The Porthole

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The newsletter of
the South Australian Branch of the Company of Master Mariners of Australia,
PO Box 1, PORT ADELAIDE, SA 5015
Branch Patron: His Excellency the Honorable Hieu Van Le AC

Branch Master's comments

Welcome to my penultimate comments for 2017.

We had an interesting Federal Court meeting a few days after the September Branch meeting and I will report on that at the Branch meeting on Wednesday.

I am writing these comments on my wife's computer as the Hard Disk Drive (HDD) on my laptop has acquired an intermittent fault and is being replaced, which should be completed before our next meeting. Although all my files are backed up on a regular schedule, I don't have the luxury of having the redundancy that one would expect to have on an autonomous ship.

We have run out of speakers from outside the Branch. If you are aware of persons who are able to give a presentation on a topic, preferably, but not necessarily, with a maritime link, please mention it at the next meeting or, if you are unable to attend, forward your suggestion to either myself or the Branch Secretary.

I look forward to seeing as many of you as possible at this month's Branch meeting.

Best Wishes,

Paul Phillips

Speaker:Ian Dickson

"An Early Marine Surveying Experience"

The next Branch meeting will be held at the Largs Pier Hotel, 198 The Esplanade, Largs Bay, on Wednesday, 25th October 2017 at 1145 for 1200.

Please confirm your attendance at the lunch or register your apology before 1200 on Monday, 23rd October 2017 with Paul Phillips (0407 779 209) or David Holmes (0417 444 742)

The Company of Master Mariners of Australia Ltd. is a Company established to promote and further the efficiency of the Sea Service generally, and uphold the Status, Dignity, and Prestige of Master Mariners in particular.

Inside this issue:

Tanker Raises Anchor, Finds Torpedo Off England

October 16, 2017 by Mike Schuler

Royal Navy Photo

A pretty scary situation occurred on the English south coast last Friday as a tanker pulled up an old test torpedo when it raised its anchor in Portland.

A Navy diving unit dispatched to the scene immediately evacuated the majority of the crew from the Maltese-flagged MT *Skaw Provide*r. However, six crew members, including the Master, remained on board the vessel to respond in case the torpedo detonated.

A photo of the torpedo shows the old ordnance pierced by the fluke of the anchor after it had been dragged up from a depth of around a 15-meters.

The tanker was carrying approximately 1000 tonnes of fuel oil, according to the Officer in Charge of the Portsmouth-based Southern Diving Unit, Lieutenant Commander Jonathan Campbell.

"The fuel cargo was pumped into the aftermost possible tanks to reduce the effects of any explosion, and fire hoses were charged and ready to deploy if needed," said Campbell. "We directed the ship to use her other anchor to steady her, before lowering the fouled anchor, and the torpedo, to several metres below the waterline."

Royal Navy divers, who are Explosive Ordnance Device (EOD) Specialists, had then to approach the torpedo and remove it in a safe manner.

"EOD Operators are obliged to treat these items as 'live' and hazardous until it can be proved otherwise," said Lt Cdr Campbell. "The entire job was conducted in this way.

"Working parts inside the torpedo could be seen from where the anchor fluke had ruptured it. The entire bomb disposal team were professional and got on with the job in hand," Campbell said.

Once the torpedo was released, the team then took it to a safe area, lowered it to the seabed and destroyed it, the Royal Navy said.

The entire operation took about seven hours from start to finish, and the ship was released at around 5 p.m. on the same day.

"They were thoroughly relieved to be separated from their unwelcome burden," said Campbell.

The Royal Navy said the torpedo was a British made device believed to have come from a test range that existed off Portland until the 1980s and had so far remained undetected. "While they vary in the type of hazard they represent, test torpedos can contain highly flammable propellant," the Royal Navy noted.

The 4,279 dwt *Skaw Provider* was built in 2005.

Source: gCaptain 171017

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The "Navy Way" is the Wrong Course

A Ship Pilot's Perspective on What's Happening to the U.S. Navy

By Captain Paul E. Lobo

October 13, 2017 by Editorial, gCaptain

The guided-missile destroyer USS John S. McCain (DDG 56) arrives pier side at Changi Naval Base, Republic of Singapore following a collision with the merchant vessel Alnic MC while underway east of the Straits of Malacca and Singapore, August 21, 2017. U.S. Navy Photo.

