are believed to be trapped inside. Authorities have yet to decided whether to raise the boat, as divers will not be able to descending to such depths, officials said. Source : Reuters Reporting by Tabita Diela, Writing by Kanupriya Kapoor; Editing by Michael Perry

Comprehensive maritime security website launched - Date: 28/06/2018

Essential maritime security guidance for the shipping industry is now available through a dedicated website at www.maritimeglobalsecurity.org. The new resource aims to provide easy access for companies and seafarers to valuable information and guidance. A press release on the new website is available [here](#).

The website collates information into 6 maritime risk areas and a drop down menu provides fast access to the relevant sections. Key areas covered; piracy, cyber, migration, stowaways, smuggling, and armed conflict and war.



Key resources available through www.maritimeglobalsecurity.org are new best practice guides to help companies and mariners risk assess voyages and mitigate against external threats to their safety. Source: - UK P&I Club

Incident Video: Oh Sch**sse! German Warship's Missile Misfire

http://gcaptain.com/incident-video-german-warships-missile-misfire/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29&goal=0_f50174ef03-8880af4ccb-139894965&mc_cid=8880af4ccb&mc_eid=4c72dd3685

New shuttle tanker beats the emissions clock

The winds of change are blowing for the shuttle tanker sector. This is thanks to a new, innovative concept jointly developed by the world's largest shuttle tanker provider, TEEKAY, and Wärtsilä.

"Compared with a conventional shuttle tanker, this new concept will eliminate Volatile Organic Compound (VOC) emissions from cargo. While the NOx from the engine exhaust will be reduced by 84%, which is well below IMO Tier 3 levels, the SOx emissions will be practically eliminated, and finally the particles will be reduced by more than 96%, thus resulting in an astonishing reduction of emissions,"

explains Stein Thorsager, Sales Director, Wärtsilä Marine Solutions. TEEKAY, which has already placed four orders for this new shuttle tanker, is one among many shipping companies betting on this concept to weather the future. The key attraction for many of them is the new, innovative, overall fuel efficiency concept with electric propulsion and dual-fuel generating sets. Wärtsilä's VOC recovery plant is also an important environmental aspect to ship owners and charterers.



The new shuttle tanker concept creates both economic and environmental benefits for owners. Photo: Wärtsilä

A multi-tasking VOC recovery plant

For the uninitiated, a shuttle tanker is a vessel that is used to transport oil from offshore fields to onshore land terminals. A conventional shuttle tanker releases large amounts of VOC into the atmosphere during loading and transportation of crude oil. Studies estimate that about 3300 tons is released into the atmosphere, yearly, for every offshore loading in the transport of crude

oil. These need to be captured by VOC recovery plants to reduce emissions. Wärtsilä has designed a futuristic take on the VOC recovery plant that will prepare shuttle tankers to meet further emission regulations expected in 2030. "The Wärtsilä VOC recovery plant uses compression and cooling phases to liquefy the heavier hydrocarbons to Liquid VOC (LVOC) that is stored in a tank on the deck of the vessel. The lighter hydrocarbons that are not liquefied, which mainly comprise methane gas, will be burnt in a gas turbine for electricity generation, chosen because of the two times better efficiency than the traditional use of boiler with steam generator," explains Thorsager. It doesn't end there. Wärtsilä and TEEKAY's new shuttle tanker design also allows the LVOC to be used as fuel for the tanker. By replacing the traditional two-stroke propulsion engine with four-stroke dual-fuel engines for electric propulsion system, Wärtsilä developed the possibility to mix LNG and LVOC and use this mixture as fuel for the engine. "So far, the LVOC was considered a waste product. After the engines were changed from two-stroke to four-stroke, we developed and tested the possibility of mixing LNG with LVOC in gas form as potential valuable fuel for our engine. TEEKAY can now use 100% of the recovered LVOC as fuel for electric power generation where LVOC is mixed into LNG at a mixing rate of up to 30% LVOC," says Thorsager.

Reliable power distribution

TEEKAY's major requirement from Wärtsilä for the new shuttle tanker was also a reliable power distribution for the vessel. The tanker uses Wärtsilä's low loss hybrid systems (LLH) to help reduce fuel consumption and increase savings and overall system efficiency. The LLH power distribution model also limits the impact of a failure during dynamic positioning of a vessel. The LLH will only lose 25% of its power and one thruster as compared with conventional power systems that lose 50% of the installed power and several thrusters. The installed batteries will handle the dynamic load variations and hence give the engines a stable load. Therefore, they can operate in a higher load area without risking the start-up of additional generators due to transient load variations. This shuttle tanker is the first ship of this size using batteries for improving efficiency during transit operation.

