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

Hi Shipmates,

Please find below more snippets of information since circular #2018-17 was published 13th September 2018. My thanks to MNA National Secretary, Pete Sinke’s daily publication “Maasmond Maritime - Shipping News Clippings”, Lloyds List, gCaptain, Maritime London, Flashlight and many others from the T’internet, not forgetting the items sent in by Readers and any other source I can access.

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MNA Slop Chest, The Supply Officer:- Sandra Broom sananpete@aol.com 0121 244 0190
If you call her, it may go to an answerphone. Please leave a message and she will call you.

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

The Carousel Rave tug MULTRATUG 32 in action in the port of Rotterdam
Photo: Piet Sinke www.maasmondmaritime.com (c)
Remembering MV Derbyshire

Typhoon Mangkhut strengthens as it heads toward Philippines

Typhoon Mangkhut has further intensified as it continues to approach the Philippine area of responsibility Tuesday morning, state weather bureau PAGASA said. In its latest bulletin, PAGASA said that “Mangkhut” now packs maximum sustained winds of 170 kilometers per hour near the center from the previous 160 kilometers per hour. It also has gustiness of up to 210 kilometers per hour from the previous 195 kilometers per hour. “Mangkhut” is moving slowly at a speed of 25 kilometers per hour. Once it enters the country’s vicinity Wednesday afternoon, “Mangkhut” will be named “Ompong.” It was last located 1,845 kilometers east of Southern Luzon. Tropical cyclone warning signal number one may be raised as early as Thursday evening, PAGASA said. The state weather bureau added that the typhoon will threaten Northern Luzon and may cross the Cagayan-Batanes area by Saturday. It will also boost the southwest monsoon, which will bring scattered light to moderate rains and thunderstorms over the Zamboanga Peninsula, Western Visayas and Palawan beginning Thursday. “Mangkhut” passed through Guam overnight, flooding streets, downing trees and causing widespread power outages. “Neneng”—which left the PAR Tuesday morning—has developed into a tropical storm while moving westward toward Southern China. It has been given an international name of “Barijat.” The center of the tropical storm was last seen 350 kilometers west of extreme Northern Luzon. Its effect on Northern Luzon is “gradually decreasing,” the state weather bureau said. — Gaea Katreena Cabico source :Philstar

Keel Laid for Dream Cruises’ New 204,000 gt Ship

A ceremony for Dream Cruises’ Global-Class flagship was held at MV WERFTEN’s Rostock shipyard

S.E. Qld. Vindicatrix

Global-Class flagship was held at MV WERFTEN’s Rostock shipyard

MN Mariners Association Inc.

Let the world know that Sept 3rd flag raising and MN monuments don’t only happen in the UK. In Australia mid 2015 the S.E. Queensland Vindicatrix & MN Mariners Association led by the President Brian Hunt BEM JP formed a committee to bring the Merchant Navy to the attention of the general public with a new memorial. Research had indicated that although there are monuments dedicated to “Lost Seafarers” situated at various state sites Australia, none of them actually recognised the memory of those
seafarers of **ALL** Nationalities. The Gold Coast Council was approached and agreed to take our submission to the necessary departments and also tentatively agreed with our choice of placement at Point Danger.

Point Danger is a headland, located at Coolangatta on the southern end of the Gold Coast on the east coast of Australia. The point is the location of the Captain Cook memorial and lighthouse, the Centaur Memorial (remembering the sinking of Australian Hospital Ship *Centaur* by a Japanese submarine on 14 May 1943) and Walk of Remembrance along with other Service memorials and the impressive building housing the Marine Rescue NSW Point Danger station/lighthouse. It is a picturesque area attracting thousands of tourists daily being exactly on the QLD/NSW border. The Gold Coast council estimate over 2200 visitors a day will make it to this spot and mark it as a “must see”.

As planning, designing and approvals went ahead so did the hard work of fund raising with submissions for Government grants, request for donation, raffles, BBQ’s and even begging. The culmination was a memorial now greatly respected by all.

The centre piece to the memorial is a bow anchor from the wreck of the SS Alberta that foundered on the Southerland Reef. The Alberta sank in 1890 just off Point Danger and the anchor was rescued from the sea in 1990. It was suggested that an approach to the Tweed Shire Council in allowing the committee to take over the restoration of this anchor and using it as the main attraction of the proposed monument. The anchor being sand blasted, stabilised and neutralised the rust and painting with protective coatings to preserve it into the next century and done so as a donation by Neumann Metal Industries.

The memorial was dedicated on 3rd Sep 2017 witnessed by several hundred interested persons, many ex-merchant seamen travelling from afar as the UK with most Australian states represented and tourists galore as they could see something special happening.

A stage was erected for a MC and VIPs which included, Governor of Queensland, RSL Chaplain and the City of Gold Coast Mayor and Lady Mayoress. With a memorial blessing, prayers, many speeches, choir singing, Last Post bugler and flag lowering the day was declared most successful.

One could not have wished for a better day weather wise, with a clear blue sky at sun up, to a sunny zephyr breeze at the right time with the Australian red ensign with Southern Cross stars on, the original UK red ensign and the Australia flag flying on the MN Memorial and a decent full extension. To make the day more perfect, whales were spotted frolicking out at sea with a boat of whale watchers following astern.

On 3rd September 2018 the memorial was again used by S.E. Queensland Vindicatrix & MN Mariners Association as a service to remember and a day to honour all those who have served and given their lives to the merchant navy and of course fly the Red Ensign.

Bill Davis, Editor.  
[www.seq.vindicatrix.com](http://www.seq.vindicatrix.com)
German pop star Daniel Kueblboeck missing after falling overboard from cruise ship

By: Rebecca Lewis

German pop star Daniel Kueblboeck has gone missing off the coast of Canada after going overboard from a cruise ship. Aida Cruises confirmed the news, and in a statement the company told Metro.co.uk that ‘an intensive search is taking place in the sea area off the Canadian coast in close cooperation with the Coast Guard for a missing person’. Kueblboeck was on a holiday cruise on board the AIDA Luna from Hamburg to New York. ‘The cruise ship AIDAluna was on route to Newfoundland when a person jumped overboard in the early hours of September 9, 2018 (local time),’ the statement continued. ‘The captain and crew of AIDAluna have immediately taken all necessary rescue measures, in close coordination with the local authorities. A cabin check was performed, which confirmed that a male guest was missing. ‘The missing person is Daniel Kaiser-Küblböck. The ship was stopped as a precautionary measure and returned to the spot where the incident was accepted. The search continues. ‘AIDA Cruises fully cooperates with the authorities and works hard to find the missing person.’ Kueblboeck found fame in 2003 after he appeared on Germany Seeks The Superstar; he later went on to star in various reality TV shows including I’m A Star – Get Me Out Of Here! and Let’s Dance His partner on Let’s Dance Oti shared the news with fans on Sunday evening, admitting she was ‘in tears’. source: Metro

Swire Shipping introduces weekly service from North Asia to South Pacific

Swire Shipping is pleased to announce the launch of a market-leading weekly service connecting North Asia and the Pacific Islands in October 2018. Jeremy Sutton, General Manager of Swire Shipping said: “Swire Shipping remains committed to offering our customers sustainable shipping solutions and being their partner of choice. With the introduction of this weekly service we will provide better frequency for our customers whilst also improving transit times to the Pacific from China, South Korea and Japan. This new service will also offer increased connections in to the Pacific Islands from South East Asia, North America, Europe, the Middle East, and the Indian Sub-Continent”. Mr Sutton added that these improvements will bring supply chain efficiencies and speed to market improvements for customers.