As a retired Lieutenant-Commander in the US Naval Reserve, and a San Francisco bar pilot with over 31 years' experience, I find the recent collisions of US Navy vessels and the resulting loss of life disheartening and incomprehensible.

And, much to my dismay, these incidents could have been prevented – that is, if the Navy would stop operating like, well,..the Navy.

As a bar pilot, my job was bringing all vessels, great and small, into San Francisco Bay. That meant coming aboard and taking navigational control of the ship to entry into the bay. During my career, I piloted over 6,500 ships, 155 of them naval vessels (mostly US, with some foreign).

My recent book, *Crossing the Bar: The Adventures of a San Fran-*

cisco Bay Bar Pilot, includes a chapter about piloting US Navy ships. I admit I was and continue to be amazed at the expertise that allows massive jets to land successfully at night on a carrier cruising at 30 knots. I was on the USS *Carl Vinson* during flight ops, and it was one of the most amazing things I've ever seen.

Despite the skills I witnessed, however, I have to conclude from the recent Navy vessel collisions that today's Navy seems to be becoming more and more incompetent. Complacent? Within one month, in peacetime, two Navy ships had loss of life (this must be some sort of sad record), and we've since learned that training was lacking as was the proper certification.

Today's Navy seems to have ignored the need to learn the basics of seamanship. One of the first rules of going to sea is relatively simple: if another ship is getting closer and their bearing stays the same, IT WILL HIT YOU. This happened twice in one month! In admiralty law, a ship only has the right-of-way until she reaches extremis,[1] then she must get out of the way or will be found partially to blame. There is no excuse for a modern destroyer not to get out of the way even if it has the right-of-way. Large commercial vessels take miles to stop, but the Navy's two guided missile destroyers hit midships can manoeuvre on a dime. I know, because I piloted them.

Getting hit on your starboard side is a sure sign of not knowing the rules — and what have been the consequences, given the fatalities? In 2007, one of my partners crashed a ship and spilled fuel oil into San Francisco Bay. He went to federal prison for 10 months for killing migratory birds.[2] What is the punishment for officers whose shipmates die due to their lack of knowledge? Did these watch officers get drug tested? Did they go to simulator school? Did they memorize the Rules of the Road? (During one of my reserve tours, the ship's captain couldn't believe I knew ALL the rules by heart. Apparently, none of the other Officers of the Deck did.)

Second, **there are far too many personnel on Navy ships**, which is not only costly, but can be distracting when cruising at 25 knots. One example of this over-manning: the Navy still uses "Norwegian Steam" – that is, manpower and muscle versus mechanized winches — to heave in mooring lines. Consider that a modern 1,200-foot commercial container ship operates with only about 20 sailors aboard, and the ship owners are talking about unmanned ships as we speak. A small[3] naval ship, such as the USS *McCain[4],* has 281 men and women aboard. Not only is this crowded, but you must berth and feed all of them, which means more bodies. I have piloted several carriers and counted as many as 40 people on the bridge while we were entering port, and it makes for a distracting work environment, to say the least.

Being "PC" is another sore point. **The Navy seems to be more concerned with political correctness and social responsibility training than with instruction in seamanship.[5]** Inclusion of women aboard ship is a commendable goal, but a record 16 out of 100 Navy women were reassigned from ships to shore duty last year due to pregnancy[6]. Female Navy personnel unexpectedly leave their stations on Navy ships as much as 50% more frequently than men to return to land duty. As Elaine Donnelly, president of the Center for Military Readiness, said in a recent interview, "A pregnancy takes you out of action for about two years. And there's no replacement, so everybody else has to work all that harder." On small ships and submarines, she added, "you really have a potential crew disaster."

The Navy culture also relies on the use of many assistants. There are advantages to the system, to be sure, but aboard ship, without one individual "running the show," the potential for confusion and error increases exponentially. Yet, still, the Navy way continues. During my career, some commanding officers would not give me the "Conn" until their ship got into trouble – and in San Francisco Bay, that potential always existed. When the worse happened, I was quickly requested to take over piloting and straighten out the mess.

