

**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 #2019-14 was published 6<sup>th</sup> October 2019.

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



Last Thursday the BIGLIFT BAFFIN anchored off Singapore for bunkers as seen above

Photo : Piet Sinke [www.maasmondmaritime.com](http://www.maasmondmaritime.com) (c)



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## **New Video Shows Stolt Tanker Explode in South Korea**

[https://gcaptain.com/new-video-shows-the-moment-a-stolt-tanker-exploded-in-south-korea/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29&goal=0\\_f50174ef03-c214cecfb8-139894965&mc\\_cid=c214cecfb8&mc\\_eid=4c72dd3685](https://gcaptain.com/new-video-shows-the-moment-a-stolt-tanker-exploded-in-south-korea/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29&goal=0_f50174ef03-c214cecfb8-139894965&mc_cid=c214cecfb8&mc_eid=4c72dd3685)

## **Brillante Virtuoso maritime insurance fraud**

The High Court has handed down its highly-anticipated judgment in the case of the Brillante Virtuoso - an extraordinary attempt at maritime insurance fraud.

The alleged attack on the Brillante Virtuoso took place 10-12 miles off Aden on the night of 5-6 July 2011. Allegedly - the vessel was attacked by Somali pirates, it was hit by RPG and caught fire. War risks underwriters were suspicious from the start. The legal dispute which followed has been ongoing since 2012.

On 7 October 2019 the High Court handed-down judgment following a trial lasting 52 days. The judgement found that the vessel's beneficial owner, Mr Iliopoulos, was the "instigator of the conspiracy" to destroy the vessel in order to commit insurance fraud. In these circumstances the bank failed to establish a loss by insured peril under the war risks policy. The claim failed.

Read more [here](#)

or at

[https://www.kennedyslaw.com/thought-leadership/case-review/brillante-virtuoso-an-extraordinary-attempt-at-maritime-insurance-fraud/?utm\\_source=vuture&utm\\_medium=email&utm\\_campaign=marine-alert-7oct2019](https://www.kennedyslaw.com/thought-leadership/case-review/brillante-virtuoso-an-extraordinary-attempt-at-maritime-insurance-fraud/?utm_source=vuture&utm_medium=email&utm_campaign=marine-alert-7oct2019)

## **Bourbon Rhode Survivors Arrive in France as Limited Search Continues**

[https://gcaptain.com/bourbon-rhode-survivors-arrive-in-france-as-limited-search-continues/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29&goal=0\\_f50174ef03-71cd7d9747-139894965&mc\\_cid=71cd7d9747&mc\\_eid=4c72dd3685](https://gcaptain.com/bourbon-rhode-survivors-arrive-in-france-as-limited-search-continues/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29&goal=0_f50174ef03-71cd7d9747-139894965&mc_cid=71cd7d9747&mc_eid=4c72dd3685)

## **North Korean Fishing Boat's Crew Rescued After Colliding with Japanese Ship**

[https://gcaptain.com/north-korean-fishing-boats-crew-rescued-after-colliding-with-japanese-ship/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29&goal=0\\_f50174ef03-71cd7d9747-139894965&mc\\_cid=71cd7d9747&mc\\_eid=4c72dd3685](https://gcaptain.com/north-korean-fishing-boats-crew-rescued-after-colliding-with-japanese-ship/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29&goal=0_f50174ef03-71cd7d9747-139894965&mc_cid=71cd7d9747&mc_eid=4c72dd3685)

## MarRI-UK

News: £1m funding competition for maritime innovation now open

- [Press Releases](#)
- **Published:** 27th September 2019
- **Department for Transport (DfT) [announced further investment](#) for cutting edge maritime technology during London International Shipping Week**
- **Competition run by new national centre for maritime innovation and technology, MarRI-UK**
- **Organisations invited to join MarRI-UK year zero membership**

The Maritime Minister, Nusrat Ghani announced a £1m funding as a continuation of an earlier £1.3m UK investment to support clean maritime innovation through MarRI-UK, the new national centre for maritime innovation and technology. The announcement was made on the 11<sup>th</sup> September 2019 at the Technology and Innovation showcase, as part of the London International Shipping Week, on the RFA Lyme Bay.

The £1m funding will be administered by MarRI-UK through a competition to support new maritime technology projects, boosting the wealth of maritime knowledge that exists in the UK to build an industry fit for the future. The first stage of the competition is now open until 20 December 2019. Organisations are encouraged to [submit](#) their Expression of Interest (EoI) applications. Successful applicants will be invited to submit full proposals.

MarRI-UK is a consortium of British companies, academia and government, formally established in July 2019. The centre, offering exciting development opportunities for the UK's £46.1bn maritime sector, is based at the University of Strathclyde, with hubs to be announced across the UK. The centre will provide a collaborative innovation vehicle to jointly tackle innovation and technology challenges.

MarRI-UK is now open for [membership](#) to all UK companies irrespective of size, with members being invited to join and shape the research and innovation agenda.

### **John Howie, Chair of MarRI-UK and CEO of Babcock International, Marine, said:**

“The UK's maritime industry has a long tradition of great innovations, however we recognise the benefits of collaboration and so we are establishing MarRI-UK as the best solution for this – a cooperative and pan-UK organisation for industry and academia to drive maritime innovation.”

“Government investment for innovation in Clean Maritime, and now wider Maritime Technology, is the start of a relationship the industry is keen to nurture. MarRI-UK will work closely with DfT and other Government bodies to meet our joint goals and ambitions.”

To find out more about the competition and MarRI-UK membership, please visit the [MarRI-UK website](#) or contact [info@marri-uk.org](mailto:info@marri-uk.org)

Related pages

- [Research & Innovation](#)
- [News: New UK centre for maritime innovation and technology established](#)

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## Flying Clipper



Flying Clipper cruise ship is a close replica of France II - French sailing ship built in 1913 by Chantiers et Ateliers de la Gironde shipyard (). The sailing ship was ordered in 1911 by the company Societe Anonyme des Navires Mixtes and served on the shipping route from Rouen France to Australia, New Caledonia (Noumea, Grande Terre island) and the USA.

<https://www.cruisemapper.com/ships/Flying-Clipper-1335>



### **18 face charges in Greek tug and pilot probe**

Eighteen individuals, including shipowners, are facing charges as a wide-ranging investigation gets underway Greece's two major ports, Piraeus and Thessaloniki, linked to cartel operations in the ports. Authorities have suspend six pilots and the harbour master of Thessaloniki as well as the chief pilot in Piraeus. The Shipping and Island Policy Ministry announced their suspension on 2 October after media reports of the investigation.

**Tug company owners allegedly involved** Greek state-run Athens News Agency (ANA) reported four tug company owners are allegedly involved. None of the accused has been identified by name and as the investigation was rocking the ports there was no official statement form the Greek police. Greek authorities have sent pilots from Piraeus to ensure smooth operations in Thessaloniki after local pilots were detained for questioning The Thessaloniki Port Authority (ThPA) is controlled by a CMA-CGM-led consortium, which spent \$254m on securing a 67% stake in the previously state-run authority. The consortium is planning further investments, including a container terminal to take 12,000 teu ships, up from the present 4,500 teu vessels.

#### **Under the table money**

According to reports in Thessaloniki, Greece's gateway to the Balkans, the alleged ring's members were forcing shipping companies to pay money under the table to expedite ships' approach. They also allegedly colluded to make ships unnecessarily employ tug boats to enter the port. Wider media reports indicate the probe began after complaints by a Thessaloniki tug company, which competitors forced out of business. Pilots acting with tug owners and port officers are said to have been fixing prices and abusing safety rules to maximise employment time.

#### **Review needed**

"No matter how this specific case will conclude, the way in which port navigation is conducted in our country needs to be reviewed," the ThPA was cited as saying in a statement. The affair was uncovered by a new internal affairs unit within Greek police, and though Thessaloniki is primarily a containership terminal, local reports indicate the investigation focuses on small gas carriers approaching the nearby refinery of Hellenic Petroleum. Meanwhile, pilots in the Cosco-controlled Piraeus port are said to have had their laptops and other records investigated. The chief pilot of Piraeus has been suspended over a charge he violated article 169 of Greece's criminal code, the Shipping Ministry said. That article lays down a six-month jail term for disobedience to officials seeking legal assistance. The investigation surfaced as the state sell-off fund Taiped is moving ahead on the future utilisation of another 10 regional ports, after appointing new administrations to the port authorities of Volos, Kavala, Igoumenitsa, Corfu and Alexandroupoli.



The 20.000 TEU EVER GLORY approaching Rotterdam-Maasvlakte  
Photo : Piet Sinke [www.maasmondmaritime.com](http://www.maasmondmaritime.com) (c)

## **MAIB: Watch Officer Was Watching Videos on Phone Before Grounding** by Mike Schuler

A UK Marine Accident Investigation Branch investigation has revealed that the sole watch officer on board the general cargo ship Priscilla was watching videos on his phone prior to the ship running aground off the coast of Scotland in July 2018. The Netherlands-registered M/V PRICILLA was sailing from Lithuania to England when she ran aground on Pentland Skerries in the eastern entrance of Pentland Firth in Scotland early in the morning on July 18, 2018. According to the MAIB, for about 2 hours prior to the accident, the officer of the watch had been unaware that Priscilla was drifting



PRICILLA aground  
Photo courtesy MAIB

away from the planned passage. Once noticing that the vessel was off track, the officer chose an alternative route that resulted in the vessel heading directly into the Pentland Skerries. The MAIB said the accident happened because the officer of the watch was distracted from monitoring the passage by watching videos on his mobile phone and possibly falling asleep. “He was the sole lookout at night as the vessel headed towards land, and the electronic navigation system was not set up to warn of danger ahead. Priscilla’s officer of the watch also responded to two radio calls from shore authorities warning of the danger ahead; however, his reaction to the warnings was not sufficient to avoid danger,” the MAIB said in a summary of the report. Safety lessons identified by the MAIB include monitoring the vessel’s progress along the planned passage is a vital component of safe navigation, and the officer of the watch should not become distracted from this responsibility; reducing to a sole lookout must be properly assessed; it was not appropriate at night when Priscilla was heading towards Pentland Firth; and electronic navigation aids should always be set up to aid the officer of the watch by giving warning of danger ahead. The agency made a safety recommendation (2019/118) to the owner of PRICILLA to take measures necessary to improve the standards of watchkeeping and safety management on board. The PRICILLA was eventually refloated about a week after the grounding. The incident caused significant hull damage, but there was no pollution or injury. Source: gCaptain

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## **3D printed rescue boat challenge**

Hope it is a very fast printer .... <https://namic.sg/events/amdc/>

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## **Cruise ship collided with cargo ship, Danube, Romania**



Cruise ship PRINZESSIN ISABELLA with 165 passengers on board collided with Panama-flagged cargo ship in Tulcea waters, Romania, Danube, at around 0500 LT Oct 5. Cargo ship was proceeding upstream en route to Galati, cruise ship was sailing downstream, to Tulcea. Cruise ship was, from the looks of her, seriously damaged starboard midship. Two passengers were injured, but luckily, not seriously. Cruise ship berthed at Tulcea, cargo ship was brought to anchor upstream from

collision site. Cargo ship wasn’t identified by local sources, according to track it’s general cargo ship BLUES STAR I. No information on her damages. General cargo ship BLUES STAR I, IMO 9375159, dwt 5246, built 2005, flag Panama, manager FETIDA MARITIME LTD, Ukraine. River cruise ship PRINZESSIN ISABELLA, MMSI 249099000, GT 1964, flag Malta. Source : Maritime Bulletin