Doubling frequency

With weekly departures to and from all the main Chinese ports via transhipment over Busan and with direct departures from Busan in South Korea and Yokohama in Japan this will be the market leading service from North Asia into the Pacific. It will also offer connectivity to and from other global destinations via transhipment in Busan. Weekly calls to Port Vila, Nouméa, Lautoka, Suva, Nuku’aloafa, Apia, and Pago Pago. Fortnightly calls to Honiara, the Solomon Islands and Papeete, French Polynesia. The Northern China port of Tianjin will be offered as a direct link every fortnight and the port of Qingdao every month. Source: Swire Shipping
Crew Health Advice: Heart Disease
https://www.ukpandi.com/knowledge-publications/article/crew-health-advice-heart-disease-145426/?dm_i=33T,5VFRL,LGE99N,MYTHO.1

Ottawa Proclamation
The CHIRP Charitable Trust is pleased to announce the publication of Maritime Feedback 52 and our latest video broadcast Bulletin 11.
Feedback 52 is the third report of 2018 and contains reports on:
The wearing of personal flotation devices for fishermen and on leisure craft
The common theme of unsafe pilot boarding arrangements
Bridge resource management issues
Out of date charts and a feature on best practice.
MFB 52 will shortly be available online in 4 languages; English, Chinese, Filipino and Dutch.
Our latest video Bulletin 11 deals with topics from Feedback 51 such as emergency procedures for disabled passengers, rudder angle discrepancies and unauthorised modifications to standard equipment.
MFB 52 is freely available online at: https://www.chirpmaritime.org/newsletters/
Video Bulletin 11 is freely available online at: https://www.chirpmaritime.org/videos/
And on our Youtube channel at : https://www.youtube.com/watch?v=F4ziYCOvyA

During August 2018, CHIRP Maritime achieved its most successful results in a safety campaign concerning pilot boarding with over 12,000 hits on the Facebook page.
CHECK OUT – our latest online “Reference Library” – with new additions including the IMCA reports.

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

CHIRP Maritime – Putting the Mariner FIRST
https://www.chirpmaritime.org/

Investing in a Safer Tomorrow
Date: 15/06/2018
Share:

The Club has launched ‘Investing in a Safer Tomorrow’ competition to coincide with its 150th anniversary in 2019.
The competition has a prize fund of $50,000 and challenges students and those embarking on a maritime career both at sea and on shore, to develop innovative, industry changing ideas with a focus on improving safety at sea.
Teams of up to four or individuals can propose an improvement to any element of sea safety – from developments in seafarer wellbeing through to a tangible invention to improve physical safety or navigation.

Participants will have the opportunity to share their ideas on a global platform, with shortlisted candidates gaining access to maritime industry experts and a chance to expand their professional network. Finalists will be flown, all expenses paid, to the UK in June 2019 to attend the Club’s 150th Gala Dinner in London and the winning team or individual will receive a prize fund of $30,000 with second place being awards $15,000 and third place $5,000.
To find out more about the competition – or to enter please visit the dedicated microsite at https://150competition.ukpandi.com

Watch the video to find out more… https://vimeo.com/274483469
Borderers honoured for Merchant Navy service

Merchant Navy Day - Published: Monday, 3rd September 2018

Around 20 ex-Merchant Navy personnel from the Borders have been recognised for their services at a civic reception we hosted.

The ceremony at our Headquarters was held to mark Merchant Navy Day, which takes place on 3 September every year to honour the brave men and women who kept Britain afloat during both World Wars, and also celebrate the importance of modern day merchant seafarers.

Amongst those in attendant was Stephen Taylor Smith, a 95-year-old from Selkirk who is believed to be the last surviving member of the Defensively Equipped Merchant Ships (DEMS) which operated during World War II.

Stephen's story
Stephen joined the DEMS in 1943 and made a number of voyages across the Atlantic to New York as well as the Mediterranean Sea, serving as a gunner.

It was dangerous occupation, with cargo such as aircraft fuel and ammunition making the DEMS a target for German U-Boats but Stephen successfully completed three years’ service with the branch.

A book on his career and life was published last year by Brian Parker, of Yetholm.

Stephen was given the opportunity to raise the Merchant Navy flag at our HQ, alongside our Convener, Councillor David Parker.

Councillor Parker
“I was delighted to be able to host local ex-Merchant Navy personnel and their families and hear some fascinating stories about their time serving their country.

“Meeting the likes of Stephen Taylor Smith was an honour and I am proud we will fly the Merchant Navy flag above our Headquarters this week.”

Councillor John Greenwell, our Armed Forces and Veterans Champion
“The Merchant Navy has provided an important service for the last century to Britain, providing vital supplies to the country particularly at times of war.

“This ceremony is a small thank you to Borderers who served in the Merchant Navy for their considerable efforts over a number of years.”

Images from the ceremony are available on Scottish Borders Council Flickr page.

China-owned fleet becomes world’s second largest

A remarkable maritime event occurred recently. China became the world’s second-largest shipowning country, overtaking Japan. The top shipowner, Greece, is still much larger but the gap is closing as China’s fleet expansion continues at a rapid rate. Numerous giant ore carriers, tankers and container ships scheduled for delivery to Chinese owners in the months and years ahead are likely to further boost capacity. Strong and accelerating growth in the China-owned merchant ship fleet has unfolded. In 2017 an increase exceeding 9 percent was seen, and recent signs suggest that this year’s annual rise could be similar. Opening an article for Hellenic Shipping News Worldwide, by Richard Scott, managing director, Bulk Shipping Analysis and associate, China Centre (Maritime), Solent University
Merchant Navy Association

ANNUAL GENERAL MEETING

LADYWOOD SOCIAL CLUB, LADYWOOD MIDDLEWAY, BIRMINGHAM  B16 8SY

11.30 HOURS, SATURDAY 27th OCTOBER 2018

AGENDA

1. Homage.
2. Introductions.
3. Apologies for absence.
4. Approval of the Minutes of the 2017 Annual General Meeting.
5. Matters arising from the Minutes of the 2017 Annual General Meeting.
7. Elections
8. Motions:
   8.1 Reappoint MNA Accountants - Forrester Boyd, Grimsby.
   8.2 Reappoint MNA Insurance Brokers – Friar Best Insurance Services Ltd., Seahouses.
9. The next Annual General Meeting:
   Time: 11.30 hours, Saturday, 26 October 2019.
   Venue: Ladywood Social Club, Ladywood Middleway, Birmingham B16 8SY.

Open Discussion will follow the AGM.

Doors open at 11.00 hours

A grasshopper hops into a bar and jumps up on a barstool.

The bartender looks at him, starts laughing and says,
"Hey! We got a drink named after you!"