Perhaps the Navy crews didn't want other ships to know where they were, so they didn't answer radio calls from vessels that might be confused by their conduct? Well, **stealth mode is great in times of war, but in the real world, all ships must obey the International Rules of the Nautical Road**.

My training at New York Maritime College and decades of experience as a Navy Reserve officer and bar pilot tell me that any investigation into the recent collisions should focus on the basics. Hopefully, any investigative commission will include recommendations that the Navy look to commercial fleets for ways to improve seagoing operations in the future. Less redundancy in terms of personnel, a greater emphasis on basic seamanship, and a willingness to streamline operations in terms of crew numbers may well avoid future disasters.

Navy traditions are near and dear to this old sailor's heart, but rethinking the "Navy way" is critical if we are to avoid more tragedy. As we have sadly seen, lives hang in the balance.

Captain Paul Lobo holds a U.S. Masters License and Unlimited First Class Pilotage for San Francisco and Humboldt Bay, CA. Appointed to the position of San Francisco Bar Pilot in February, 1977, youngest pilot appointed by the State's commission and Governor since 1850. Retired in 2008 after 31 years of service. His first book, "Crossing the Bar: The Adventures of a San Francisco Bay Bar Pilot," published by Skyhorse Press, was voted one of the top five nautical non-fiction books for 2016.

Footnotes:

1 Extremis, in lay terms, means the point at which action must be taken.

2 The Migratory Bird Act is used to stop farmers from killing migratory birds landing in their fields.

3 550' x 66' is a tiny ship by today's standards

4 Named for John S. McCain, Sr. and John S. McCain, Jr., both Admirals in the US Navy. Grandfather and father to US Senator McCain, Jr. of AZ.

5 The Naval Academy discontinued teaching celestial navigation, *but recently reinstituted it*

6 From the Navy Personnel Command. *Source: gCaptain 171017*

Nickel Ore Liquefaction Eyed in Bulker Sinking Off Philippines; 11 Crew Members Missing

October 13, 2017 by Mike Schuler

MV *Emerald Star*. Photo: Stellar Ocean Transport

Eleven crew members of a Hong Kong-flagged bulk carrier are missing after their ship sank Friday off the coast of Philippines in what appears to be a possible case of nickel ore liquefaction.

The Japanese Coast Guard reported Friday it had received a distress call from the 57,000 dwt MV *Emerald Star*, which was sailing about 280 km east of the northern tip of the Philippines with a crew of 26 Indian nationals.

Three vessels in the area were able to rescue 15 crew members but 11 others are still reported as missing, the Coast Guard said, adding that the ship has sunk.

According to the S&P Global Platts, the *Emerald Star* was underway from Buli, Indonesia, to Lianyungang, China, with a cargo of nickel ore.

Nickel ore, a high-risk Group A cargo in the International Maritime Solid Bulk Cargoes Code, is notoriously known to be highly susceptible to liquefaction, that is when a dry cargo becomes fluid (i.e. liquefies) typically when exposed to an excessive amount of moisture. Cargo liquefaction can lead to cargo shift and vessel stability issues, and in the worst case can cause a ship to capsize at a moment's notice.

The MV *Trans Summer* sinks off the coast of Hong Kong during Typhoon Utor in August 2013. Photo: HKG Flying Service

For this reason, nickel ore is often regarded as the world's most dangerous cargo as dubbed by INTERCARGO, which represents the interests of dry cargo ship owners and operators.

Shipping nickel ore from Indonesia to China is known to be particularly risky. In fact, nickel ore liquefaction was cited as the cause of at least four vessel casualties and the loss of 66 seafarers in the trade from October 2010 to December of 2011. And in 2013, the phenomenon was blamed for the loss of the MV *Trans Summer*, which sank off the coast of Hong Kong while carrying 57,000 tons of nickel ore loaded in Indonesia.

The number of vessel casualties blamed on nickel ore liquefaction has fallen in recent years in part due to an export ban on nickel ore and bauxite from Indonesia, which was imposed in 2014 in order to boost Indonesia's higher value smelting industries. Earlier this year, however, Indonesia introduced new rules to ease the 3-year export ban under certain conditions.