### **Kiribati accused of trying to hide ferry disaster report**



The ferry was carrying 88 people when it sank and only seven survivors in a dinghy were found. The government of Kiribati was accused Friday of attempting to bury a damning report into the Pacific island nation's worst ferry disaster, which claimed 81 lives last year. Officials have reportedly released only a few hard copies of the report into the loss of the ferry MV Butiraoui, which sank in January last year after setting off

from Nonouti island bound for the capital Tarawa. Ferries are a transport lifeline in Kiribati, which consists of 33 atolls and reefs scattered over an area the size of the continental United States. The report can only be viewed at President Taneti Maamau's office or the national library in Tarawa, Radio New Zealand reported, adding that those who saw the document could not copy it or even take notes about its contents. Despite the extraordinary restrictions, former president Ierimia Tabai said he had seen the report and could relay its main findings. "There was one that the ship wasn't seaworthy when it was allowed to sail," he told the Australian Broadcasting Corporation. Tabai said the report also criticised delays in the rescue effort, which was not launched until eight days after the ferry disappeared. It found only seven survivors in a dinghy and the rest of the 88 people on board perished, including 23 children. Maamau's office did not respond to requests from AFP for a copy of the report. Tabai criticised the restrictions imposed on the report's availability, saying the government appeared worried about the failings highlighted in the document. "It's not on. It's nonsense. It's just not the sort of thing that should happen in a democracy like this," he said. Maamau's government faced criticism last year for obstructing Australian and New Zealand journalists wanting to travel to the remote Pacific nation to cover the disaster's aftermath. The country's last major ferry disaster was in 2009, when the Uean Te Rao II sank with the loss of 35 lives. A subsequent investigation found the vessel was unseaworthy and not carrying an emergency beacon, flares or sufficient life jackets. It also found safety standards on the Kiribati domestic fleet were not sufficiently enforced. Source : Yahoo News

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### **Possible Flare Spotted in Search for Bourbon Rhode Crew**

[https://gcaptain.com/possible-flare-spotted-in-search-for-bourbon-rhode-crew/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29&goal=0\\_f50174ef03-a6e91a15d2-139894965&mc\\_cid=a6e91a15d2&mc\\_eid=4c72dd3685](https://gcaptain.com/possible-flare-spotted-in-search-for-bourbon-rhode-crew/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29&goal=0_f50174ef03-a6e91a15d2-139894965&mc_cid=a6e91a15d2&mc_eid=4c72dd3685)

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### **Video: Cruise Ship Sets New Record for Transit of Corinth Canal**

BY [THE MARITIME EXECUTIVE](#) 2019-10-11 17:33:36

On Wednesday, the cruise ship *Braemar* set a new record as the largest vessel ever to transit Greece's historic Corinth Canal, the famously narrow waterway connecting the Saronic Gulf with the Gulf of Corinth.

The 24-meter-wide canal is just barely large enough to accommodate the 22.5-meter wide *Braemar*. The vessel's sides were close enough that guests could nearly touch the canal walls, according to Clare Ward, director of product for Fred. Olsen Cruise Lines.

<https://www.maritime-executive.com/article/cruise-ship-sets-new-record-for-transit-of-corinth-canal?sfns=mo>

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### **The Liverpool Seafarers Centre**

The Liverpool Seafarers Centre has been awarded the mantle of the Best Seamans Center in the World. Please see the attached site

<https://www.seafarerswelfare.org/news/2019/international-seafarers-welfare-awards-2019-winners-revealed-at-london-international-shipping-week-event>



### **Lessons learnt from a collision while overtaking –**

UK P&I Club comments Stuart Edmonston, Loss Prevention Director at UK P&I Club, discusses an incident which occurred when a small tanker attempted to overtake a bulk carrier and advises on the lessons that can be learnt from this:

“In conditions of good weather and visibility, a small tanker and an overtaking capesize bulk carrier were proceeding in a north easterly direction towards a traffic separation scheme. The tanker was steering a course of 034o(T) at a speed of 10.5 knots and the overtaking bulk carrier was steering 036o(T) at a speed of 12.5 knots. The tanker’s OOW went onto both bridge wings during this period, but did not notice the bulker approaching from astern as his attention was directed forward of the beam.

“As the vessels came into close proximity, the effect of hydrodynamic interaction pushed the tanker’s stern to starboard, resulting in the bulker colliding with the port side of the tanker. The collision caused serious damage to the tanker’s hull structure and consequential flooding.

“The collision was principally caused by the failure of the overtaking bulker to comply with her obligation under Rule 13 of the COLREGS to keep clear of the vessel being overtaken. A proper lookout was not being maintained on either vessel. In the case of the tanker, the OOW failed to keep a proper lookout by all available means over a full 360o arc of the horizon and as a consequence, did not take the appropriate avoiding action required of a stand-on vessel under Rule 17 of the COLREGS.”

#### **Lessons Learnt:**

- A proper lookout must be maintained by all available means, including sight, hearing and radar over a full 360o arc of the horizon
- Where there is risk of collision, the give-way vessel shall, so far as possible, take early and substantial avoiding action and monitor its effectiveness closely
- Under Rule 13 of the COLREGS, it is the responsibility of the overtaking vessel to keep out of the way of the vessel being overtaken
- The vessel being overtaken, as stand-on vessel, is required by Rule 17 to keep her course and speed
- The stand-on vessel may however take action to avoid collision as soon as it becomes apparent to her that the vessel required to keep out of the way is not taking appropriate action

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### **S.Korea Bans Hazardous Cargo From Several Ulsan Port Terminals After Tanker Fire**

South Korea has banned cargo containing hazardous substances from being transported or unloaded from vessels at several terminals of the port of Ulsan in the wake of a massive tanker blaze there, media reported on Saturday. The Yonhap news agency reported that the decision was made by the administration of Ulsan, regional fisheries agency and the port administration.

The authorities prohibited the transportation and unloading of cargo containing hazardous substances, including various types of oils and gases, at several terminals located under the Ulsan bridge, including the terminal number nine, where the tanker exploded and caught fire on September 29, leaving at least 18 people injured.

A representative of the Ulsan administration said, as quoted by Yonhap, that the ban was aimed at protecting people who used the Ulsan bridge from a possible large-scale catastrophe in the future.

Yonhap noted that after the blaze, the bridge was blocked off for two days for security checks, which was an inconvenience for local residents. On September 29, Stolt Groenland tanker with its 25-person crew on board was transporting oil and chemical products from the Cayman Islands when it caught fire after being hit by an explosion. Russian and Philippine nationals were among the crew. The fire subsequently spread to Bow Dalian cargo ship moored near Stolt Groenland with 21 crew on board. Among the 18 people injured in the incident were crew members of both tankers, port employees, a firefighter and police officers. Source: Urdupoint News

### **Watch: Tug Has Trouble with Cruise Ship in San Francisco**

[https://gcaptain.com/watch-tug-has-trouble-with-cruise-ship-in-san-francisco/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29&goal=0\\_f50174ef03-a6e91a15d2-139894965&mc\\_cid=a6e91a15d2&mc\\_eid=4c72dd3685](https://gcaptain.com/watch-tug-has-trouble-with-cruise-ship-in-san-francisco/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29&goal=0_f50174ef03-a6e91a15d2-139894965&mc_cid=a6e91a15d2&mc_eid=4c72dd3685)

### **Father and daughter say thanks to lifeboat rescuers By: Mike Lewis**



TWO kayakers who were rescued by St Davids RNLI crew have returned to the lifeboat station to thank their rescuers. Chris Coley and his 18-year-old daughter, Molly Basson, travelled down to St Davids from the West Midlands on Monday and, as well as thanking the crew, witnessed the start of a new chapter in the station's 150-year history – the arrival of the station's new D-class lifeboat. The pair, both experienced kayakers, were rescued on Saturday, 14 September, when a trip around Ramsey Island took an unexpected turn. They had both in advance for the trip. Setting off in glorious sunshine, the route had been researched beforehand and they had all the correct equipment. However, Chris and Molly soon found themselves battling against a

roaring current.

They decided to hug the coastline to prevent being pulled out to sea, but the front end of Chris's kayak became caught in the swell and turned him over. He managed to clamber onto the rocks but then realised Molly's kayak had turned over too. "All I could see was Molly's overturned kayak, but I couldn't see her," he recalled. "At that point I was thinking of jumping in before seeing her reappear. Luckily, Molly's water sack had anchored her to the kayak. "I was trying to stay calm because I didn't want to worry Molly, but I knew we were in trouble." Chris and Molly tried their best to get back in their kayaks but they kept overturning, so they dialled 999 and asked for the Coastguard. "I can't tell you the relief I felt seeing the lifeboat," said Chris. "I am so grateful to all the crew from the RNLI who came to rescue me and my daughter." Source : Countryecho

### **Carnival Cruise Ship Departs on the Cruise Line's Longest Cruise By Ben Souza**

The 3,012-passenger CARNIVAL SPLENDOR departed from Long Beach, California on an unprecedented 24-day transPacific crossing and will arrive in Singapore October 30, 2019. The cruise will have a total of 17 sea days. The voyage will feature extended port calls at Maui and Honolulu, Hawaii, before crossing the International Date Line, then visit Guam, and Kota Kinabalu,



Malaysia and Ho Chi Minh City, Vietnam – the first time the line has visited these destinations on a ship departing from North America. On this fantastic seagoing adventure guests can visit ancient temples and other centuries-old landmarks and attractions and immerse themselves in Far East culture. The 24-day voyage will also offer a traditional ceremony held when mariners cross the International Date Line. The 24-day cruise is the longest single departure in Carnival Cruise Line's history and marks the first time that one of their cruise ships will visit Guam, Vietnam and Malaysia on a North American departure. In addition to visiting some of the world's most beautiful destinations, guests sailing on Carnival Journeys cruises enjoy unique on-board activities during which they can sample local cuisine and enjoy entertainment and cultural opportunities within the various ports of call. Activities focusing on topics such as photography, cooking, arts and crafts and celestial navigation, along with a 1980s-themed "Throwback Sea Day," are also offered. Once the cruise ship arrives in Singapore, the vessel will head to dry dock for a renovation. After a month in dry dock, CARNIVAL SPLENDOR will head to Australia and homeport in Sydney. Source : cruise fever



## Date Navingo Career Event 2020 announced

The date for the fourteenth edition of the Navingo Career Event has been announced. On Thursday the 28th of May 2020, RDM Rotterdam – Onderzeebootloods is once again the location for career and development in the maritime, offshore and energy sector. Visitors of the event can discover vacancies, meet interesting companies, experience innovations and widen their knowledge. Access to the event is free of charge.

### Employers from the entire supply chain



The Navingo Career Event is the spot where you can discover career opportunities within this innovative sector. Companies from the entire supply chain in the maritime, offshore and energy sector show and tell what they can offer employees. This is more than a conversation on the exhibition floor. Just like during the last edition of the event, experiencing the sector takes a central role. With different activities in and

around RDM Rotterdam – Onderzeebootloods and on the water, visitors can literally experience the sector. “Together with our partners, we want visitors to experience what it means to work in this innovative sector. The sector is in high need of enthusiastic employees of every level”, says Anne Visser, Business Unit Manager Career at Navingo BV.

### Latest developments and broadening your knowledge

Just like during the last edition, this year the organization expects many visitors from Holland and abroad. “Visitors can broaden their knowledge and work on their personal development during the conference program. With discussions about themes that are relevant now and in the future, skill-sessions and training programs, visiting the Navingo Career Event is not only interesting for someone who is looking for a new challenge. For (young) professionals who want to know about the latest developments a visit to the Navingo Career Event is also very relevant. We are looking forward to shaping the program together with our partners in the upcoming months”.

Stay up-to-date through [www.NavingoCareerEvent.com](http://www.NavingoCareerEvent.com) or through @NavingoCareer . The Navingo Career Event, previously known as the Navingo Maritime & Offshore Career Event (MOCE) is organized for the fourteenth year in a row in 2020. With companies from the entire supply chain, the Navingo Career Event is the largest and most complete career event in the maritime, offshore and energy sector of Europe.