The grasshopper gives the bartender a dirty look and says,
"You got a drink named Terry?"

Paddy calls Qantas to book a flight.
The operator asks "How many people are flying with you?"
Paddy replies "I don't know! It's your bloody plane!"
Big Ships' near miss off Rosebud sparks safety probe into port, pilots
Victoria’s maritime safety regulator is investigating a potentially disastrous near miss in which two large commercial ships came close to colliding in Port Phillip Bay. A 200-metre vessel laden with cars is believed to have veered off course and into the path of a 42,000-tonne container ship offshore from Rosebud in the early hours of August 12. Following the incident, Ports Minister Luke Donnellan asked the watchdog to investigate whether any regulatory changes ought to be made to improve safety in Victoria’s shipping channels. Tracking of the incident on the Marine Traffic website indicates car-carrying vessel Tomar travelled off its line while rounding a bend in the shipping channel and into the path of CPO Jacksonville, a 260-metre container ship bound for the Port of Melbourne. A source in the shipping industry said the vessels came within 50 seconds of colliding and were travelling towards each other at a closing speed of about 35 knots. Rachel Gualano, Maritime Safety Victoria’s director of maritime safety, said the regulator would investigate the "close quarters incident" as well as those parties responsible for safety in port waters. “These incidents are invariably complex, and involve a number of parties and contributing factors, so Maritime Safety Victoria is devoting the effort and time required to come to a considered solution as soon as possible,” Ms Gualano said. The near miss has also exposed fierce competitive tension between the two sea-piloting companies that operate in and out of the Port of Melbourne. TOMAR was being piloted by a new sea piloting company called APG, which began operating in February. CPO Jacksonville was being piloted by Port Phillip Sea Pilots, which has operated since 1839 and until this year had a monopoly on the Port of Melbourne’s sea piloting operations. Transport Safety Victoria approved APG’s entry into the market following heavy lobbying by the shipping industry, which argued competition in sea piloting would reduce fees Rod Nairn is chief executive of industry group Shipping Australia, and said he had been pushing to break up Port Phillip Sea Pilots’ monopoly for several years as a way to push down costs. He also said it was possible there had been other near misses between commercial vessels in port waters that had not been reported to the regulator “When you’ve got two different companies out there operating, they’re watching out for each other and they’re willing to report on each other,” Mr Nairn said. “So if somebody does something wrong it’s more likely it will be seen and picked up.” Mr Nairn said that competition between sea pilots would improve safety in the long run. But the two companies are at loggerheads, with APG alleging anticompetitive behaviour by its more established commercial rival The Age understands that APG has recently asked the Australian Competition and Consumer Commission to investigate whether Port Phillip Sea Pilots is in breach of competition law under the terms of a new effects test that passed federal parliament in October 2017 The ACCC declined to comment, citing a media code of conduct that prevents it commenting on complaints or potential investigations. The Port of Melbourne is Australia’s busiest, handling almost 3 million shipping containers last financial year. The Andrews government privatised the port in 2016, leasing it to the Lonsdale Consortium for 50 years in a $9.7 billion transaction. Mr Donnellan said he was awaiting the outcome of the investigation by Marine Safety Victoria. The government's review of maritime safety also follows a series of questions on notice in parliament by Victorian Greens MP Sam Hibbins. Maritime Safety Victoria said it would publish a summary of the investigation findings when it was complete. Source: The Age ©

New Report Explores Human Impact of Autonomous Ships
https://gcaptain.com/new-report-explores-human-impact-of-autonomous-ships/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29&goal=0_f50174ef03-d442457fcd-139894965&mc_cid=d442457fcd&mc_eid=4c72dd3685

You Can Watch Hurricane Florence Roll In Live from the Frying Pan Tower – Here’s How
https://gcaptain.com/you-can-watch-hurricane-florence-roll-in-live-from-the-frying-pan-tower-heres-how/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29&goal=0_f50174ef03-d442457fcd-139894965&mc_cid=d442457fcd&mc_eid=4c72dd3685
Concerns raised after ferry firm’s decision to halt the transportation of live calves from Scotland

Scotland’s Rural Affairs Minister has raised concerns about ferry firm P&O’s decision to halt the transportation of live calves from Scotland. Mairi Gougeon insisted the issue of shipping animals overseas was “not as black and white” as critics suggested. However she stressed she was keen to “find a positive way forward” and find an alternative for male calves born into dairy herds – who are either shot at birth or separated from their mothers and sold overseas. Ms Gougeon told MSPs that P&O “confirmed they will no longer be transporting live calves from Scotland which are destined for continental Europe” after the screening of a BBC documentary. But she said while she was “shocked” by some of the scenes of young animals being transported in the programme, she added: “I have to emphasise there wasn’t anything in that that suggested any harm had been done or there was any breach of any welfare standards by anyone transporting the calves from Scotland to Northern Ireland, Ireland or continental Europe. “So I am concerned about the decision which has been reached by P&O.” Despite that SNP MSP Christine Grahame said there “remains widespread concern about the removal of bull calves, weeks old, from their mothers, distressing for both, and transporting them for some cases over six days” Labour MSP Claudia Beamish also said: “Surely the only way to stop this is to ban live exports, as Scottish Labour and other opposition parties such as the Greens think we should be doing.” Albert Einstein once said “the definition of insanity is doing the same thing over and over, and expecting a different result” Green MSP Mark Ruskell welcomed P&O’s decision, saying the ferry firm had shown “more backbone” than the Scottish Government on the issue of animal welfare. He stated: “The firm line being taken by P&O after I contacted them shows that a private ferry operator has more backbone than the SNP Government “Live animal exports is an issue the public care deeply about, and Nicola Sturgeon’s ministers are complicit in animal cruelty.”But Conservative MSP Edward Mountain, a former farmer, insisted the programme broadcast did not “accurately reflect the high standards within the industry in Scotland that I have known and worked in for 39 years of my working life”. Source : Independent

Lifeboat assists tug towing four giant fenders

Lowestoft RNLI relief lifeboat, RNLB Cosandra, was called into action just before 9.30pm Tuesday, September 11 to go to the aid of the tug that needed assistance with an engine out of action nine miles from the port. Coxswain John Fox said: “We were called to the 28-metre tug, which was involved in ‘Ship to Ship’ transfer work – taking giant fenders that are also called ‘Yokohamas’ to oil tankers temporarily moored offshore. “The tug was returning to port when one of the lines normally lashed down on deck, broke free and became wrapped around one of the ship’s two propellers. “This resulted in the tug limping along with just one engine causing difficulty with steering – which was not helped by the giant fenders, two of which were strapped to the starboard side and two being towed from the stern.” The coxswain added: “We connected our towline and began the slow haul back to the harbour. It was raining, the sea was rolling a bit and we were towing a considerable load but our Shannon-class lifeboat was up to the task. However the biggest test was still to come. “Towing the tug and fenders through the pier heads was going to be a big challenge. There are big tides running across the harbour entrance at the moment and so we took the entry very slowly. “The manoeuvrability and response of the water jets propulsion system on the lifeboat enabled us to line the tug up so it could pass between the pier heads. Once into the inner harbour we managed to gently position the tug and fenders onto the ‘hammer head’ quayside between the Waveney and the Hamilton Dock at 1.30am today (Wednesday) where the HM Coastguard Rescue Team from Lowestoft were waiting to secure the vessel’s lines.” Mr Fox added: “This has been a busy period for us with this being the third call in as many days. But this was a good test for both the lifeboat and the crew – and both came through it well.” Source : lowestoftjournal
First container ship successfully breaks through the ice