Following the easing of the ban, INTERCARGO issued a statement to its members in January 2017 warning them of the risks associated with these types of cargoes:

"We would urge Members exercise extreme caution should Indonesian ore exports re-enter the market; as the ban has been in place for some time it is most likely that many stockpiles will be subject to saturation and therefore the possibility of being offered cargoes with an unduly high moisture content may be anticipated. Furthermore, it is important to note that it has been reported specified shippers will be permitted to export washed bauxite, because this form of processing of cargo was associated with a number of problems in the past and any such cargoes should carefully assessed prior to acceptance," the statement said.

The 2010-built MV *Emerald Star* is registered in Hong Kong and operated by Stellar Ocean Transport of Dubai.

Source: gCaptain 171013

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Fare comment

A PASSENGER in a taxi tapped the driver on the shoulder to ask him how long it would take to reach his destination. The driver screamed, lost control of the cab, nearly hit a bus, drove over the curb, and stopped just inches from a large plate glass window.

For a few moments everything was silent in the cab, then the driver said, "Please, don't ever do that again. You scared the daylights out of me." The passenger, who was also frightened, apologised and said he hadn't realised that a tap on the shoulder could frighten him so much. The driver replied, "I'm sorry, it's really not your fault at all. Today is my first day driving a cab. I have been driving a hearse for the last 25 years."

Source: Marine Advocate 702

British Bulk Carrier During Fertilizer Fire

October 6, 2017 by gCaptain

MV I*Cheshire* after the fire.

The photo shows the 56,000 dwt British bulk carrier MV *Cheshire*, which suffered a cargo fire in August off the coast of the Canary Islands during a passage from Norway to Thailand with a cargo of ammonium nitrate fertilizer.

The cargo in all five of the ship's cargo holds burned for two straight weeks until there was no more fertilizer to burn.

Cheshire's crew abandoned the ship a few days into the slow-burning fire. Salvors were able to keep the vessel away from shore but couldn't board the ship due to the toxic smoke.

The MV *Cheshire* is owned by Bibby Line and was delivered in 2012.

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1800m trains from Adelaide to Melbourne a reality

A $15 million Australian Government rail network upgrade, delivered in conjunction with the Australian Rail Track Corporation (ARTC), will see 1800m freight trains run between Adelaide and Melbourne for the first time.

The 300m longer trains will increase the capacity of the line by 20% and boost both efficiency and productivity.

Federal Minister for Infrastructure and Transport Darren Chester said, "The upgrade will create a 20% increase in productivity for rail operators and remove the need to send additional train services back to Melbourne with empty wagons."

Mr Chester said Victorian crossing loops at Pyrenees, Murtoa, Pimpinio, Diapur and Dimboola, and South Australia's Mile End loop, had all been extended to 1,800 metres, "the initial scope of the project was to deliver five extensions to crossing loops, which provide opportunities for trains heading in opposite directions to pass each other on single line sections of track, but thanks to clever project management, an extra passing loop at Dimboola in regional Western Victoria was also upgraded within the original project budget."

The Australian Rail Track Corporation announced the loops were complete on September 22.

Additional track upgrades currently underway in Adelaide as part of the jointly funded Australian and South Australian Government Torrens Junction Rail Project will provide a clear path for 1,800-metre trains all the way from Perth to Melbourne by late 2017.

Source:SAFC Freightlog170927

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YARD CLOSURES: the downturn in the international shipping industry has resulted in the closure of more than 60% of the world's shipyards over the past eight years, a new report of the market analysts Clarkson Research stated last month. It predicted that 30% of yards currently in operation could shut down by the end of this year, with the number of vessel orders down by 80% since 2013.

Source: Flashlight 179

EL GALEÓN *ANDALUCÍA*

Sponsored by Iberdrola USA

The Galeón *Andalucía* is a replica of a 16th-17th century galleon, the only one in the world that sails in present days.