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## Lessons Learnt: Bunker Spill

[https://www.ukpandi.com/knowledge-publications/tmtv/video/lessons-learnt-bunker-spill-31/?dm\\_i=33T,6J0LW,LGE99N,PXOG2,1](https://www.ukpandi.com/knowledge-publications/tmtv/video/lessons-learnt-bunker-spill-31/?dm_i=33T,6J0LW,LGE99N,PXOG2,1)

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## U.S. Coast Guard Medevacs Unresponsive Crewmember

*On Monday, a U.S. Coast Guard aircrew medevaced a crewmember from the freighter BBC CAMPANA about 10 miles off Galveston, Texas.*

Coast Guard Sector Houston-Galveston watchstanders received a request from the captain of the BBC CAMPANA for the medevac of a 34-year-old crewmember who was reportedly found unresponsive by his crewmates. The watchstanders consulted with the duty flight surgeon, who recommended the medevac. A Coast Guard Air Station Houston MH-65 Dolphin helicopter crew was launched to rendezvous with the cargo vessel. The helicopter crew hoisted the patient and transferred him to the University of Texas Medical Branch at Galveston where he was reported to be in stable condition. The 2004-built BBC CAMPANA is a 12,000dwt heavy lift freighter operated by project cargo firm BBC Chartering. According to her Equasis record, she was detained in Brisbane earlier this year for ISM Code deficiencies related to shipboard operations plans, hours of work and rest concerns and issues with fire dampers. As of Tuesday, she was underway off Galveston, making 14 knots and bound for Freeport, Texas See Video at <https://www.youtube.com/watch?v=EtCz-hdI-> . Source: MAREX

## Vroon receives prestigious Brunei Shell Petroleum award

**HomePort teaser: VOS Singapore team named ‘Best Performing Technical Operator for 2019’**

We are happy to announce that Vroon Offshore Services (VOS) has been named ‘Best Performing Technical Operator for 2019’ by Brunei Shell Petroleum (BSP). The prestigious award was presented at a ceremony held on 2 October in Brunei, during the annual BSP Maritime CEO Conference. The award is recognition of VOS Singapore’s excellent ship management of Accommodation Work Boat (AWB) Nautical Aisya.

The Conference theme was Visible Felt Leadership, with round-table discussions centring on Safety, Business Integrity and Etiquettes and Fleet Reliability. BSP shared its clear expectations with senior leaders from all the offshore players who support the company’s operations and the efforts of these players were acknowledged.



Receiving this recognition, during only the second year of our contract with BSP, is proof that the services we provide are perceived to be market leading among the global oil majors. It is testament to the commitment we have to deliver on our promises and be Leaders in Safety wherever we are active. "I am very happy with this recognition and the collaboration we have built up with BSP. This award is recognition of the hard work conducted at all levels and shows that solid teamwork and cooperation across functions forms a vital success factor. We will continue to focus on developing our competences, building further on these strengths," says Sivakumar Ramudu, VOS Singapore Manager Ship Management. Receiving this BSP award is a tremendous

achievement. It is one we are very proud of and we thank all colleagues for their contributions. With Nautical Aisya continuing to perform well in her DP2 (Dynamic Positioning) role, meeting BSP’s stringent requirements, we look forward to continuing the successful cooperation between our companies.

## VLCC with New SOx Scrubber Delivered

The very large crude oil carrier (VLCC) TANZAWA, the first new NYK-owned vessel to include an SOx scrubber, has been delivered into the NYK fleet. On October 3, a naming and delivery ceremony was held at the Kure shipyard of Japan Marine United Corporation, and attended by Akira Kono, NYK managing corporate officer, and other related parties. The new vessel is equipped with a scrubber that is compliant with the International Maritime Organization’s (IMO) more stringent SOx emission regulation, which is scheduled to become effective in January 2020. The ship will be about 23% more energy efficient (reducing CO2 emissions per unit of transport), exceeding the IMO EEDI phase 2 requirements that will become effective in 2020. In addition, a highly corrosion resistance steel has been used in the cargo tank, thus making anti-rust paint unnecessary. The refrigerant used in the onboard refrigerator and air conditioner is also compliant

with environmental regulations, thus making the ship a more environment-friendly chemical tanker. For further safety and optimal vessel operation, NYK has employed its “integrated information and bridge system,” which is an optimally, ergonomically arranged bridge layout, digital instruments, and a 360-degree view from the cockpit. NYK continues to contribute to stable crude oil transportation to meet customers’ demand, and the company is making efforts to contribute to realizing a sustainable society through the operation of environment-friendly ships.

### Vessel Particulars

Length overall: 339.5 meters  
Breadth: 60.00 meters  
Depth: 28.50 meters  
Gross tonnage 160,597 tons  
Deadweight tonnage: 311,374 tons  
Flag: Panama ..... Source: MarineLink



**Litany of failings behind Pacific ferry disaster that killed 95 - inquiry**

**By : Hans Lee**

An overloaded ferry that sank near the Pacific island archipelago of Kiribati last year, killing 95 people, was not allowed to carry passengers in the open sea, and had twice run aground before its fateful journey, an inquiry has found. Only five passengers and two crew members of 102 aboard survived the sinking of the MV Butiraoi ferry in January 2018, after many died of thirst and hunger while adrift for over a week in a lifeboat in the central Pacific Ocean. The report commissioned by the government detailed a litany of failings that caused the tragedy, including the ferry’s departure without notifying authorities. This omission meant it was several days before authorities realised the catamaran was missing and organised a search effort.

“With hardly any food and water, the survivors began to perish,” investigators said in the report, ordered by the office of Kiribati’s president. The MV Butiraoi departed the Kiribati island of Nonouti, about 3,000 km (1,864 miles) southwest of Hawaii, on its way to Kiribati’s capital Tarawa, 250 km (155 miles) away on Jan. 18. The vessel, loaded with almost 30 tonnes of dried coconut kernels called copra and 35 empty fuel drums, was not licensed to carry passengers in the open ocean. The crew had also been drinking alcohol, the investigators found. Facing strong winds and 2.5-metre (8.2-ft) waves, the boat broke apart and capsized two hours after departure. The catamaran had been poorly maintained, according to the report, and had run aground previously, likely damaging its structure. Two life rafts carrying a total of 50 people were launched but one became unusable after a puncture. As passengers reached for the one working lifeboat, its floor “failed” as well, the commission said. Source: Reuters

**PM considers plans to for two £150m ships funded by aid budget.**

**To be employed around the world to help with relief efforts and also available for use by Royal family Could be called BRITANNIA or FLORENCE NIGHTINGALE**



*I wonder where Boris is finding the £300million for this? .....  
and is he trying to gain favour with the Royals?*



### **P&O Britannia In Midst of Key Refit**

P&O Cruises UK announced that the Britannia will feature refreshed interiors following its October stay at Damen shipyard in Brest. The atrium will be given a new lease of life creating a lively

social hub at the heart of the ship, day and night, the company said. This space will have new eye-catching color schemes, fresh design direction, relaxed entertainment, live music and informal performances all under the sparkling Starburst chandelier.

Following the success of temporary art exhibitions on Britannia, P&O Cruises is introducing a permanent new art gallery next to Blue Bar. The deck 5 experience can be completed by savouring some sweet treats from master pâtissier and Food Hero Eric Lanlard at The Market Café. The popular spot has already benefited from new furniture and décor, as well as a menu with decadent ice cream creations made in exclusive collaboration with Hampshire dairy, Jude's, the company said. Guests will now have even more reason to check into the Oasis Spa and Salon with the creation of two express spa pods boasting a range of treatments. On deck 7, Java café will now serve alcoholic drinks ; guests can relax with a drink and enjoy the birds-eye view of the action below. Also on deck 7, the photo gallery will include a Dixons electronics hub featuring the latest imaging, computing and audio tech from Amazon, Apple, Beats, Bose, Canon, Fitbit, GoPro, Microsoft, and Sony, among others. Britannia will be back in Southampton on October 23 for a two-night cruise to Bruges (B929) before it's transatlantic crossing (B930) to the Caribbean. Source : cruiseindustrynews



The BRITANNIA and LNG UNITY (ex Provalys) of Gazocéan. moored at Damen Shiprepair in Brest Photo : Jacques Carney ©

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### **MAN RESCUED FROM LOUISIANA CRUISE SHIP AFTER FALLING 15 FEET ONTO DECK IS IN CRITICAL CONDITION**

Source: Newsweek

A man rescued from a cruise ship off the coast of Louisiana after he fell 15 feet onto the deck is in critical condition, officials said. The 23-year-old man had to be medevaced from the cruise ship CARNIVAL VALOR in the Gulf of Mexico early Tuesday morning, the U.S. Coast Guard said. The USCG said personnel in New Orleans received a request at around 1:15 a.m. Tuesday for a medevac of a man with multiple significant injuries after he fell on the ship, which was about 65 miles off the coast of Venice, Louisiana. An MH-65 Dolphin helicopter flew to the cruise ship from the Coast Guard air station in New Orleans to medevac the man, the USCG said. The rescue crew arrived around 5:45 a.m. and found the man with the ship's doctor. He was hoisted onto the helicopter and transported to the University Medical Center in New Orleans. The man, who has not been identified, arrived at the hospital in critical condition. The USCG released a video showing the moment the man was hoisted onto the helicopter, but no other details about his accident were made available. It was not immediately clear what caused him to fall. The Carnival Valor is a New Orleans-based ship that carries almost 3,000 passengers on cruises to the Caribbean, according to the Carnival website. The incident comes days after a federal judge told top Carnival Corp. executives to work faster to fix ocean pollution problems caused by the world's largest cruise line. During a hearing in a Miami federal court last week, U.S. District Judge Patricia Seitz said she expects more concrete action and fewer promises from Carnival, the Associated Press reported. The cruise company is about halfway through a five-year probation sentence for a criminal pollution conviction in 2016. Chairman Micky Arison, who also owns the Miami Heat, and CEO Arnold Donald both maintained that the company is doing a lot but that it takes time to implement real changes at a company that has 120,000 employees, more than 100 cruise ships and nine different brands.

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*Stena Europe returns to scheduled services on Rosslare – Fishguard*

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## Iranian Tanker Adrian Darya 1 Offloads Oil Cargo in Syria



Satellite imagery shows that the blacklisted Iranian VLCC ADRIAN DARYA 1 has finally begun offloading her cargo at the port of Baniyas, Syria, despite U.S. and EU sanctions. According to the U.S. State Department, a satellite image dated October 2 shows the Adrian Darya 1 rafted up with the Iranian LR1 JASMINE for an apparent ship-to-ship transfer. An image from October 4 shows the Jasmine at the offshore terminal for the Baniyas refinery (above). "Oil from the ADRIAN DARYA 1 has been offloaded in Syria, proving that Iran lied to the UK and Gibraltar," said U.S. Secretary of State Mike Pompeo in a Twitter post. "This terrorist oil will fund Assad's war and Iran's sectarian violence. EU members should condemn this action, uphold the rule of law, and hold Iran accountable." In 2011, the EU placed sanctions on the Syrian petroleum sector in order to put pressure on the administration of Syrian President Bashar al-Assad, which was in the early stages of a long fight with anti-government rebels. The EU sanctions are limited in scope to EU entities and EU business activities, and they are not broadly applicable to foreign companies doing business outside of Europe. In July, the ADRIAN DARYA 1 was boarded and seized by Royal Marines as she transited the Strait of Gibraltar. She was held on suspicion of carrying oil through the waters of Gibraltar to reach Syria, an alleged violation of EU sanctions. She was released August 16 after Gibraltar received assurances from the Iranian government that she would not deliver its cargo to Baniyas. After a meandering journey eastwards, she arrived off the coast of Lebanon on September 1. She then turned north towards Syria and her AIS signal disappeared. Satellite imagery consultancy TankerTrackers confirmed that she remained in place off the port of Tartus in laden condition throughout the month of September. Source : MAREX

## UK judge: Greek owner faked pirate attack, set own ship ablaze

By : Greg Miller

*It sounds like a preposterous movie script, although it still might sell in Hollywood ...* Close-up on the embattled Greek ship owner. He rubs his worry beads. The banks are closing in, poised to collect on debts in the wake of the global financial collapse. Then, he has an idea, an audacious plan to save himself. His ship isn't worth enough if he sells it, but if something catastrophic were to happen to it – if were to burn or sink and be declared a total loss – he could use the massive insurance payout to save himself.