With a speed of 11 knots the «Venta Maersk» sailed through the most difficult part of the Northern Sea Route. By Atle Staalesen The brand new container ship designed for voyages in icy conditions in late August set out from Busan, South Korea, and was from 8th September accompanied by nuclear icebreaker 50 LET POBEDY through the East Siberian Sea and Laptev Sea. It is said to be the first regular container ship that has crossed the Russian Arctic route. The icebreaker escort was completed as the ships had sailed into the Laptev Sea on the 11th September, nuclear power company Rosatom informs. Ice data from the Russian Arctic and Antarctic Research Institute show that there is still more than one-meter thick ice in major parts of the East Siberian Sea, while the whole Kara Sea and practically all of the Laptev Sea is ice-free. The VENT MAERSK convoy successfully proceeded through the Sannikova Strait, which is the shortest route, with an average speed of 11 knots» says Rosatom Chief of maritime operations Vladimir Atyunyan. «There has been no complaints from the ship captain or the shipping company,» he underlines. It will proceed through the Laptev Sea, and subsequently the Kara Sea and Barents Sea before it enters Norwegian waters. The nuclear icebreaker «50 let Pobedy» has course for Murmansk where it is to undergo planned repair works The Danish-registered container ship VENTA MAERSK is built in 2018 and can carry up to 3,600 containers. Several more companies are considering to start test voyages with container ship across the Northern Sea Route. Among them is the Korean company Hyundai Merchant Marine that in 2017 confirmed its plans to send container shipments with vessels capable of carrying 2500-3500 TEU on the route. Russia has major ambitions for the Arctic shipping connection between Asia and Europe. But trans-shipments on the route has been sparse. In 2016, only 19 ships with 214,500 tons of cargo made it transit from the Bering Strait to the Barents Sea. That was more than in 2015 when goods volumes shipped transit along the route was only 40,000 tons. In 2017, the goods volumes shipped transit on the route were slightly less than one million tons. Source : thebarentsobserver

The National Hurricane Center Recorded an 83-Foot Wave Height Associated with Florence. It Could Be An Error, But Maybe Not - Sept 13, 2018 by Mike Schuler

My eye lit up in amazement Wednesday morning after I scrolled to a tweet by the National Hurricane Center’s Tropical Analysis and Forecast Branch claiming that satellite radar picked up a significant wave height of 83-feet in the northeast quadrant of Hurricane Florence. My mind was blown, along with the others who shared, retweeted and commented on the post. A wave significant wave height of 83-feet is enormous. That’s 25 meters! One thing to keep in mind is when measuring wave heights, scientists use significant wave heights, a measurement that takes the average of the highest one-third of waves. Because it is an average, individual waves can always be taller, sometimes a lot taller.

Image Credit: NOAA
Maritime Cook Islands attended the MERCHANT NAVY DAY at the Cook Islands Returned and Services Association. Held to Commemorative Service in memory of Merchant Seafarers who died in World Wars 1 and 2 and in conflicts up to the present day.

BOOK REVIEW by : Frank NEYTS

“The Darkness Below” Recently Whittles Publishing released ‘The Darkness Below’, written by Rod MacDonald. The diving world has waited since 2005 for the sequel to Rod’s best-selling ‘Into the Abyss’; and here it is at last. Dive with Rod as he progresses from Deep Air to Trimix – and then onto Rebreathers. Experience exploring virgin shipwrecks at the very edge of deep mixed gas diving – share in the adventure, danger and laughter along the way. Be there. Told in intimate detail with a beguiling sense of self-deprecating humour, he recounts epic dives on some of the most fabulous shipwrecks around the world. A daring expedition into the heart of the feared Corryvreckan whirlpool, the third largest in the world, keeps the reader engrossed. Terrifying first explorations of virgin shipwrecks far offshore, lost in time and enshrouded in darkness in the silent depths, cram the pages. “The Darkness Below” (ISBN 978-1-84995-037-4) is issued as a paperback. The book counts 208 pages and costs £18.99 or $21.95. The book can be ordered via every good book shop, or directly with the publisher, Whittles Publishing, Dunbeath Mill, Dunbeath, Cairness IKW6 6EG, Scotland (UK), e-mail: info@whittlespublishing.com , www.whittlespublishing.com .
Petchem Company, NVOCC Found Liable for MSC Flaminia Fire

The U.S. District Court for the Southern District of New York has reached a decision in the case of the explosion aboard the container ship MSC Flaminia in 2012. According to the court, the fault for the casualty lies with the manufacturer and freight forwarder of a potentially hazardous cargo.

On July 14, 2012, as the Flaminia was under way from New Orleans to Antwerp, a cloud of smoke began emerging from Hold 4. The crew treated it as evidence of a container fire and released CO2 to suppress it. When a seven-man team went forward to prepare firehoses alongside the hatch, an explosion followed. In the aftermath, three crewmembers were killed, two were severely injured, the vessel was damaged, and most of the cargo containers aft of Hold 4 were destroyed. In an earlier opinion, the court found that the blast was the result of a runaway chemical reaction within three tanks of divinylbenzene (DVB) - a monomer additive that is used in making plastic resins - and a spark created by the crew's reasonable firefighting response. According to the court, the manufacturer of this cargo was aware of the substance's tendency to self-polymerize and generate large amounts of heat if exposed to temperatures over 85 degrees F for a prolonged period. The tanks of 80 percent DVB (brand name DVB80) were delivered to the New Orleans Terminal for shipment in June, where they were stored in the sun for 10 days before loading aboard the Flaminia. They were stowed in the vessel's hold next to a heated cargo of diphenylamine, and near to the ship's heated bunker fuel tanks, exposing them to a higher-than-normal temperature during the voyage. Based on expert testimony that the pre-loading and post-loading storage conditions were causal factors in the chemical reaction and the explosion that followed, the court found that only cargo manufacturer Deltech and NVOCC Stolt Tank Containers B.V. bore responsibility for the casualty. It specifically found that shipowner Conti, vessel operator NSB, and ocean carrier MSC were not at fault and bore no liability. The court assigned Deltech the greatest responsibility for the accident.