These ships were the type of vessel used by the Spanish Crown for maritime expeditions during the 16th to 18th centuries. Galleons were intended to discover and then establish trade routes between Spain, America and the Philippines islands, and formed what was then called the "Fleet of the Indies". For three centuries, these Spanish galleons crossed the Atlantic Ocean back and forth, sailed around the Caribbean Sea and the American coasts, and covered the Pacific route as well. They carried plenty of seamen, merchant traders and settlers, while their holds bore the fabulous loads resulting from American and Asian trade.

Essentially, this is a 500 ton galleon, with length overall reaching 160 feet and a beam of 32 feet. Four masts hold 6 sails which measure almost 11,000 square feet. Her average speed is 7 knots. Since her launching, a crew between 15 to 35 people have manned her across the seas and oceans around the world. She has navigated the Pacific and Indian oceans, crossed the Atlantic Ocean, and her wake has spread over the Mediterranean Sea, the Red Sea, the South and East China seas, the Aegean Sea, the Bosphorus strait, the Caribbean Sea and the whole East Coast of the US, covering thousands of nautical miles in an attempt to evoke her ancestors.

THE REPLICA OF THE GALLEON

It took three years to research the main historical and maritime archives in Spain and compile all necessary information about galleons' shapes, details and measurements so that this replica could be built.

Historical research was then followed by structural design, a work that took 6 months, and later on followed the construction of the galleon, which lasted 17 months and employed 150 people until her launching in Punta Umbría (Huelva, Spain) on November 2009.

The replica has been designed and built by Ignacio Fernandez Vial, a naval engineer and historian, commissioned by ship owner, the Nao Victoria Foundation. During construction, a completely original and innovative technique was used: the hull and decks were built up in layers of fibreglass and after that the whole structure was lined with wood. It was the first time this method was applied to any ship heavier than 500 tons meant for oceanic sailing.

FORECASTLE

This area is a working deck which hosts the Fore mast, a manoeuvring capstan, the bell and two cast iron, wooden stocked anchors that weigh 2,200 pounds each.

The bell was used for communication purposes between galleons of the same fleet during foggy days and also to mark daily work shifts. Officers and seamen would take care of the sails and rigging, obeying all instructions given by the captain and main officers such as cleaning up the decks, preparing oakum, checking sails or pumping out bilge water. There were three night-watches divided in turns of four hours each: the first one or "guardia de prima", that finished at midnight, the "guardia de modorra" (literally, drowsiness), that covered the coldest and most ungodly hours and finally the "guardia del alba" or dawn watch.

Today, three bell rings announce lunch or dinner time, two bell rings mark a shift change, and a number of various chimes is used to announce emergencies.

MAIN DECK

Most daily activities were carried out here. More than 150 people, including officers, seamen, soldiers, traders, servants, families and passengers would fit in a 550 ton galleon similar to this one. And they had to share the room with livestock such as horses, hens, lambs and even cows!

All goods were loaded to the hold through the main grille in the middle of this deck. Right behind is the Main mast, which reaches 120 ft. high and holds two sails. At least 18 people are needed to hoist them: the main yard weighs more than 4,400 pounds.

Below the forecastle are the dining room, the kitchen or galley and the rest rooms for the crew.

Astern is the so-called 'Noble Area'.

NOBLE AREA

Access to this area was only permitted to officers, captains, masters, pilots and high ranked passengers, who were the only ones

to enjoy a private cabin. The replica of this Noble Area includes four cabins, two restrooms and the so-called 'Admiral Room', which accurately reproduces the furniture proper to the 17th and 18th century galleons. The Admiral Room is used for authorities and ambassadors' receptions.

Many plaques presented to the captain and crew during their sailing around the world can be seen hanging on the walls in this area.

QUARTER DECK

The Quarter deck hosts the mizzen mast, the steering wheel, the binnacle and the pilot cabin. It's the deck where the captain and officers make calculations and command the ship. A few centuries ago they had to trust their ancient navigation instruments.

The pilot was in charge of navigation and therefore the lives of the crew would be in his hands. Oceanic crossings lasted several days and he had to avoid the risks for them. Storms, hurricanes, water leaks, diseases or pirate attacks would threaten crews' lives constantly: "we are three or four inches close to death, which is the thickness of a vessel plank".