The tanker Brilliante Virtuoso on fire in 2011.  
Photo courtesy of DOD I

But how to get the crew off the ship before “scuttling” it? Ah, another writer has already figured this plot point out: In “The Hunt for Red October,” Captain Marko Ramius and his co-conspirators fake an accident with the nuclear propulsion system aboard the Russian submarine Red October; the unwitting crew abandons ship and Ramius defects to America with the sub.

How does the Greek owner get the crew off his own ship before torching it, while covering his tracks? Another light bulb goes off: a fake pirate attack! All he needs are a few co-conspirators in the shipboard officer ranks, a bogus team of pirates off the coast of Africa, an explosive device and some accelerant. What could possibly wrong? As a scriptwriter might pitch it: It’s Hitchcock meets Tom Clancy meets “Captain Phillips.”

This is not a movie, or at least, not yet. This is what actually happened to the tanker *Brilliante Virtuoso* in the Gulf of Aden in July 2011, according to Justice Nigel Teare of the U.K. High Court of Justice, as detailed in his final ruling on a longrunning legal battle between the ship’s banker and insurers that was handed down on Oct. 7.

#### **Timeline of Brilliante Virtuoso’s demise**

According to Teare’s 80,000-word-long decision, the 1992-built, 150,000-deadweight-ton BRILLIANTE VIRTUOSO was purchased in August 2008 by Suez Fortunes Investments Ltd., a company owned by Marios Iliopoulos. The price was \$46 million, financed by Piraeus Bank.

It was incredibly bad timing: Immediately thereafter, global economies and shipping markets crashed. By 2011, the ship was worth only \$13.5 million and after a series of refinancings, Suez Fortunes was receiving notices of default. The BRILLIANTE VIRTUOSO was insured for \$77 million though, almost six times its value. The tanker loaded a cargo of fuel oil in Kerch, Ukraine, on June 23, 2011, for transport to China for a lump-sum price of \$3.2 million, \$500,000 to be paid in advance after the ship passed the Suez. The vessel passed through the Suez Canal on June 30. Because the ship would traverse the Gulf of Aden piracy danger zone, arrangements were made for a security team to board off Yemen on July 6. Shortly before midnight on July 5, a small boat approached with seven armed men aboard. They said they were “security”; the master let them aboard. Once onboard, the armed men forced the crew to assemble and took the master to the bridge and chief engineer to the engine room. Shots were fired. The captain was ordered to set a course for Somalia; he set a course for Djibouti instead. The engine stopped around 2 a.m. on July 6. At 2:45 a.m., a fire broke out in the engine room. According to Teare’s court ruling, “It is common ground [accepted by both parties in the case] that the fire was started by the detonation of an improvised explosive incendiary device, an ‘IEID,’ which was brought on board the vessel by the armed men.” The accelerant used to light the IEID was sourced onboard the ship. At 3 a.m., the chief officer on the ship radioed the USS *Philippine* – a U.S. guided-missile cruiser on the hunt for pirates – and reported that the *Brilliante Virtuoso* was under attack. “The armed men had in fact left the vessel, presumably by means of the small boat in which they had arrived,” wrote Teare in his court ruling.

At 4:16 a.m., the captain gave an “abandon ship” order. A photograph showed a large fire on the vessel as of 5:43 a.m. Everyone had left the ship but the chief engineer, who was not taken to the USS *Philippine* (??) until 7:44 a.m. A salvage tug from Aden-based Poseidon Salvage arrived at the scene at 7:23 a.m. The fire appeared to be dying out by 10:30 a.m. on July 6, then resurged, then diminished in late afternoon, resurged overnight, lasting throughout July 7, and was finally put out on July 8.

#### **Courtroom drama aftermath**

The ship was badly damaged and was scrapped. The owner claimed it was a total constructive loss; the insurers denied the claim, alleging that the fire was deliberately set. In 2016, a U.K. judge ruled in favour of the insurers, finding that Iliopoulos refused a court order to provide certain documents and lied to the court. The case that has just been concluded was brought by the bank, which argued that it should be paid by the insurers even if “willful misconduct of the owner” was proven. The case led to an unusually long trial, with Teare ultimately dismissing the bank’s claim and ruling that the loss of the ship “was caused by the willful misconduct of the owner, Mr. Iliopoulos.” “There are many improbabilities which, when viewed collectively, cogently suggest that the supposed attack by pirates was a fake attack. The improbable can happen. But when a number of improbabilities occur consecutively within a short period of time it is very difficult to accept that they are coincidences. Collectively, they are a cogent indication that the improbable did not happen,” wrote Teare.



What he's saying is that however bizarre the fake pirate-attack scenario sounds, the alternative is even more unbelievable. According to Teare, if it wasn't a fake attack, the armed men would have had to have somehow known the ship was expecting a security team and that the captain would be so lax that he would let them aboard. Then the armed men, who turned out to be members of the Yemini coast guard, would have had to have been somehow unaware that the ship was going the wrong way when they had ordered it to set sail for Somalia. "The armed guards would also have had to have had the foresight to have brought on board an IEID – for use in an unintended eventuality – and yet to have lacked the foresight to bring on board a suitable accelerant," continued the justice. After the main engine stopped, the alternate scenario implies that the armed men then "decided to abandon their plan to hijack the vessel and instead, for whatever reason, [decided] to activate the IEID with minimal delay and then have the good fortune to locate, with minimal further delay, a suitable accelerant in an unfamiliar engine room. I am unable to accept that this sequence of improbabilities occurred," concluded Teare. Iliopoulos is currently chief executive officer of Greek ferry company SeaJets. He accepted the award on behalf of SeaJets from Lloyd's List for 2018 Passenger Line of the Year in the Greek Shipping Awards. This July, he accepted a humanitarian award on behalf of his support of wildfire victims in Greece. FreightWaves has sought comment from Iliopoulos via SeaJets on the statements made by the U.K. justice. At the time of this story's posting, Iliopoulos had yet to respond. Source : Freightwaves

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### **Volunteers set off from Poole to bring new Shannon class lifeboat home to Rhyl** By Suzanne Kendrick

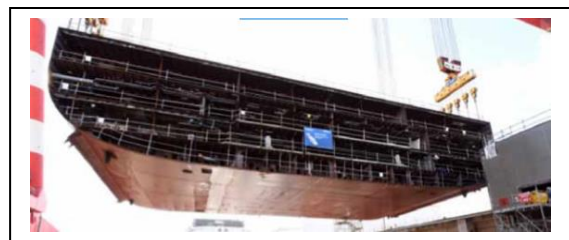
RHYL volunteers have embarked on their journey to bring their new lifeboat home.

The public can greet the RNLI crew this Sunday during a special welcome event; supporters will be given the opportunity to see three generations of lifeboat side by side. Former Oakley class lifeboat HARLIL, current lifeboats LIL CUNNINGHAM and the station's current D-class lifeboat MARY MAXWELL will greet the new Shannon class all-weather lifeboat Anthony Kenneth Heard. Martin Jones, Rhyl RNLI Coxswain, said: "Bringing this lifeboat home will be one of the proudest moments in my RNLI career "We cannot thank the community enough for doing their bit to make this a reality and we know they'll be here in their droves to welcome her home." Source : rhyjournal

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### **Royal Caribbean begins construction on world's largest ship by Olivia Sharpe**

Royal Caribbean has begun construction on the latest addition to its fleet, which has been named WONDER OF THE SEAS. The new mega-ship will be Royal Caribbean's fifth Oasis Class vessel and is set to be the world's largest cruise ship. WONDER OF THE SEAS will begin sailing in 2021 and her homeport being China's megacity Shanghai. CEO Michael Bayley revealed details of the new ship at a global cruise industry conference event held in Shanghai.



WONDER OF THE SEAS will be the first Oasis Class vessel to sail the Asia Pacific. "Royal Caribbean is known for its innovation and constantly pushing the boundaries of what's possible, and an Oasis Class ship in China is proof of that," said Bayley. "WONDER OF THE SEAS will redefine the ultimate vacation and be revolutionary in her own right, and she marks one of Royal Caribbean's most exciting chapters to come." "Royal Caribbean has been a market leader in China for more than 10 years by consistently showcasing bold deployment strategies and driving growth of the new to cruise market," added chairman of Royal Caribbean Asia, Dr Zinan Liu. Construction on the mega-ship began 10 October at the Chantiers de l'Atlantique shipyard in Saint-Nazaire, France. The new ship will be similar in concept to her existing sister ships, but with added dining, entertainment and technological features. During the keel-laying ceremony, the ship's keel, a 970-tonne block measuring 155 feet by 65 feet, was lifted onto the building-dock with a 1,400-tonne crane. This ceremony marks the beginning of her construction. source : cruisetrade news

## Ferry arrives in Scotland after epic delivery voyage Written by Nick Blenkey

Scottish operator Pentland Ferries' new vessel ALFRED arrived in Orkney after completing a 5,481 nautical mile voyage from shipbuilder Strategic Marine's Vung Tao, Vietnam, shipyard that began August 29. Designed by

BMT Nigel Gee, the vessel is an 85 m x 22 m catamaran with a steel hull and aluminum

superstructure. It will operate between Gills Bay on the Scottish mainland to St. Margaret's Hope on the Orkney Islands. The crossing takes

approximately one hour, sailing through Pentland Firth and into the Orkney Archipelago. The ship's twin hulls have been hydrodynamically optimized to smooth out the sail across the stretch of water to

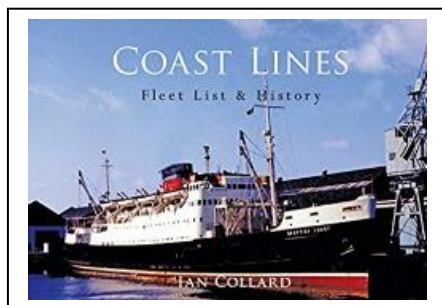
Orkney that at times can become very rough. The vessel will replace the PENTALINA, which has been operating on the route since 2008. The new vessel has a significantly increased capacity compared to Pentalina and will be capable of transferring up to 98 cars or a combination of cars and trucks together with 430 passengers. Main propulsion power is provided by four 749 kW Yanmar 6EY17W diesels that give it a service speed of 16 knots. Scottish local media quote Pentland Ferries managing director Andrew Banks as saying, "This is the most environmentally friendly ferry of its kind in Scotland and its low fuel consumption makes it the greenest way to travel to Orkney."



Alfred made the delivery voyage from Vung Tao to Orkney manned by Pentland Ferries crew

## BOOK REVIEW By : Frank NEYTS

### "Coast Lines Limited. 1913-1975".



Recently Coastal Shipping Publications published a new title "Coast Lines Limited. 1913-1975", written by Nick Robins; The history of Coast Lines is complicated by its evolving relationship with its owners until the mid-1930s, and with its various subsidiary companies throughout its tenure. This book describes the core activities of Coast Lines Limited in detail and includes some of the major events in the history of the other companies in the Coast Lines group.

This is the last in a series of four books, together fully covering the history of Coast Lines' constituent parts. Dr. Robins' first book in the series was on M. Langlands and Sons, the second on

Powell, Bacon and Hough and the third on Burns and Laird. Nock Robins has once again been able to reconstruct a vital part of the history of Coast Lines, and to compile a superb collection of photographs of the ships involved. The author has left few stones unturned.