More orders in the pipeline

"The new shuttle tanker concept is now seeing interest from various shipping companies across the world," says Thorsager. Speaking of what TEEKAY's orders did for Wärtsilä, Thorsager says "it created an acceptance and recognition of Wärtsilä by both customers and builders as a reliable provider of complete systems and services." This, he believes, reflects Wärtsilä's role as a truly lifecycle service provider rather than an equipment provider. "We have a large product portfolio and by integrating products together we are building systems and providing added value to the customer. We are also reducing the risk for the builder since Wärtsilä is taking the overall functional responsibility of the systems. So, owners will now have fewer vendors to follow up with to ensure that their vessels are performing and operating in accordance with expectations. With the digital offering such as online real time ship monitoring system, Wärtsilä has a powerful after sales offering to any ship owner," he says.

Wärtsilä has also signed contracts with Malaysian-owned AET for two shuttle tankers with a different engine configuration, but with the same VOC recovery systems on board. Thorsager foresees new vessels with Wärtsilä's VOC installations navigating the Norwegian part of the North Sea in the coming years. In addition to new business which will demand new vessels, he also sees new vessels emerging as a consequence of the renewal program of existing fleets. Source: Wärtsilä



SEVENTY SIX YEARS have slipped quickly by,
No tears now shed by tortured eye,
But memories still recall these men,
Who cannot come to us again.

Their youth was spent,
Their manhood lost,
Our peace was gained,
At such a cost.

God grant that we may live in peace,
And see the day,
When All Wars will cease. Amen

St. Andrew's Parish Church
Open from 10:30am-12pm for Sanctuary and Prayer
Vestry Toilet now available if required

White Hart Public House
Parking available though The Village
Pub is now closed
The West Hallam Well Dressing opens 1pm

The Farmers Café, Stanley Village
Open all day for Drinks & Fresh Food
You can just Drop In, or book for
an Afternoon Tea on 01159 324018

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The Trustee of MOSVT
Thank all who Support this Annual Service of Remembrance

MOSVT Update 29 June 2018

76th ANNIVERSARY
SERVICE COMMEMORATING

The Loss of
WELLINGTON BOMBER W5795

Crashed in Stanley Village Sunday 12 July 1942



Saturday
11am
14th July 2018

at
St. Andrew's Church
Stanley Village, Derbyshire, DE7 6FB

'Look Who's Docking Now' Hilarious Anti-Drinking While Boating PSA
[http://gcaptain.com/watch-look-whos-docking-now-hilarious-anti-drinking-while-boating-
psa/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3AGcaptain+%28gCaptain.c
om%29&goal=0_f50174ef03-8880af4ccb-139894965&mc_cid=8880af4ccb&mc_eid=4c72dd3685](http://gcaptain.com/watch-look-whos-docking-now-hilarious-anti-drinking-while-boating-
psa/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3AGcaptain+%28gCaptain.c
om%29&goal=0_f50174ef03-8880af4ccb-139894965&mc_cid=8880af4ccb&mc_eid=4c72dd3685)

BARRY SEAMEN

Many Barry seamen, during world war two,
Lost their lives on colliers but hardly given due,
Mostly served as firemen down the engine room,
Along with hardy stokers and trimmers in the gloom.

In dungarees and singlet they toiled there in the heat,
Well below the waterline to a rolling beat,
They did not have much prospect, working there below,
When a U-boat shot his tin-fish and set the ship aglow.

If perhaps they made it and scrambled up on deck,
Wearing gear I mentioned and sweat rag round the neck,
They faced the cold Atlantic, storms, or raging fires,
Perchance to gain a lifeboat afore the ship expires.

Even then, against the odds, if rescue's carried out,
Pay was stopped without delay leaving kin with now't,
They were unsung heroes and defence was mighty thin,
Waiting for a big bang, and plates to crumple in.

Per head of population Barry lost the most,
Of hardy merchant seamen from around our coast,
In Holton Road a monument, stands for all to see,
A tribute to those brave men who sailed to keep us free.
Joe Earl

That's all from me now folks.

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

*Yours Aye,
Malcolm*

Malcolm Mathison
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Merchant Navy Association
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"Unsubscribe"*



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