The feeling of danger was very present and death lurked everywhere; it was only the skills of officers and seamen when preserved them from sinking. But fate would not always smile on them, and many of those men and women, who embarked in search of new opportunities for their lives, found an anticipated yet final destination and now rest on the bottom of the sea. That was the highest price that oceans took from Spanish galleons over several centuries.

POOP DECK

The poop deck was only intended for officers because it was the place from where they could overview all manoeuvres. A huge lamp stands out in this deck. It would be lit at night to mark the position of each vessel in a fleet. Moreover, there was a code by which each galleon could communicate to others a change of course, a manoeuvre or an incident.

Every galleon kept sailing during night time and only crew members on watch would remain active. Fires were put off to avoid any risks and the bilge water was pumped out again. Silence surrounded the ship, only disturbed by the crackling of wood and rigging lines.

The English name for this deck derives from the French word 'poupe' which means stern. During night-time sailing, access is restricted to this deck for safety reasons.

GUN DECK

Here can be found the cannons which protected the galleon against pirate or corsair attack. Although all galleons belonging to the Fleet of the Indies would sail together, forming groups of 30 ships or more and were escorted by war ships to protect them, they had these cast iron cannons for their own protection, and in case of need they were shot by the soldiers aboard.

The round wooden artefact right in the middle of this deck is a capstan, or manual winch. It would be used to help in heavy loads manoeuvring or when hoisting the anchors.

The Gun deck would also accommodate most of the crew members. Aside from officers, who did enjoy the privileges of cabin accommodation, the rest of the passengers had to look for any viable space on deck, where they could keep their boxes or "ranchos" containing a few of their belongings and place their mats in order to sleep.

70 to 100 people would sleep in here, on their mats or hammocks. An estimated 16 sq. ft. of habitable room corresponded to each person.

In the fore part of this deck are the docking-manoeuvring area and the orlop-deck with 30 bunk beds for the crew; the aft area holds the rudder machinery and another docking-manoeuvring area.

HOLD

Under the gun deck is the hold, an area which was used in the past to stow all loads and goods for the sailing. When galleons left Spain, they carried products such as wheat, oil, wine, cloth, weapons, paper, china, glass, medicines, tools and other European stuff. However, as they sailed back from America or the Pacific Ocean, they were mainly loaded with precious metals, such as gold and silver, pearls, precious stones and other highly appreciated American and Asian goods.

Only a small part of this area was preserved to load the crew's food rations. A sort of bread or biscuit called "bizcocho" (pound cake), which was twice-baked and prepared with thick flour constituted the base of the diet, and it was often eaten wet or in a state of putrefaction. Legumes, rice, flour, bacon, salted fish and meat, nuts, cheese and honey completed the diet, and the only fresh food that could be enjoyed on board came from the livestock some passengers carried with them and any fishing they could do along the journey. The lack of fresh food along with the regular potable water scarcity caused many diseases, some of them lethal as the dreaded scurvy, an illness provoked by the lack of fresh vegetables which turned into seamen's worst nightmare until late 18th century.

Vessel: El Galeón *Andalucía*

Vessel Type:	Galleon
Flag:	Spanish
Homeport:	Sevilla, Spain
Sparred length:	160’
Draft:	10’ 6”
Beam:	33’
Rig height:	121’
Sail area:	10,010 square feet
Power:	2x380HP
Hull:	fibreglass

All photos courtesy of Fundacion Nao Victoria

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What Happens When We Give up Control of Our Cars?

A history of unintended consequences.

October 2017 By Malcolm Gladwell

The first automobiles, in the early 1900s, were a headache. The tool kit of the 1907 Pierce Arrow included, ominously, an extra set of intake and exhaust valves. Cars needed weekly oil changes. One manual of the period suggested that drivers have on hand, among other things, a small pipe wrench, a pair of gas pipe pliers, large and small screwdrivers, a pair of flat-nosed pliers, a small hammer, a pair of wire cutters, a large jackknife, half-round and three-cornered files, a roll of sticky tape, a chisel, a coil of soft iron, a monkey wrench, a few links of extra chain, a piece of asbestos for making gaskets, cans of oil and grease, and extra plugs. In response, owners adapted the model they had been using for years with their horses and carriages. The coachman—the man responsible for managing the army of stablehands and grooms who kept horses fed and shod and carriages clean and functional—was transformed into the chauffeur. Responsibility for the new technology was outsourced.