Like all books issued by Coastal Shipping Publications, value for money! "Coast Lines Limited. 1913-1975" (ISBN 9781-902953-95-3) is a hardback book of 150 pages, lavishly illustrated. The price is £16 plus £1.60 UK postage and £4.00 overseas postage. Ordering via all good bookshops, or directly via the publisher, Coastal Shipping, 400 Nore Road, Portishead, Bristol BS20 8EZ, UK. Tel/Fax: +44(0)1275.846178, [www.coastalshipping.co.uk](http://www.coastalshipping.co.uk) , e-mail: [Bernard@coastalshipping.co.uk](mailto:Bernard@coastalshipping.co.uk) .

UK Port Operator Keeps Quiet On Possible Sale A major UK-based port operator has issued a “no comment” response to a report that part of a stake in it may be sold. The Peel Group’s chairman, John Whittaker, has been speaking to European pension fund ATP and could potentially sell up to 25pc of Peel Ports alongside fellow investor Deutsche Bank, according to The Telegraph. A representative for Peel Ports told Port Strategy it had “no comment” on the subject International funds weighing bids for the business include Dutch investment manager APG and Australia’s QIC, City sources said. In April, Deutsche Bank’s former asset management business, DWS, declined to comment on a report by The Sunday Times that it was considering the sale of a 15% stake in Peel Ports. DWS, which has owned 49% of Peel Ports since 2006, was listed by Deutsche Bank in March 2018. However, the bank is still a majority shareholder. Peel Ports has facilities in Liverpool, Clydeport, Dublin, Great Yarmouth, Heysham, London and Manchester. Source: Port Strategy

**Cargo Ship Runs Aground in Corsica** - October 14, 2019 by [Mike Schuler](#)

Authorities in France are responded to the grounding of a cargo ship on the island of Corsica early Sunday morning. The 90-meter M/V Rhodanus with seven people on board was underway to Port-Saint-Louis-du-Rhone when it ran aground at around 3 a.m. local time near the town of Bonifacio despite repeated calls from the Regional Operational Center for Surveillance and Rescue (CROSS) in Corsica. According to France’s Prémarm Méditerranée, watchstanders at the CROSS attempted to contact the ship for nearly 50 minutes but was unable to reach anyone on the bridge. The ship is carrying 2,600 tons of steel coils. Photo courtesy Prémarm Méditerranée A safety zone of 1,000 meters has been established around the wreck. So far no pollution has been reported.



Photo courtesy Prémarm Méditerranée

The 2,953 DWT Rhodanus was built in 1998 and is flagged in Antigua Barbuda.

**One in five VLCCs hit by sanctions** By : Sam Chambers

One in five VLCCs in operation today face restrictions from US sanctions, according to data from Braemar ACM. Research carried out by the shipbroking house also shows that just over a sixth of the world’s suezmax fleet and 10% of the aframax/LR2 fleet face similar trading restrictions from Washington, something that has sparked the greatest rally in tanker fortunes ever over the past week with VLCCs cruising past the \$300,000 a day mark on Friday. The recent sanctions have been levied against a pair of Chinese tanker operators as well as tankers with links to Venezuela. Iranian tankers have also had sanctions in place for many months. “Is this Dutch tulips or bitcoin all over again? Probably. But let’s enjoy it as long as it lasts,” Braemar ACM suggested. Cleaves Securities mused in a weekly report published yesterday: “How long current spot rates will last is mainly in the hands of politicians, but we are still optimistic on the fundamentals: The orderbook is at its lowest level since 1997, US exports continue to surge & the IMO’20 sulphur regulations should positively impact the market balance in a myriad of different ways.” Cleaves has predicted VLCC prices could rise 50% over the next two years. New York-based tanker brokers Poten & Partners suggested the current market was likely to remain robust. “History also teaches us that earnings can come down as quickly as they go up. However, the major impact of IMO 2020 is still coming and there is no significant new shipping capacity in the pipeline. While there are almost 800 VLCCs in the world, tanker rates are driven by the modern vessels in the spot market, which is less than 50% of the total fleet. We expect that the market will remain robust, albeit volatile,” Poten pointed out. Source: splash 247



## Overtaken Golden Ray to Be Cut Up in Place in St. Simons Sound

October 14, 2019 by [Mike Schuler](#)



*The MV Golden Ray pictured October 1, 2019, in St. Simons Sound, Brunswick, Georgia. Photo: St. Simons Sound Unified Command*

Officials overseeing the salvage of the overturned [Golden Ray](#) in Brunswick, Georgia have opted to dismantle the vessel in place in lieu of refloating it due to environmental concerns.

The new plan will inevitably ensure the timeline for removing the vessel will be measured in months, if not longer.

The Unified Command says experts engaged in the response have determined that it is not possible to safely right and refloat the vessel in a fully intact condition.

“Consequently, Unified Command is developing plans to remove all of the M/V Golden Ray’s hull, components, and cargo by disassembling the vessel in place. This remains a complex situation but additional information about the removal plan and the expected timeline will be shared with the public as and when available,” the Unified Command said in an update on the operation.

More than 225,000 gallons of fuel have been removed from the vessel to date, including lightering of forward fuel oil tanks. Lightering of the remaining fuel and lubricant tanks continues.

The pure car and truck carrier Golden Ray was carrying about 4,200 vehicles when it lost stability and grounded in St. Simons Bay as it departed Georgia’s Port of Brunswick on September 8. Four of the ship’s twenty-four crew members were initially reported missing, but they were later located and rescued after some 30 hours stuck inside the vessel.

Officials at the port commended the Brunswick Bar pilot for intentionally grounding the ship, preventing an even worse disaster.

The Marshall Islands-flagged Golden Ray is operated by South Korean logistics company Hyundai Glovis and has capacity to carry 6,933 vehicles. The next port of call was Baltimore, according to AIS data.

The Unified Command consists U.S. Coast Guard, Georgia Department of Natural Resources, and Gallagher Marine Systems.

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## Why are third officers being paid less than coffee shop workers?

**By: Nick Chubb**

I recently came across a job advert for a third officer by one of the UK’s major maritime industry recruiters, Faststream Recruitment. The advert offers the successful candidate “the opportunity to work with a leading cruise company, experience global travel, and enjoy an attractive package with lots of future possibilities,” sounds great right? In return, Faststream’s cruise ship operating client asks for “experience in this rank on any type of passenger vessel,” an “Officer of the watch CoC unlimited,” and “the legal right to live and work in the EU.” This all seemed perfectly reasonable to me, and a great opportunity for a junior officer, until I saw the salary.

“The client will offer the successful candidates up to \$16,000 per year with a 4:2 rotation.”

**\$16,000. Let that sink in.**

At today’s exchange rate that equates to a UK salary of £12,613. For a third officer. With experience in rank. For a leading cruise ship operator.

If you assume that the successful candidate will work around 12 hours per day for the eight months they are on board, that equates to around £4.33 per hour. The minimum wage in the UK for an 18-21 year old is £6.15 per hour. The minimum wage for an under 18 year old in the UK is £4.35 per hour. So that we are crystal clear, a leading cruise operator is attempting to employ EU deck officers for less money than an employer in the UK can legally pay a child. When I saw this I assumed it was a typo and, through the magic of LinkedIn asked the team to verify.

Faststream’s recruitment manager told me: “The pay advised on the advert is correct. This position is working with a leading and very well established company – and with this opportunity they are offering an entry into the cruise industry”. These officers are professionally qualified navigators and will be

legally responsible for the safe navigation of a multimillion dollar asset and the lives of thousands of people. It takes a minimum of three years and a combination of practical training, academic study, and sea-going experience to obtain an unlimited Officer of the Watch Certificate of Competency. Even after all of the training, there is no guarantee that a cadet will obtain their officer's ticket. In the UK, and across the EU, we maintain exceptionally high standards for the certification of seafarers and those who cannot prove their competence simply don't get a license.

There is a great deal of skill and creative flair that goes into brewing good coffee. For the sake of reference, a leading coffee shop in the UK pays its entry level staff an average of £7.00 per hour. But the skills required and the level of responsibility involved in navigating a merchant ship versus making my morning macchiato cannot be compared. So how is it that the officers on board these particular ships are being paid less than my local barista? I'm no stranger to the employment economics of our global shipping industry, and that UK and European seafarers must compete in an international market. During my time at sea, I was lucky enough to sail with officers from all over the world; Russia, the Philippines, Ukraine, Indonesia, India, Poland, and Croatia to name a few. We always swapped stories about pay and conditions during long hours on the bridge. I never met any seafarer who bore the responsibility of stripes on their shoulders earning a wage as low as what's on offer here.

Though morally questionable in my opinion, Faststream and their client are not doing anything illegal here. The salary on offer from this job comes in above the minimum wage of a number of EU countries, some of which have no lower pay limit. An irrelevant point, because EU minimum wages have no bearing on what happens at sea. But it also comes in just above the recommended \$1,822 a month minimum wage for a third officer set by ITF, ISF and ILO as part of the Maritime Labour Convention. However, comparing what's on offer here to the minimum international standards completely misses the point.

When I think of the minimum standards set by MLC, I picture rusty bulk carriers operated by anonymous and unscrupulous owners who spend their days treading the thin line between costs and safety. I don't picture cruise ships carrying thousands of unwitting passengers.

When all is said and done, this is a safety issue. When a leading cruise ship operator is willing to devalue critical skills by paying the officers stood on deck, who bear responsibility for the safety of passengers and crew, a paltry \$16,000, it makes a mockery of all of the important work done by industry to improve safety at sea in recent decades. If any ship operator is willing to cut a corner this important, it makes you wonder where else they are cutting corners. Further, I wonder how safe the passengers on board would feel if they knew that the officers responsible for navigating their ship were paid less than the taxi or bus driver that took them to the airport?

Unfortunately, I have no doubt that the roles will be filled. Across Europe, there are enough qualified junior officers scrabbling for work that doesn't exist to fill these roles many times over, even at this insulting salary. I believe wholeheartedly in free-market economics and that, above certain minimum standards, an employee's salary should be determined by supply and demand. But in this case, I believe the cruise operator is shortsightedly sourcing officers well below the market rate. Sooner or later, markets always correct themselves. In our industry, those corrections tend to come after catastrophic events. It is a repeating pattern I've seen play out many times; a ship operator sources the cheapest possible labour, they struggle with crew retention and quality, near misses increase but go unreported, eventually, something happens; lives are lost, oil is spilled, or a ship founders.

I am lucky enough to often be asked to speak at events or privately brief clients on the future of the industry. A consistent question comes up wherever I go; how do we attract the next generation of talent and give them the skills to succeed? It's a simple question and I believe it has a simple answer. Hire good people, train them well, and most importantly treat them well. You don't need to pay people filmstar wages to retain them, but you do need to pay them a wage that reflects their skills and the gravity of the responsibility they hold. I hope for their own sake, and for the sake of the passengers and crew in their charge, that Faststream and their client realise the error of their ways before irreparable harm is done to the industry. Source : Splash 247

## **NYK completes world's first autonomous ship trial voyage from China to Japan**

Japan's NYK has completed a trial on the world's first autonomous ship, a 70,826-tonne pure car truck carriers (PCTC) IRIS LEADER sailing from China to Japan. Using the Sherpa System for Real ship (SSR) navigation system, the Maritime Autonomous Surface Ship (MASS) trial was performed from 14-17 September from China's Xinsha to Japan's Nagoya, and then from Nagoya to Yokohama from 19-20 September. During the trial, the SSR's performance in actual sea conditions was monitored as it collected information on environmental conditions around the ship from existing navigational devices, calculated collision risk, automatically determined optimal routes and speeds that were safe and economical, and then automatically navigated the ship. "Using data and experience gained through this trial but not obtainable through onshore simulators, NYK was able to ensure the feasibility of the SSR and its benefit for safe and optimal operations. This trial was a big step toward realizing NYK's goal of manned autonomous ships," NYK stated. "NYK will analyse the data and continue to develop the SSR into a more advanced navigation-support system by making adjustments to the difference between the optimal course derived by the program and that determined by professional human judgment," it added. The SSR can become a basic technology for remote and unmanned navigation. The SSR verified by this trial will be applied to future coastal ships, which currently faces serious crew shortages, NYK highlighted "NYK's aim of manned autonomous ships that will make use of advanced technologies and remote support from office to support ship operation and enhance safety," NYK said. This trial follows the autonomous ship trial guidelines that the IMO has outlined in June 2019, and it is conducted with approval from the Panama flag state.