"Contrary to their own safety protocols developed after prior polymerization incidents that determined that shipping DVB out of New Orleans should be avoided in warmer months, Deltech booked the shipment of DVB80 out of New Orleans for late June. This fateful decision was the result of — at the very least — a combination of a considered decision at the highest levels of Deltech and managerial errors that followed," wrote presiding judge Katherine B. Forrest. She assigned Deltech a 55 percent share of the liability. Stolt was assigned the remaining 45 percent share for its role in arranging the shipment. "Stolt possessed extensive information regarding the heat sensitive nature of the DVB yet it:
(1) failed to pass information to the ocean carrier, MSC, in an effective manner regarding the dangers of heat exposure . . . and
(2) was responsible for arranging loading the DVB into ISO containers earlier than it should have, and arranging for those to be transported to [New Orleans Terminal] and deposited in the open air at the terminal," Judge Forrest wrote. Source: MAREX
MMEA detains two tanker ships in illegal fuel transfer

The Malaysian Maritime Enforcement Agency (MMEA) detained two tanker ships near Pengerang, today, after their crew failed to furnish documents from Customs Department or any tax payment-related proofs. Tanjung Sedili Maritime director, Maritime Commander Mohd Zulfadli Nayan said the ships were spotted by the agency’s patrolling team at 2.5km southwest of Tanjung Setapa at 12.15am. He said this was following a complaint on suspected Ship-to-Ship STS) fuel transfer carried out by the vessels, of which one of them was transporting liquefied natural gas (LNG). “There was suspicion that there were attempts by the vessel operators to evade tax who were plying the waters near Pasir Gudang Port boundary,” he said in a statement today. He said the ships, that were registered in Malaysia, were detained with 41 crew members. “During checks, the captains failed to furnish documents related to tax payment or customs declaration,” he said. The case is being investigated under Customs Act 1967 and Merchant Shipping Ordinance 1952. Mohd Zulfadli also thanked the public for reporting such suspicious activities to the authorities. “We are responsible in ensuring that the Malaysian waters are free from any illegal activities,” he said. Source: New Straits Times

VLCC superstructure sank off Ulsan

Of a tug was approaching Shipyard, when 60- meter long, 38-meters high structure, weighing 917 tons, went overboard and sank. Source: Maritime Bulletin ©

The U.S. Coast Guard responded to a fishing boat on fire with 28 people aboard on Friday.
The incident involving the 131-foot vessel occurred 46 miles southwest of Serranilla Bank, Colombia. The Coast Guard sent assets to the scene after receiving a report from the Jamaican Defence Force, and a HC-130 Hercules airplane crew located the fishing boat. The crew aboard the Challenge Pollux, a 774-foot tanker, responded to the Coast Guard's call for assistance and rescued all 28 people. A Colombian Navy ship then arrived on scene, embarked the 28 people and transported them to shore. Some injuries have been reported. Captain Shawn Koch, the Coast Guard Seventh District Incident Management chief, said the rescue was a testament to the outstanding coordination between Joint Rescue Coordination Center Miami and its international partners. “Although the Coast Guard's Seventh District is working tirelessly to help those impacted by Hurricane Florence, we continue to execute our day-to-day operations outside of hurricane-affected areas.” Source : MAREX

NTSB Video Details the Investigation of the Sinking of U.S. Cargo Vessel El Faro (15 minutes)

When a married man says, I WILL THINK ABOUT IT - what he really means is that he doesn't know his wife's opinion yet.
Tugboat rescue saves two clinging to overturned boat at Columbia River
by Marie Schurk
Two people from Umatilla have been rescued at the Columbia River after responders said their boat overturned, leaving them in cold, rough waters. The Morrow County Sheriff’s Office (MCSO) received a call from the US Coast Guard around 6 p.m., Sept. 11 of two people in the water clinging to an overturned boat. A crew at the Tidewater Tugboat known as Ryan Point spotted the incident despite choppy, difficult to see conditions, according to reports. The tugboat crew arrived to find the victims Derek Alan Ness, 38, and Laurie Dawn Merrell, 47, were hypothermic and extremely weak from being in the rough waters for three hours, authorities said. Many personnel assisted in rescuing the couple and getting them to the Tidewater dock in Boardman. Medics took the two boaters to two waiting ambulances and the firefighters and the tugboat crew took the small boat to shore and back on to its trailer. Authorities say a marine investigation for this incident is ongoing. The sheriff’s office marine patrol would like to remind boaters to make sure to always carry the required safety equipment and to be aware of the conditions on the water. source: keptrv

Archaeologists Closer to Identifying Cook’s Bark Endeavour
Posted: 19 Sep 2018 06:40 PM PDT
We are within days of the 250th anniversary of when Captain James Cook set off on an epic circumnavigation, stopping at numerous islands in the Pacific, as well as Australia and New Zealand on the bark HMS Endeavour. Now, the Rhode Island Marine Archaeology Project (RIMAP), working with the Australian National Maritime Museum (ANMM), has come closer than ever to locating the wreck of Cook’s bark Endeavour in the waters off Newport, Rhode Island.

After Captain Cook’s voyage from 1768 to 1777, the Endeavour was decommissioned. In 1775, it was sold and subsequently chartered to the Royal Navy as a transport ship. Renamed the Lord Sandwich 2, the ship served to carry troops and supplies across the Atlantic during the American Revolution. In 1778, the Lord Sandwich 2, and 12 other ships chartered to the Royal Navy, were sunk off Newport to attempt to obstruct an approaching French fleet.

In 1999, researchers from RIMAP located documents in the UK’s National Archives which identified Lord Sandwich 2 as Captain Cook’s Endeavour and roughly identified where the ship had been scuttled along with the 12 other ships of the transport fleet. In the close to two decades since, RIMAP archeologists have been mapping the wrecks in the area where the ships were scuttled attempting to identify Cook’s ship. They are expected to announce on Friday that they have narrowed it down to one or two of the wrecks, although they have not yet found the Endeavour.

“We’re not in a position to identify it conclusively,” RIMAP’s Kathy Aththas told News.com.au. “Once excavated it will require sampling, testing of the type of wood and nails, and analysis which won’t give us a definitive answer for another 18 months.”

2017 Update of RIMAP’s Search for Capt. Cook’s Endeavour Bark

Archaeologists Closer to Identifying Cook’s Bark Endeavour

Thanks to David Rye and Jean-Pierre Declémey for contributing to this post via Old Salt Blog

Belgian newspaper reports Antwerp pilots walked off job
At least 30 containerships were left waiting to berth, according to an account from The Brussels Times.
Scorpio Tanker Ransacked by Pirates Off West Africa - September 19, 2018
by gCaptain

A product tanker was attacked by a group of armed pirates on Monday while at an anchorage off the coast of Guinea in West Africa.

The IMB Piracy Reporting Centre reported the tanker was at anchor at the Conakry Anchorage when it was boarded by four armed robbers after midnight on September 17.

During the attack, the pirates fired at the bridge windows and gained access into the accommodation. As the crew locked themselves in the ship’s citadel, the pirates ransacked the ship’s cabins and escaped with personal belongings. A navy boat later arrived to provide assistance.

The tanker has been identified as the 2015-built STI Hammersmith, belonging to Scorpio Tankers.

AIS ship tracking data showed the vessel arrived from Las Palmas, Spain and she remained at the Conakry Anchorage as of Wednesday.

All crew were reported safe in the incident.