“Most wealthy motorists simply wanted to enjoy the exhilaration of speed and the freedom of long-distance travel without rails, which automobiles offered,” historian Kevin Borg writes in his wonderful essay, “The ‘Chauffeur Problem’ in the Early Auto Era.” “More than that, [owners] wanted to share these experiences with their social peers. These motorists viewed the automobile trip as a social setting within which the mechanical demands became a distraction, a nuisance, and possibly even an embarrassment.” The car was to its first owners an instrument of convenience.

What happened next, Borg writes, was a disaster. The guardians of the new technology misbehaved. They took kickbacks from garages. They were rude. They hired out their owners’ cars after hours (a move known as “hacking it”). “Between 1903 and 1912, howls of protest arose over chauffeurs’ arrogance and insubordination,” Borg writes, “and the pages of the automotive trade press overflowed with letters, articles, and editorials describing, complaining about, and offering solutions to the ‘chauffeur problem.’ ” Alarmed owners were forced to crack down. Drivers’ licences originated as a means of reining in the early chauffeurs. Garages installed security systems. Meanwhile, cars themselves grew steadily more reliable, making the chauffeur less and less necessary. And as the automobile matured, owners ultimately realized that what they wanted from the new technology was not convenience at all. They wanted control. They discovered that the act of driving was the kind of pleasure best kept for themselves.

The chauffeur problem reminds us that in any period of technological transition, what proves vexing is not the technology itself. It’s working out the details, rules, and social expectations around the technology. In the same period, the fledgling telephone industry was promoting its groundbreaking technology as a business instrument and actively discouraging potential customers from using the device for socializing and gossipping. They had the talking-by-wire part figured out. But it took until the 1920s for them to figure out what talking by wire was for. The cellphone, similarly, was a phone first, then a portable telex, and now increasingly a gadget for posting photographs to Instagram and Snapchat. There is a lot of confusion in the earliest stage of any technological disruption, which brings us to the reason for this special section of *Car and Driver*. The autonomous-vehicle revolution is beginning, and we are now very much in the confusing stage.

Speaking of confusion, can we start with the phrase “autonomous vehicle”? Who came up with this term? A human piloting a car is autonomous. The driver slows and speeds up or turns and stops entirely as he or she chooses. Autonomy was the point of getting rid of the chauffeurs. The new class of electronically directed vehicles is the opposite of autonomous: it is a return to the idea that we are better off leaving the task of driving to a third party. The phrase “self-driving car” is worse. The self-driving car does the opposite of drive itself. It is a vehicle embedded in a technological grid, tethered to the driving environment by a system of sensors and algorithms. Words like “autonomous” and “self-driving” mislead because they promise a kind of self-sufficiency on

the part of the machine. The autonomous entity is the thing that is supposed to take care of itself. But the coming class of cars does not take care of itself at all. These cars are dependent and, as such, require a larger conversation about what the rules and expectations of that dependency should look like. Once a car belongs to a network, you have to worry about whether the network is safe. Once an algorithm is in command, you have to worry about how the algorithm thinks. We are surrendering control as surely as the first car owners of a century ago did, and when you surrender control, you could end up with a chauffeur problem.

One of the most read essays of the moment appeared not long ago in the *Atlantic* magazine. Written by Jean M. Twenge, "Have Smartphones Destroyed a Generation?" tells a troubling story: today's teenagers go out less and are less likely to hold a job. Depression and suicides have soared. A kind of passivity has set in, and Twenge argues, persuasively, that the smartphone is the main culprit. This is not, of course, what the creators of the smartphone anticipated. The remarkable device that is the contemporary phone is the result of thousands of brilliant programmers and engineers working in parallel to push the boundaries of portable electronics further than ever before. They focused on what their invention would do. They rarely thought about the broader implications of their efforts—except to blithely assure us that the computer in our pocket would liberate and energize. The creators of new technologies pursue their own agenda. But it is not always the agenda of users.