## **ITF joins unions demanding that search continue for Bourbon Rhode crew**

The International Transport Workers' Federation today join Ukrainian and Croatian maritime unions in demanding that the search for seven seafarers continue in the mid-Atlantic following the sinking of the Bourbon Rhode The Luxembourg flagged BOURBON RHODE— crewed by 14 Ukrainian, Russian, South African, Filipino and Croatian seafarers – sank on September 28 after it was hit by the category 4 hurricane "Lorenzo". At the time of the incident, the vessel was in transit around 1,200 nautical miles off the French Martinique island and 60 nautical miles from the eye of the hurricane. Search and rescue operations coordinated by the Regional Operational Centre of Surveillance and Rescue (CROSS) since September 26 have resulted in the recovery a lifeboat with three Ukrainian survivors, as well as recovering the bodies of four seafarers. Since October 1, no more survivors or bodies have been found. However, the three Ukrainian seafarers rescued on September 28 have confirmed that some of the missing seven crew members succeeded in entering a life raft and there is a possibility that they are still alive. Additionally, on October 8, two seafarers onboard the Alp Striker reported that they had seen what could have been a distress flare, and the European Maritime Safety Agency (EMSA) informed authorities of an unknown object spotted via satellite could be a life raft. Despite these reports French authorities announced that search operations will be scaled down. ITF maritime coordinator Jacqueline Smith today directly called on the French Government to continue search and rescue operations and redeploy all resources and also called on the US and other nations to provide assistance in the search while there is a prospect that the seven missing seafarers can be found alive. "The entire ITF family express our deep condolences to the families of four seafarers who have lost their loved ones, and also extend our thoughts to the missing crew and their families and pray for their safe return," said Smith "As Croatia's Minister of Foreign and European Affairs said earlier this week, not all options have been exhausted. Together with our affiliates, the Seafarers Union of Croatia and the Marine Transport Workers' Trade Union of Ukraine, we demand that the search continues while there is still a glimmer of hope that the missing seafarers are alive," said Smith. Families and friends of missing BOURBON RHODE seafarers have launched a petition urging authorities to continue the search for the missing Croatian master and six Ukrainian crew members. The petition has attracted over 43,000 signatures since it was launched on October 5



## **Fire and Gas Explosion in Battery Room of Norwegian Ferry Prompts Lithium-Ion Power Warning** - October 15, 2019 by [Mike Schuler](#)

Norwegian authorities are [warning](#) shipowners and operators about the dangers associated with lithium-ion battery systems after a fire and subsequent gas explosion on board a diesel-electric ferry in Norway.

The small fire was reported October 10 in the battery room of the Norled passenger ferry MF Ytterøyningen. The ferry returned to harbor under its own power where passengers and crew were evacuated to land. Overnight, however, a serious gas explosion rocked the battery room causing significant damage.

Norwegian broadcasting company NRK [reported](#) that twelve firefighters were taken to the hospital for exposure to hazardous gases associated with the batteries.

“The Norwegian Maritime Authority recommends that all shipowners with vessels that have battery installations, carry out a new risk assessment of the dangers connected to possible accumulations of explosive gases during unwanted incidents in the battery systems,” the Norwegian Maritime Authority said in statement.

Alternatively, British Columbia-based, Corvus Energy, which supplied the ferry’s battery system, has [issued recommendations](#) to operators not to sail without communication between the shipboard energy management system and the battery packs, as well as what to do in case of a gas release or “thermal runaway situation.

Thermal runaway occurs when lithium-ion cell temperatures exceed the thermal runaway threshold, resulting in the sudden release of flammable, toxic gases and excessive heat.

The Norwegian Maritime Authority says the exact sequence of events in the Ytterøyningen fire have not been established, but it will issue a Safety Message update when additional facts, information and causal connections are made.

All of this has major implications for Norwegian ferry operators who are increasingly turning to hybrid diesel-electric or fully-electric power for vessels operating in environmentally sensitive fjords and coastal areas.

The Ytterøyningen was delivered in 2006 and is equipped with a Corvus Orca Energy storage system (ESS) with 1989 kWh capacity.



MF Ytterøyningen.  
Photo courtesy Corvus Energy

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## **Through the Northwest Passage with the Manhattan in 1969** BY JOHN DALZIEL



50 years ago, in the summer of 1969, I sailed through the North West Passage on the Canadian icebreaker John A. Macdonald, escorting the large American tanker Manhattan. This was considered a historic voyage, the Manhattan being the first very large commercial vessel to transit the Northwest Passage. The purpose of the voyage was to test the feasibility of using the Northwest Passage as a year-round transport

route for Alaskan oil to the U.S. eastern seaboard (the decision was later made to build a pipeline across Alaska and ship the oil down the Pacific Coast).

I gather there was some dispute between the U.S. and Canada at the time whether the Northwest Passage was Canadian territorial waters. However, if there were a significant pollution incident, it would be Canada's problem. Having Canadian icebreakers escort and assist the large American tanker (accompanied by her own USCG Wind Class icebreaker escort) was the pragmatic, diplomatic solution. It can be strange how life works out. I was studying naval architecture in the U.S.; this became exceedingly expensive for a Canadian, and there was no government support. I wrote to a range of politicians and bureaucrats, complaining about my "unfair" treatment. My Member of Parliament was not able to come up with any funding but suggested I should sail with the Canadian Coast Guard, and he made the necessary introductions. Thus, began a wonderful experience which I remember to this day; most of this article is written directly from my recollections of that voyage.

I traveled from central Canada to Halifax, on the east coast (hitching a ride on a stern trawler on the way). I joined the heavy icebreaker John A. Macdonald (named in honor of the first Prime Minister of Canada) around the end of May. We first sailed to St. John's, Newfoundland, to go on refit.

A day out of port we passed Scatarie Island, an area notorious for heavy weather. The bosun invited me up to the paint locker near the bow, I had an extended discussion with a large garbage can. The next day I did feel a little better. The three-week refit in St John's was a great experience for a young engineering student. There were also some life experiences, one being the issue of how all my money disappeared in a local beer hall. I had to call home to beg my parents for a loan. We returned to Halifax briefly, and then sailed up the St. Lawrence River to Montreal (a beautiful voyage) to load stores for the Arctic communities. We sailed about mid-July. The voyage along the Labrador Coast was beautiful with flat seas, you could see fish swimming away from the bow and lines of icebergs on both sides of the ship. We stopped at some eastern Baffin Island ports (anchoring off, at that time none had docks for a ship of our size) and eventually made our way to the American military base at Thule in northern Greenland.



The MACDONALD going alongside the MANHATTAN to break her free. We met the tanker MANHATTAN in early September. She had just come from a major rebuild, done in a period of about six months, to convert her from an oil tanker to a heavily rebuilt ice-breaking oil tanker. As built, she was a good choice for this conversion; only seven years old, with twin propellers and almost twice the power (43,000 SHP) of most tankers her size.

She was cut into four sections and rebuilt in shipyards along the American coast from Maine to Alabama. When ready to sail for the Arctic, she had heavy sponsons (38 mm plate) along the parallel mid body and

a totally new bow section (a new bow profile used later on other icebreakers). She was an impressive sight when she arrived in Baffin Bay; over 1,000 feet (306 meters) in length, 115,000 tons deadweight (mostly ballast on this voyage). We proceeded through the Northwest Passage to Prudhoe Bay in northern Alaska, where a symbolic barrel of Alaskan oil was flown out to the MANHATTAN by helicopter. Eventually we made our way back to Halifax, arriving in mid-November.



Of course, the time in between was not all clear sailing. The MANHATTAN was very powerful, strongly built, and with her displacement was able to push her way through most ice. However, when she got stuck, she got firmly stuck. Her long parallel sides allowed the ice to seize her solidly. In addition, her astern power was a fraction of her ahead power. We would go alongside her to relieve the ice pressure and free her, so that she could move ahead again. Although the Macdonald displaced only 10,000 tons and had only 15,000 shaft horsepower (on three shafts), her hull form was rounded and she had no parallel mid-body. She had heeling tanks allowing her the roll from side to side, being diesel electric her thrust could rapidly be changed from full ahead to full astern. In addition, the triple propellers gave excellent maneuverability, and the center line propeller was fairly protected from ice damage. All in all, the Macdonald was quite capable of freeing herself when she came fast in the ice. On one occasion, at the northern entrance to Prince of Wales Strait (between Banks Island and Victoria Island), a massive ice ridge had built up under the ice, and a raging storm was forcing any loose ice in behind us. Due to her displacement, the Manhattan had sailed straight through the ice ridge, but came fast in the ice a little further on. We spent three hours ramming the ice ridge, getting stuck, heeling from side to side, and going full astern into the heavy ice flows. Eventually we freed ourselves, but not until after breaking several blades off the starboard propeller (now mounted in a park in the Halifax area) and damaging the steering gear.



Recovering a helicopter which landed with one wheel on a hole in the ice. The trip home along the Labrador coast in early November was very different from that in July; the Macdonald buried her bow in



heavy head seas for most of the trip, with spray from the hawse pipes reaching up over the wheelhouse top. We rolled around off Halifax for a day, waiting for the Canadian Minister of Transport to arrive to officially greet us. The Macdonald carried on for many years giving admirable service to the Coast Guard, eventually being sold for scrap in the mid 1980's (a sad end for such a fine ship). The Louis S. St Laurent (the current Coast Guard flagship) had joined us in mid-way through our trip (this was her first Arctic voyage), 50 years later she remains the Coast Guard's flagship heavy icebreaker. The tanker MANHATTAN did a subsequent North West Passage voyage then spent the remainder of her days in other trades. She was scrapped in 1987 after being blown aground in a typhoon in Korea. I left the Canadian Coast Guard shortly after the MANHATTAN voyage. I taught at a technical college, then sailed to Europe on a small Dutch freighter to finish my Naval Architecture degree in Scotland. In the years since, I was primarily involved in ship construction, repair and refit supervision, including many Coast Guard ships, and in ship safety. In 1993 I made a subsequent Northwest Passage voyage on the Louis S. St Laurent, after her mid-life refit and conversion to diesel electric. Source : MAREX by John W. Dalziel, P.Eng., MRINA, is an Adjunct Professor in the Department of Industrial Engineering, Dalhousie University, Halifax, Canada. He has spoken internationally on Maritime Safety issues, most recently at the World Maritime Rescue Congress, Vancouver, 2019.

### Captain Expected to Face Charges Over Danube Cruise Disaster

October 15, 2019 by [Reuters](#)

**A search operation continues near the Margaret bridge on the Danube river after a boat carrying South Korean tourists capsized in Budapest, Hungary, June 1, 2019. REUTERS/Bernadett Szabo**



BUDAPEST, Oct 15 (Reuters) – Hungarian prosecutors are expected to charge the captain of a cruise ship that struck and sank a small tourist vessel on the River Danube, killing 28 mostly Korean tourists, after police finished their investigation, officials said on Tuesday.

The tourist boat Mermaid, with 35 people on board, sank in seconds in May after the river cruiser hit it from behind under a bridge in the Hungarian capital during heavy rain, in the worst disaster on the Danube in more than half a century.