Should iPhones Be Allowed on The Bridge of a Ship?
https://gcaptain.com/should-iphones-be-allowed-on-the-bridge-of-a-ship/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29&goal=0_f50174ef03-41ef61f249-139894965&m_c_id=41ef61f249&m_c_eid=4c72dd3685

Customs’ drug bust: 10 tonnes of cannabis resin worth €28.5 million inside container ship

‘Largest ever drug find in Malta’ as over 15 tonnes of cannabis resin intercepted at Malta Freeport inside container ship sailing to Libya By ; Matthew Vella

Maltese Customs have uncovered what has been termed by a government statement as the largest ever drug find in Malta. According to information received by MaltaToday, over 15 tonnes of cannabis resin was seized while in transit at the Malta Freeport on a container ship that had left Syria and was sailing to Libya. The Maltese government said in a statement that the container ship had been followed for days before its arrival in Malta and the intervention of Customs officers.

Customs officers were inspecting four containers at the Malta Freeport. Three of the containers were declared to be carrying pails of crockery detergent, while the other container was declared to carry blow-torches. The containers, which were transiting through Malta on their way from Syria to Libya, were flagged as 'potential high risk containers' following risk analysis performed by the Malta Customs Container Monitoring Unit. All four containers were scanned by the ZBV backscatter scanner, and subsequently by the Nuctech x-ray scanner. In both occasions, all pails of detergent produced inconsistency in the image. Upon physical inspection, Customs officials uncovered bundles of brown substance hidden within the detergent. Following a narcotics field-test, conducted by Customs officials, there was a positive indication for cannabis resin. Initial indications suggest that the quantity of cannabis resin detected amount to circa 10 to 11 tonnes, with a street value of approximately €28.5 million Customs officials requested the assistance of the Police AntiDrug Squad and the Malta Police Forensic Section who are now handling and investigating the case. "Although the investigations are still underway, the haul is definitely the largest of its kind in Malta, both in quantity and in value,” the Customs department said. A magisterial inquiry is underway. Source : Malta Today

Shell ditches 'hated' North Sea offshore rota
Shell is to return to a pattern where North Sea staff will work two weeks offshore, then three weeks onshore.
Top 10 Reasons Why Ship Officers Fall Asleep on Watch
https://gcaptain.com/top-10-reasons-why-ship-officers-fall-asleep-on-watch/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain%28Gcaptain.com%29&goal=0_f50174ef03-676e945b30-139894965&mc_cid=676e945b30&mc_eid=4c72dd3685

At Least 42 Drowned in Lake Victoria Ferry Sinking, Officials Say Death Toll Could Top 200
September 20, 2018 by Reuters

By Nuzulack Dausen

DAR ES SALAAM, Sept 20 (Reuters)– At least 42 people drowned when a ferry sank on Thursday in Tanzania’s Lake Victoria and government officials feared the final death toll could be more than 200, a senior local official said. Ukerewe District Commissioner Colonel Lucas Magembe told Reuters that the rescue mission to find survivors from the disaster had been halted until dawn on Friday with 42 people confirmed dead.

Initial estimates showed that the MV Nyerere was carrying more than 300 people onboard. It went down in the afternoon just a few meters from the dock in Ukerewe district, according to national ferry services operator TEMESA said.

But it was hard to establish the precise number of passengers on board since the person dispensing tickets had also drowned with the machine recording the data lost. TEMESA spokeswoman Theresia Mwami said the operator had carried out maintenance on the ferry in recent months, overhauling two engines.

In 1996, a ferry disaster on Lake Victoria in the same region killed at least 500 people. In 2012, at least 145 people died in a ferry disaster in Tanzania’s semi-autonomous archipelago of Zanzibar in the Indian Ocean, on a vessel that was overcrowded.

(Reporting by Nuzulack Dausen; Additional reporting by George Obulutsa in Nairobi; Writing by Maggie Fick; Editing by Richard Balmforth)

Was it an accident or another case of overloading??

Two days after the capsize, divers rescued an engineer from an apparent air pocket inside the overturned ferry. The NY Times report that the engineer who was rescued, Alphonce Charahani, was immediately rushed to a medical facility on Ukara island to receive care. Few details on his health have been released, but the authorities described him as being covered in oil when he was found. The ferry had an official passenger capacity of only 100 people. Some estimates are that it may have been carrying three times that number when it capsized.

Death Toll Jumps to 136 in Tanzania Ferry Disaster with Scores Still Missing

Ship Managers Detained as Capsized Tanzanian Ferry Death Toll Reaches 224

U.S. Navy Commences Oil Removal from Capsized German Cruiser ‘Prinz Eugen’ in Marshall Islands
https://gcaptain.com/u-s-navy-commences-oil-removal-from-capsized-german-cruiser-prinz-eugen-in-south-pacific/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain%28Gcaptain.com%29&goal=0_f50174ef03-676e945b30-139894965&mc_cid=676e945b30&mc_eid=4c72dd3685
Cruise Ship With More Than 500 People On Board Breaks Moorings and Drifts from Dock in Scotland

https://gcaptain.com/cruise-ship-with-more-than-500-people-on-board-breaks-moorings-and-drifts-from-dock-in-scotland/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29&goal=0_f50174ef03-676e945b30-139894965&mc_cid=676e945b30&mc_eid=4c72dd3685

Oil tanker runs aground in Milos, no leak reported

A Greek-flagged oil tanker run aground in shallow waters at the beach of Kanavas, on the island of Milos, on Wednesday morning, while trying to dock at the pier. FRES, with a crew of 16 Greek nationals onboard, was sailing from Lesvos to Milos carrying 1,000 tons of fuel oil. So far, no oil leaks have been reported and the vessel does not appear to be taking in water. A coast guard vessel and a ship tasked with cleanup operations are on their way to inspect the tanker. Source: ekathimerini

Cruise ship moors in Rotterdam with dozens of ill passengers

Dozens of cruise ship passengers who fell ill during their voyage were temporarily held on board Thursday after the liner moored in the Dutch port city of Rotterdam. The sickened passengers were on board the AIDAPERLA. The ship’s German operator Aida Cruises said in a statement that crew increased hygiene measures after "gastro intestinal infections occurred among passengers." Local emergency services said in a statement that 70 passengers reported feeling sick and received treatment onboard. By early afternoon, port authorities and the cruise company said that all passengers were being allowed on and off the ship. It was not immediately clear how many passengers the ship was carrying. Source: startribune

Seven armed robberies on ships in Asia reported in August

THERE was a total of eight reported incidents of armed robbery against ships in Asia, one of which was an attempted incident in August, one fewer than the total number of incidents reported the month before, according to the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAPP). Of the eight incidents reported in August, six incidents occurred on board ships at anchor/berth and two incidents on board ships while underway. Of the seven actual incidents, one was CAT 2 incident and the other six were CAT 4 incidents, reported ReCAPP. No piracy incident was reported, and no reports were reported of crew being abducted in the Sulu-Celebes Seas. There was also no ship hijacked for the theft of oil cargo. A total of 57 incidents comprising of 45 actual incidents and 12 attempted incidents have been verified and reported to the ReCAAP during January-August 2018. Of these, 54 were incidents of armed robbery against ships and three were piracy incidents. Compared to January-August 2017, there was a 5 per cent increase in the total number of incidents reported during January-August 2018. During January-August 2017, a total of 54 incidents comprising 46 actual and eight attempted incidents were reported. Source: Schednet

Panama Revokes Registration of Last Migrant Rescue Ship in Central Mediterranean
Celebrate 10 years of Heritage Tugboat Sailings