Lawyers for the Ukrainian cruiser captain, identified by police as 64-year-old C. Yuriy from

Odessa, who has been in custody since he was arrested after the incident, have said he is devastated but did nothing wrong. They could not be reached for further comment on Tuesday.

“The (cruiser) captain was definitely in the control cabin at the time of the accident,” Budapest deputy police chief Adrian Pal told a news conference announcing their investigation had been concluded.

“Neither alcohol nor other psychoactive substances could be detected in his bloodstream,” Pal said. “He just did not notice the Mermaid, simple as that. He never saw it before he hit it.”

Police transferred the case to prosecutors and proposed pressing formal charges against the captain. Their investigation did not establish the responsibility of anyone else on board the cruiser.

Prosecution spokesman Ferenc Rab said prosecutors would prepare and submit charges after a mandatory 30-day waiting period, adding the captain would remain in custody to prevent him escaping.

The precise charges will be determined by the prosecutor. Police were investigating him on suspicion of misconduct leading to mass casualties and 35 counts of failing to provide assistance.

Seven people survived the sinking of the Mermaid. Two Hungarian crew were among the dead.

The liner's owner, Swiss-based Viking Cruises Ltd, has said it is cooperating with Hungarian investigators. (Reporting by Marton Dunai; Editing by Alison Williams)

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## IMB: Piracy Incidents Down in 2019, But Gulf of Guinea Risks Remain

### Australian Hydrographic Office Publishes New Official Mariner's Handbook For Australian Waters

Previously known as the Seafarer's Handbook for Australian Waters, edition five contains a new chapter on interpreting the accuracy of depth information in Electronic Navigational Charts. The handbook is an official nautical publication, which should be carried on all international and domestic commercial vessels. It contains important instructions to aid planning and navigation in Australian waters, and information on marine protected areas, pilot arrangements plus shipping routes and incident reporting in the Torres Strait and Great Barrier Reef shipping routes. The handbook also covers Ship Reporting Systems, weather warnings, VHF channels, maritime security, Customs, biosecurity and key contacts for relevant government agencies. A paper copy of the Mariner's Handbook for Australian Waters can be purchased from chart distribution agents or seafarers can download a free digital PDF version. The digital version is updated fortnightly and users are expected to use the latest version that includes all relevant Notices to Mariners. Reference: [amsa.gov.au](http://amsa.gov.au)

### THE SAINT LAWRENCE SEAWAY



The ALGOMA ENTERPRISE passing the Great Lakes locks no 7 at Walle Photo: Claus Lund Jensen - A.C. Oerssleff Chartering ©

The Saint Lawrence Seaway (French: la Voie Maritime du Saint-Laurent) is a system of locks, canals, and channels in Canada and the United States that permits oceangoing vessels to travel from the Atlantic Ocean to the Great Lakes of North America, as far inland as Duluth, Minnesota at the western end of Lake Superior. The seaway is named for the Saint Lawrence River, which flows from Lake Ontario to the Atlantic Ocean. Legally, the seaway extends from Montreal, Quebec, to Lake Erie and includes the Welland Canal.



The FEDERAL HUNTER passing lock no 7 Photo: Claus Lund Jensen - A.C. Oerssleff Chartering ©  
The Saint Lawrence River portion of the seaway is not a continuous canal; rather, it consists of several stretches of navigable channels within the river, a number of locks, and canals along the banks of the Saint Lawrence River to bypass several rapids and dams.



The CSL LAURENTIEN passing lock no 7 Photo: Claus Lund Jensen - A.C. Oerssleff Chartering ©  
A number of the locks are managed by the St. Lawrence Seaway Management Corporation in Canada, and others in the United States by the Saint Lawrence Seaway Development Corporation; the two bodies together advertise the seaway as part of "Highway H2O". The section of the river from Montreal to the Atlantic is under Canadian jurisdiction, regulated by the offices of Transport Canada in the Port of Quebec.

**Photo of theDay**



USS LCS 8 MONTGOMERY moored in Puerto Princesa City at Palawan for some R&R  
Photo : Alan Mollenido – Maasmondmaritime.com ©



## Thousands sign ‘ban super trawler’ petition to ban supertrawler **By Charlotte Ikonen**

THE Government will respond to a petition to ban “monster” super trawlers from British seas. It comes



The MARGIRIS – Photo : Ruud Coster ©

as the Margiris fishing boat, once considered the second largest in the world, continues to operate off the South Coast. It was off Sussex as recently as last week. The Dutch-owned fishing boat was once banned from Australian waters and has provoked concern among environmentalists since it was spotted off the UK earlier this month. With a deadweight of 6,200 tonnes, the mammoth super trawler is longer than a football pitch and can process 250 tonnes of fish a day. Yesterday an official petition

to Parliament passed 10,000 signatures, meaning the Government must provide a response. The petition says: “The UK Government should work internationally to ban these trawlers and remove them from UK waters. “The mammoth commercial fishing vessel is designed to operate fishing trawls, which involves pulling a fishing net through a large body of water. “Heavily regulated in some nations, trawling is widely criticised for its lack of selectivity, and the physical damage the trawl inflicts on the seabed.” The 142-metre long Margiris is owned by Dutch company Parlevliet van der Plas, which says it has an “excellent reputation for sustainable fishing”. It was refused fishing licences in Australia in 2013, according to Greenpeace. At the time, Greenpeace Australia spokesman David Ritter said: “This monster is the biggest ship never to have fished in Australian waters. “Like most Australians, we’re happy to see the back of it.” A spokesman for the Blue Planet Society said: “The capacity of these trawlers is equivalent to dozens of small-scale fishing vessels, and sustainable small-scale fisheries cannot compete with industrial super trawlers. “Super trawlers are effectively floating factories and able to stay at sea for considerable periods of time. “Margiris can process 250 tonnes of fish per day whilst at sea. “Local, smaller fishing boats have to return to port to offload the fish prior to processing. “We think the super trawlers MARGIRIS and ANNIE HILLINA are targeting mackerel off Sussex. This will undoubtedly put them in contact with short-beaked common dolphins, endangered bluefin tuna and overfished sea bass.” Fishing in the Channel is governed by the Common Fisheries Policy, a set of rules laid down by the European Commission. A Commission official said: “The Commission is aware of concerns among NGOs concerning the activity of large trawlers (in UK waters). “All vessels operating in EU waters, large and small, have to abide by the rules and this is controlled by the member states’ inspection and control services. “It is a priority that all Union vessels comply with the legislation in force. “Therefore, if there is a suspicion that vessels infringe rules then the Commission would like to be informed and receive concrete facts. “Moreover, fisheries inspection authorities in the member states also need to be informed about this.” Fishing company Parlevliet van der Plas includes the Margiris on a list of pelagic trawlers on its website. The website says: “Pelagic fish shoals are located with the help of echo-sounding equipment. From the echogram it is possible to estimate the depth and the size of the shoal. “The net is towed behind the ship just below the water surface or further down the water column, but does not reach the sea bed. “Pelagic fishing gear is constantly undergoing further improvements to ensure a responsible fishery through better selectivity. “Special measures and aids - such as large mesh sizes in the front part of the net - are being developed to prevent the catch of unwanted species or undersized juvenile fish.” The company’s website says it has an “excellent reputation for sustainable fishing”. It says: “Our catch quotas are dictated by government and EU regulations, and are based on scientific advice. “We fish without causing damage to the seabed, and without disturbing the ecological system.” Source: The Argus

**Brexit:**

**Govt signs £87m ferry contracts for nodeal medicine supply**

Brittany Ferries, DFDS, P&O and Stena Line will provide additional capacity for up to 3,000 heavy goods vehicles (HGVs) a week.

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**Outrunning Super Typhoon Hagibis on Holland America's Westerdam**

When Mother Nature creates a super typhoon and earthquake at exactly the same time and place your cruise ship is scheduled to dock, the intrepid traveler has no choice but to sit back and enjoy the adventure. After 6 days at sea, from Juneau to Yokohama, guests were getting antsy. Ready to disembark at Kushiro and Hakodate, we could finally place our feet on land and explore Japan. The itinerary included visiting both ports and enjoying one more day at sea. In Yokohama, more than half of the 1,800 guests were planning to disembark, catch their planes, head home or spend a few days in Tokyo. However, the weather gods had other intentions. After visiting Kushiro it became painfully clear that the ferocious Super Typhoon Hagibis was going to wreak havoc with our travel plans. This massive storm was heading up the east coast of Japan scheduled to hit Tokyo on October 13th, and our ship was to head south, reaching the port of Yokohama the same day. Captain Mark Rowden, of Holland America's WESTERDAM, had to make the decision to protect his guests, keeping them out of harm's way. Passengers were savvy to the impending storm before the official announcement, as they could access current news through the BBC channel. Consequently, rumors were rampant and information from the staff was fuzzy because of the uncertain nature of a storm like Hagibis. It must have been agonizing for Captain Rowden to finally announce that our stop in Hakodate was canceled so he could use the time to maneuver to the west coast of Japan and avoid a direct hit. With ports closed and city evacuations ordered, he had to keep the ship at sea and race south to the Kanmon Strait. Passengers were disappointed but the majority were experienced travelers who know how to roll with the punches. This detour was a break from the endless horizon providing a needed change of scene. Numerous activities and shows onboard kept cabin fever at bay, however, some entertainment had to be rescheduled in order to deal with the rough seas and swaying ship. Elaborate dance groups were at risk of falling so a comedian stepped in and filled the void. Never a dull moment on the Westerdam. Another day at sea found us on the east coast again, eventually following the storm as it headed north and out to sea. Arriving in Tokyo a day late meant flights had to be changed, hotels rescheduled, excursions canceled – a monumental task for ship staff, endeavoring to assist guests with a fear of the unknown. Excursion refunds were issued, shipboard credits were added and free WiFi was given to those guests who needed to notify family members of changes. To his credit, the Captain insisted that his crew was not responsible for the delays, the decisions were on his shoulders and to please treat the crew with respect. So far no bad behavior has been witnessed, no mutiny at sea. We all knew the situation was unavoidable and we could deal with this inconvenience. Looking at the big picture, we were all lucky to be on this fantastic itinerary with a top-notch leader in the cruise industry. It's hard to complain while being served yet another creme brulee. Travel hiccups happen but, with a positive attitude, issues are resolved and worries float out to sea with the storm. Source: travelpulse

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**Lessons Learnt: Collision with a Fishing Vessel - Playtime: 4:36**

[https://www.ukpandi.com/knowledge-publications/tmtv/video/lessons-learnt-collision-with-a-fishing-vessel-21/?dm\\_i=33T,6JGM9,LGE99N,PZQVE,1](https://www.ukpandi.com/knowledge-publications/tmtv/video/lessons-learnt-collision-with-a-fishing-vessel-21/?dm_i=33T,6JGM9,LGE99N,PZQVE,1)

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**Brexit:**

**Govt signs £87m ferry contracts for nodeal medicine supply**

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**Old proverbs re-written:-** ..... “A bird in a taxi is worth two in bus.”

## **Ravestein BV, the Port of London Authority, Palmers Marine Services Ltd and Roy Goatham on trial for death in River Thames**

An engineer who drowned when a tugboat capsized after crashing into a crane in the River Thames was not wearing his life jacket properly, a court heard.



The captain Roy Goatham, 64, the Port of London Authority and the owners of the barge and tugboat are charged with health and safety failures over the death of 39-year-old Darren Lacey, of Gravesend, Kent, on August 12, 2011. The tugboat river pilots had not towed a barge that size since moving the 110-tonne Concorde plane to a museum in Edinburgh in 2004, Snaresbrook Crown Court heard. The tugboat, the CHIEFTON, capsized and Mr Lacey's body was

recovered without a lifejacket, the court heard. Prosecutor Mark Watson, QC, told Snaresbrook Crown Court in east London: "It doesn't appear Mr Lacey was wearing his life jacket in the proper way. "He wasn't wearing a crotch strap to secure it in position. This may explain why when Mr Lacey was subsequently found, it was found he wasn't wearing a life jacket." It was just one of a catalogue of failings that led to his death, it was alleged. Risk assessments for the operation had "numerous problems and failures and inaccuracies" with "no consideration" of the speed, length of separation between tugboat and barge or the "risk of collision", it was alleged. Mr Watson QC said: "On Friday 12 August 2011, a tugboat, known as the Chiefton, capsized and sank in the Thames near Greenwich. "Tragically, one of the crew members of the Chiefton, Darren Lacey, died in the incident when he fell into the river and drowned. He was 39 years' old at the time of his death. "In very brief terms, at the time of the incident which led to Mr Lacey's death he was on board the CHIEFTON, which was towing a large barge. "It was close to the front of that barge. The barge was also being pushed by another larger tug, the Steven B, at the rear of the barge. "Although there were two tugs involved, the tow was under the control of river pilots. "In keeping with the rather unusual nature of this tow, you can just see that those pilots, together with others involved in the tow, in Hi-Viz clothing stationed on top of the counterbalance of the crane at the front of the barge. "As you might suspect, this was not a routine arrangement for a tow on the River Thames.

"Shortly after this photograph was taken, as the tow passed through the 'U bend' in the Thames at Greenwich, the tow got out of position and drifted towards some buoys on the south side of the river. "In a last gasp attempt to avoid the buoys, the Chiefton turned to port, whilst it appears that the Steven B turned to starboard "The immediate consequence of this was that CHIEFTON, on its short towing ropes, was suddenly side on to front of the advancing barge, rather like a jack-knifed lorry. "The Chiefton swiftly rolled onto its side and was pushed right over by the barge. The crew of the Chiefton were thrown into the water as it was overcome and immediately sank, with the loss of Mr Lacey's life. "This prosecution arises from a lengthy investigation into that incident. "When the CHIEFTON sank on 12 August 2011 it was towing a barge known as the SKYLINE 19. "The four Defendants in this case; Ravestein BV, the Port of London Authority, Palmers Marine Services Ltd; and Mr Roy Goatham were each involved in that operation. "The prosecution case against the first two Defendants, Ravestein and the Port of London Authority, is that they are responsible for significant failures in the proper planning and management of that towing operation. "Ravestein BV, a Dutch company, was the owner of the SKYLINE 19 barge and it had been using the barge to carry out construction work on the River Thames. "The Port of London Authority are the authority responsible for the control of navigation on the River Thames from London down-river to the east. "Both of these organisations had responsibility for the planning and management of the tow operation on 12 August 2011. "The prosecution allege that by failing to properly plan and manage the tow, both Ravestein and the PLA were in breach of their legal obligations with regard to safety of the workers involved in that operation. "The crew of the CHIEFTON were thrown into the water as it was overcome and immediately sank, with the loss of Mr Lacey's life..." "The navigation of the tow required the co-ordination of instructions from the PLA pilots to two separate tugs. "The Skyline was a large barge. It was approximately 60m long, 22.0m wide and had a draft of 3.5m. In everyday terms, it is about one quarter the size of a regular football pitch. "And such a large vessel may



have potentially differing handling capabilities depending upon a variety of factors, for example: the conditions in the Thames; how the vessel was ballasted; and the weight it was carrying, clearly, it would be loaded on upriver transit and unloaded before the outward leg. “Although the pilots were very experienced in general terms, this was not an everyday operation for them.” He said the river pilots for the PLA transported the 110-tonne Concorde to the Museum of Flight at East Fortune near Edinburgh in 2004 and added: “That was the last time it would appear that a barge of this size had been transported on this stretch of river. “As far as a risk assessment is concerned, you can see a draft risk assessment - there’s nothing in this assessment about the risks arising from the tow itself, rather the focus and concerns here appear to be on the installation work itself. “What you will find in either this or the final version is that there are numerous problems and failures and inaccuracies.” “Although the pilots were very experienced in general terms, this was not an everyday operation for them...” Goatham, of Gravesend, Kent, is charged with failing to discharge his duty with respect to the safety of operation of his ship, its machinery and equipment in such a manner as to be likely to cause the loss or destruction or of serious damage to his ship or machinery, navigational equipment or safety equipment or the death or serious injury to its crew members in that he failed to properly maintain and operate the Chiefton. Palmer is charged with failing to ensure the CHIEFTON was operated safely and enduring the health and safety of its employees. The PLA is charged with failing to ensure the health and safety of its employees and Ravestein is charged with failing to ensure its barge was operated safely. • They all deny all counts. • The trial continues. Source : Kent Online

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### **“K” Line to Provide Relief for Victims of the Typhoon Hagibis**

Kawasaki Kisen Kaisha, Ltd. announced that it will provide a monetary donation in the amount of 5 million yen toward relief efforts in the areas damaged by the Typhoon Hagibis last week. In addition, the “K” Line Group is now organizing fund-raising activities among officers and employees. We would like to express our deepest sympathy to those in the disaster areas and sincerely wish for the earliest recovery from this most unfortunate event.

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### **British engineering firm secures £1.3bn Royal Navy ship contract British engineering firm**

Babcock has been named as the preferred bidder to build five new frigates in a contract worth £1.25bn. The Type 31 warships will be built at the Rosyth dockyard in Fife where Babcock currently employs 1,500 people. It is expected to provide work for a further 1000-1250 in the supply chain. Prime Minister Boris Johnson announced the plans in front of the HMS Belfast in London. He said: “I see the UK as a great shipbuilding nation – we already are but we want to expand it. “What it delivers is high quality jobs for young people - really high-skilled jobs for young people in this country - but also massive export opportunities of vessels that not only help to keep the peace but tackle piracy and help deal with immigration issues across the seas.” Building the new vessels would add to the 19 warships the Royal Navy current has in service and comes just months after a British-flagged ship was seized by Iran’s Revolutionary Guards in the strait of Hormuz. The contract will secure jobs at the Babcock-owner dockyard in Fife until 2028, on completion of the final ship. Two £6.2bn aircraft carriers under construction at the site are almost complete. Source : pwemag



The cutter TAMAR RACER closes on the survey ship HMS ECHO in Plymouth Sound, to collect the Admiralty pilot who has just helped her bridge team pass a test by navigating in through the narrow and awkward Eastern entrance to the breakwater. Photo : Raymond Wergan, Newton Ferrers.(c)

**Photos: Cruise Ship Cut in Half, ‘Stretched’ in Italy**

[https://gcaptain.com/photos-cruise-ship-cut-in-half-stretched-in-italy/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29&goal=0\\_f50174ef03-fd2fc49acd-139894965&mc\\_cid=fd2fc49acd&mc\\_eid=4c72dd3685](https://gcaptain.com/photos-cruise-ship-cut-in-half-stretched-in-italy/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29&goal=0_f50174ef03-fd2fc49acd-139894965&mc_cid=fd2fc49acd&mc_eid=4c72dd3685)

**BIGLIFT BAFFIN MADE STOP OVER IN SINGAPORE**



The BIGLIFT BAFFIN arrived from Nantong (China) loaded with 3 KONE SPPMXSTS cranes with a weight of 1494 M ton each off Singapore for bunkers before heading for Savannah (USA) the exceptional cargo onboard which can be seen at the photos onboard the BIGLIFT BAFFIN is on SB side 60 mtr hanging over and on PS 36 mtr, and the vessel is having an air draft of 61 mtrs during this voyage

The BIGLIFT BAFFIN is a MC class vessel within the Biglift fleet and a sister ship of the BIGLIFT BARENTSZ, registered in Amsterdam-The Netherlands the vessels are having a length of 173 mtr and beam of 42 mtr and summer draft of 6,5 mtr , the free deck space is 125 x 42 mtr with a maximum deck load of 20 T/m<sup>2</sup>

BigLift Shipping, member of the Spliethoff Group, is one of the world’s leading heavy lift shipping companies, specialised in worldwide ocean transportation of ro-ro, heavy lift and project cargoes, with a history dating back to 1973. BigLift strives for innovation, excellence and operational reliability, adhering to high Health, Safety, Environment and Quality standards and operating to strict time schedules.

Within the Spliethoff Group of companies BigLift Shipping handles all heavy, over-sized and special cargoes and engineered transport solutions. A modern fleet of 4 heavy transport vessels and 18 heavy lift vessels, including the Spliethoff P8-Type and P14-Type heavy lift vessels and the Chang Yung CY-Type heavy transport vessels, can be utilized for this purpose. Additionally, and in close cooperation with sister company Spliethoff, a fleet of over 50 multipurpose vessels is available for large project cargo volumes.

All vessels are operated in close cooperation between Spliethoff and BigLift Shipping. A team of dedicated, highly skilled professionals, with years of experience and the mindset to think creatively, enables us to offer innovative and safe solutions for clients’ technically and logistically complex requirements. Careful planning, engineering, coordination and supervision to ensure safe transportation are all in a day’s work. All the heavy lift vessels are equipped with their own gear with lifting capacities up to 2,200 mt and some have a ro-ro capability for loads up to 2,500 mt. The heavy transport vessels can load ro-ro cargoes up to about 16,000 mt a piece.



### Landlubbers or People outside the shipping industry

People outside the shipping industry rarely appreciate the inherent challenges we face in ensuring that American designed shoes, manufactured in Vietnam, are always in stock and on shelves in Hong Kong sneaker stores day in and day out. Or that German cars are sat in the showrooms of Australian dealerships in time for a key market release. So what do you think it takes to keep 90% of world trade ticking over?

**Source: Wilhelmsen**

### One Liners

A dyslexic man walked into a bra.

A man walks into a bar with a slab of asphalt under his arm, and says, "A beer please, and one for the road."

Two cannibals are eating a clown. One says to the other, "Does this taste funny to you?"

"Doc, I can't stop singing The Green, Green Grass of Home."

"That sounds like the Tom Jones Syndrome."

"Is it common?"

"Well, It's Not Unusual."

Two peanuts walk into a bar, and one was a salted.

An invisible man marries an invisible woman. The kids were nothing to look at either.

Deja Moo: The feeling that you've heard this bull before.

I went to buy some camouflage trousers the other day, but I couldn't find any.

I went to a seafood disco last week . . . and pulled a mussel.

What do you call a fish with no eyes? A fsh.

Two fish swim into a concrete wall. The one turns to the other and says, "Dam!"





**The RACE OF THE CLASSICS started in Rotterdam**  
**Photo : Flying Focus Aerial Photography [www.flyingfocus.nl](http://www.flyingfocus.nl) ©**

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### **AT THE DOCTOR'S SURGERY**

A gorgeous young redhead goes into the doctor's surgery and said that her body hurt wherever she touched it.

“Impossible!” says the doctor. “Show me.”

The redhead took her finger, pushed on her left shoulder and screamed, she pushed her elbow and screamed even more. She pushed her knee and screamed; likewise she pushed her ankle and screamed.

Everywhere she touched made her scream.

The doctor said, “You're not really a redhead, are you?”

“Well, no,” she said, “I'm actually a blonde.”

“I thought so,” the doctor said, “Your finger is broken.”

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

### Just Giving & The Merchant Navy Association



We are pleased to say we are now able to offer our supporters the facility to make donations via our **Just Giving page.**

This is a secure means of making payments and enables us to claim Gift Aid from the Treasury.

Go to [www.justgiving.com](http://www.justgiving.com) Click on 'Search' at the top right-hand side and type in Merchant Navy Association.



*That's all from me now folks.*

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

*Yours Aye,  
Malcolm*

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**FLY THE RED ENSIGN**  
FOR MERCHANT NAVY DAY  
3rd SEPTEMBER  


Registered Charity No. 1135661

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