Take a trip back in time aboard the historic steam tugboat the WILLIAM C DALDY during the Auckland Heritage Festival. The WILLIAM C DALDY Photo: Bill Barber ©

Ports of Auckland are proud to announce the return of the historic WILLIAM C DALDY steam tugboat tours as part of the Auckland Heritage Festival for the tenth year running! Tours aboard the 83-year-old tug will occur every Saturday and Sunday during the festival, which runs from 29 September to 14 October. The theme for this year’s Auckland Heritage Festival is ‘Ngā iwi o Tāmaki Makaurau – Celebrating the heritage of our people’. Captain Keith Ingram and the crew of volunteers showcase how the people of Auckland used to work and travel. Fun fact: the tugboat is named after William ‘Crush’ Daldy, the first chairman of the Auckland Harbour Board. Experience an all access journey aboard this floating piece of history; discover the inner workings of the steam tugboat by visiting the engine room, the heat of the boiler room and the wheelhouse up top. Each cruise will be accompanied by a detailed commentary on Auckland’s maritime heritage. These family-friendly tours will cruise through the port’s wharves at work and under the Auckland Harbour Bridge where the Daldy once famously saved a piece from floating away during its construction in 1958. The cost of these sailings are fully funded by Ports of Auckland and proceeds from ticket sales go to the William C Daldy Preservation Society, a group of volunteers who keep the Daldy afloat for Aucklanders to enjoy. A portion will also go to the Ports of Auckland Education Programme which helps subsidise the cost of transport for schools visiting the city to take one of the port’s free, year-round school boat tours. Source: Ports of Auckland

Nigerian Pirates Kidnap 12 From Swiss Bulker

https://gcaptain.com/nigerian-pirates-kidnap-12-from-swiss-bulker/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gCaptain.com%29&goal=0_f50174ef03-dd500f712c-139894965&mc_cid=dd500f712c&mc_eid=4c72dd3685

"Has your son decided what he wants to be when he grows up?" I asked my friend.

"He wants to be a garbage man," he replied.

"That's an unusual ambition to have at such a young age."

"Not really. He thinks that garbage men only work on Tuesdays."

"Will the father be present during the birth?" the obstetrician asked solicitously.

"Nah," replied the mother-to-be. "He and my husband don't get along."
400-Year-Old Shipwreck ‘Discovery of Decade’ for Portugal
September 24, 2018 by Reuters

Divers are seen during the discovery of a centuries-old shipwreck, in Cascais in this handout photo released September 24, 2018. Augusto Salgado/Cascais City Hall/Handout via Reuters
By Catarina Demony CASCAIS, Portugal, Sept 24 (Reuters) – Archaeologists searching Portugal’s coast have found a 400-year-old shipwreck believed to have sunk near Lisbon after returning from India laden with spices, specialists said on Monday.

“From a heritage perspective, this is the discovery of the decade,” project director Jorge Freire said. “In Portugal, this is the most important find of all time.”

In and around the shipwreck, 40 feet (12 meters) below the surface, divers found spices, nine bronze cannons engraved with the Portuguese coat of arms, Chinese ceramics and cowry shells, a type of currency used to trade slaves during the colonial era.

Found on Sept. 3 off the coast of Cascais, a resort town on the outskirts of Lisbon, the shipwreck and its objects were “very well-preserved,” said Freire.

Freire and his team believe the ship was wrecked between 1575 and 1625, when Portugal’s spice trade with India was at its peak.

In 1994, Portuguese ship Our Lady of the Martyrs was discovered near Fort of Sao Juliao da Barra, a military defence complex near Cascais.

“For a long time, specialists have considered the mouth of the Tagus river a hotspot for shipwrecks,” said Minister of Culture Luis Mendes. “This discovery came to prove it.”

The wreck was found as part of a 10-year-old archaeological project backed by the municipal council of Cascais, the navy, the Portuguese government and Nova University of Lisbon. (Reporting by Catarina Demony; Editing by Janet Lawrence)
Indian Sailor Rescued from Yacht Stranded Off Australian Coast

September 24,

by Reuters

SYDNEY, Sept 24 (Reuters) – An Indian sailor injured in a solo round-the-world race has been rescued, the Indian Navy said on Monday, after Australian authorities said a French ship was nearing his storm-damaged yacht off Australia’s west coast.

The sailor, Abhilash Tomy, called for emergency assistance on Saturday after the yacht was badly damaged in a storm about 3,500 km (2,175 miles) west of Australia, leaving him with severe back injuries. “Tomy rescued safely,” the Indian Navy said on Twitter, without giving further details.

Earlier, the Australian Maritime Safety Authority, which is coordinating the rescue, had said it expected a French fisheries patrol vessel to reach Tomy’s yacht as soon as 0700 GMT.

“All indications are the vessel is upright and floating high in the water but at any moment, a wave could push one of the damaged masts into the vessel and compromise its integrity,” Phil Gaden, a search and rescue official, told reporters in Canberra, the Australian capital.

The mast hanging precariously over the yacht stoked fears it could become dislodged and damage the watertight body of the boat, Gaden added.

Despite the nearness of the French ship, Gaden had cautioned that rescuers might not be able to evacuate Tomy because of the damage to his yacht, in which case an Australian naval boat, positioned further away, might have had to undertake the rescue.

Tomy, whose website says he became the first Indian to circumnavigate the globe in 2013, was a contestant in the grueling 30,000-mile (48,000-km) Golden Globe Race.

Osiris, a French fisheries vessel reached Tomy’s dismissed boat today at 5:30 UTC. The Joint Rescue Co-ordination Centre in Canberra which co-ordinated the rescue reported: “Tomy is conscious, talking and onboard the Osiris. Australian and Indian long-range P8 Orion reconnaissance aircraft are circling overhead. Thuriya’s position is 39 32.79S and 78 3.29E After the dismasting, Commander Tomy texted, ROLLED. DISMASTED. SEVERE BACK INJURY. CANNOT GET BACK UP. He later messaged: ACTIVATED EPIRB. CAN’T WALK. MIGHT NEED STRETCHER, and later, FEEL NUMB. CAN’T EAT OR DRINK.

The Golden Globe Race had issued a Code Red alert, requesting other boats in the area to assist Commander Tomy. Unfortunately, the closest boat in the race was Irishman’s Gregor McGuckin’s yacht Hanley Energy Endurance, which was also dismasted in the same storm. Thuriya was dismasted about 1,900 miles southwest of Perth, Australia “at the extreme limit of immediate rescue range” according to the race organization. In addition to dismasting McGuckin’s and Tomy’s boats, the storm which was reported to pack 80 mph winds and 46-foot seas, also damaged Mark Slats’ boat Ohopen Maverick.
Race organizers report that Gregor McGuckin, whose yacht Hanley Energy Endurance was also dismantled in the same storm last week, is making 2.2 knots towards Thuriya’s position, sailing under jury rig. The 32-year old Irishman is still 25 miles to the West and in radio contact with the reconnaissance aircraft. He is not in distress but has asked for a controlled evacuation from his yacht.

The Australian, Indian and French navies sent planes and vessels to assist. Australian authorities are sending an Anzac-class frigate, but it is expected to take four to five days to reach Tomy. Commander Tomy’s yacht Thuriya is a replica of the boat which won the original race fifty years ago—Suhaili—under the command of (Sir) Robin Knox-Johnston.

Thanks to Alaric Bond and David Rye for contributing to this post.

Ship agent liable for negligence leading to excessive dunnage disposal charges

International Transport Intermediaries Club (ITIC) has recently reported a dispute in which a ship agent in Australia was held liable to its shipowner principal for excessive charges demanded by a contractor for the disposal of dunnage and other materials related to the packing of cargo. The agent was asked by its principal to arrange for the disposal of the materials upon the arrival of the principal’s ship in Australia, where strict local quarantine regulations apply. The agent engaged the services of a licensed disposal company which, although it had previously been used to dispose of ship’s garbage and other more hazardous waste, was not the company the agent normally used to dispose of dunnage. The agent instructed the disposal company by telephone, without verifying the total cost. The materials were disposed of and the disposal company submitted its bill for approximately Aus$70,000. When the owner questioned the unusually high charges, the disposal company said it had charged its usual rate for licensed waste disposal. Subsequent enquiries by the agent, meanwhile, confirmed that the amount which its usual dunnage disposal company would charge to deal with dunnage and packing materials would have been approximately Aus$7,000. The owner was unwilling to pay more than the reasonable costs which should have been incurred. Because the agent had been negligent in its selection of the disposal company, ITIC reimbursed it the balance of the invoiced sum, amounting to Aus$63,000, which the agent was liable to pay the owner. Source: ITIC


The global trade association for ship operators, the International Chamber of Shipping (ICS), has announced that it will soon be publishing a new edition of the ICS Tanker Safety Guide (Liquefied Gas). The ‘ICS Gas Guide’ is the definitive industry best practice guidance for gas carrier operators, and is a carriage requirement under the national regulations of many flag states. “It is strongly recommended that a copy of the completely revised third edition is carried on board every ship engaged in the transportation of liquefied gas by sea” said ICS Deputy Secretary General, Simon Bennett. The fully revised third edition (350 A4 pages with illustrations and cargo data sheets) replaces and supersedes the previous 1995 edition, and will be published in December 2018. Purchasers will also have access to an electronic version with a ‘search’ function. ICS says that demand is expected to be high and that shipping companies should place orders with maritime booksellers now. Additional information about the imminent new edition of the ‘ICS Gas Guide’ can be found on the ICS website.

Why do women live a Better, Longer & Peaceful Life, compared to men?
A very INTELLIGENT student replied: "Because Women don't have a wife!"

*****

COOL MESSAGE BY A WIFE: Dear Mother-in-law,

Don't teach me how to handle my children.

I am living with one of yours and he needs a lot of improvement!!

22
Indonesian Teenager Adrift for 49 Days Rescued Near Guam

An Indonesian teenager working as a lamp keeper on a floating fish trap anchored off North Sulawesi was rescued off Guam after drifting for 49 days.

Aldi Novel Adilang, 19, had one of the loneliest jobs in the world. He worked on a rompong, floating fish trap anchored 125 kilometers offshore. Above the water, the rompong looked like a shed on a small floating platform. Every night Aldi turned on lamps suspended below the trap to attract fish. His only contact with people was a boat sent out weekly to harvest the fish and to resupply the rompong with food, gas for cooking, clean water and fuel for the generator.

On July 14th, the anchor rode of the rompong chafed through in high winds and Aldi found himself adrift with less than a week’s supplies. He was blown north and east by the high winds. He drifted for 49 days and ultimately was able to attract the attention of the bulk carrier Arpeggio, in waters off Guam, on August 31st.

As Aldi was drifting away, his supply was only enough for several days, so he caught fish to stave off hunger and drank sea water. “After he ran out of the cooking gas, he burned the rompong’s wooden fences to make a fire for cooking. He drank by sipping water from his clothes that had been wetted by sea water,” Mirza said.

“Aldi said he had been scared and often cried while adrift,” said another diplomat of the consulate in Osaka, Fajar Firdaus.

“The Chinese Government did not approve a request for a U.S. port visit to Hong Kong by the USS WASP,” a consulate spokeswoman said. “We have a long track record of successful port visits to Hong Kong, and we expect that to continue,” she added. In Beijing, Foreign Ministry spokesman Geng Shuang did not directly answer a question on whether China had denied the request. "For requests for U.S. military ships to visit Hong Kong, China has always carried out approvals case by case, in accordance with the principle of sovereignty and the detailed situation," he told reporters, without elaborating.

US Navy Ship Denied Entry into Hong Kong Port

China has denied a request for a U.S. warship to visit Hong Kong, the U.S. consulate in the Chinese city said on Tuesday, amid rising tension between Beijing and Washington over trade and a U.S. decision to sanction the Asian nation's military. The amphibious assault ship Wasp had been due to make a port call in the former British colony of Hong Kong in October, diplomatic sources said.

"We have a long track record of successful port visits to Hong Kong, and we expect that to continue," she added. In Beijing, Foreign Ministry spokesman Geng Shuang did not directly answer a question on whether China had denied the request. "For requests for U.S. military ships to visit Hong Kong, China has always carried out approvals case by case, in accordance with the principle of sovereignty and the detailed situation," he told reporters, without elaborating.

Marinelink
How & When .... Not to paint the Outside of the Bulwark

"THE PADDLE STEAMER MEDWAY QUEEN

She is the Medway Queen - popular and fast,
With a jaunty rake of funnel and bunting from the mast,
The waving of the passengers leaning on the rail,
And jingle of the telegraph when about to sail.

Weathered canvas dodgers and lifebelts red and white,
Ensign flying proudly on halyard whipping tight,
Paddles swooshing easily foaming as they churn,
Leaving wake ruler straight, trailing there astern.

Captain’s orders from the bridge open to the weather,
Fascinating engines steaming ‘hell for leather’,
Called upon in wartime years for most valiant work,
She became the ‘Heroine’ active at Dunkirk.

Seven thousand men she saved in terrifying times,
When diverted from her war task of sweeping up the mines,
Earning crew awards for staving off the dread,
And shooting down the enemy flying overhead.

Triple were her furnaces - Scotch boiler down below,
When built upon the Clyde ninety years ago,
She changed from burning coal, back in ‘thirty eight,
Using now red diesel to push along her freight.

Fifteen knots her best speed steaming there and back,
From Chatham down to Clacton then a homeward tack,
To the wooden piers she’d regularly deliver,
On the estuary of the Thames and the Medway river.

That was long ago of course but after some review,
The Medway Queen returned to us by ambition of a few,
Our Merchant Navy heritage held by us so dear,
Restored to sea a fine ship - to sail again this year.

Joe Earl 2013"
Historical fishing vessel at the gravel beach of Hastings (UK) Photo : David Carter ©

The UK-12 HOOP OP ZEGEN deploying her fishing nets off Breskens to start fishing at the Westerschelde Photo : Henk Nagelhout ©
That’s all from me now folks.

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

Yours Aye,
Malcolm

Malcolm Mathison
National Vice-Chairman
Merchant Navy Association
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