We are now in the same situation with the automobile. It wasn't Audi, Ford, or GM that pushed hardest for the dependent vehicle. It was Apple, Google, and Intel, companies for which the automobile is not primarily an aesthetic object and driving is not an instrument of pleasure. And the users they have in mind, needless to say, are not the readers of *Car and Driver*. They are the kids lying passively on the couch with their smartphones. "Nearly all boomer high-school students had their driver's licence by the spring of their senior year; more than one in four teens today still lack one at the end of high school," Twenge writes. "In conversation after conversation, teens described getting their licence as something to be nagged into by their parents—a notion that would have been unthinkable to previous generations." *These motorists viewed the automobile trip as a social setting within which mechanical demands became a distraction, a nuisance, and possibly even an embarrassment.*

Heaven help us.

Source: Maritime Advocate 704.

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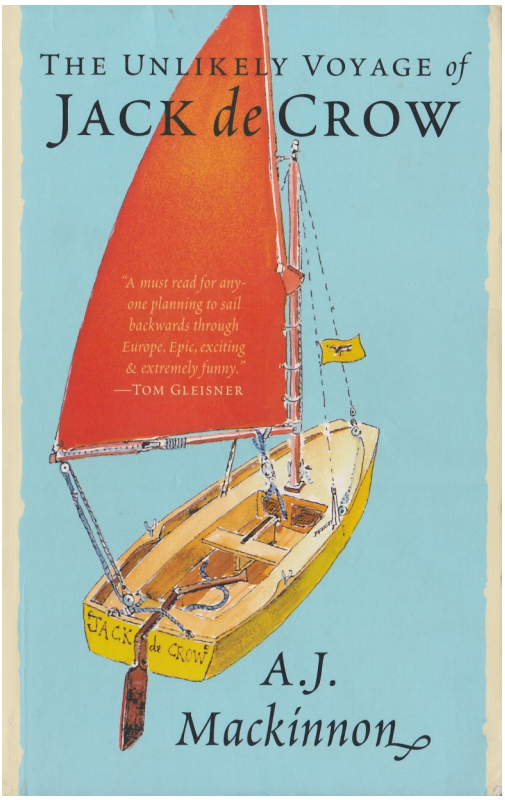
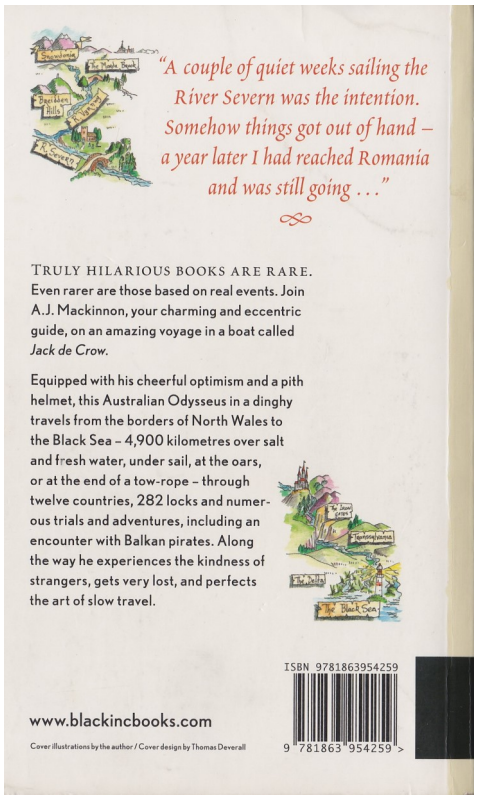
Book review





This is a truly hilarious account of an incredible voyage which actually happened. The author, Sandy Mackinnon, a teacher at an Adelaide private school, made impulsive decisions which kept his family on tenterhooks. His decisions on this voyage were no exception, and, on several occasions could have been fatal. Nevertheless, he coped with them all and his account makes enjoyable reading

Master Fined Over Cargo Ship's Grounding Ireland

October 19, 2017 by gCaptain

The captain of a Dutch cargo ship that ran aground off Northern Ireland earlier this month has been fined £1,000 after pleading guilty to failing to keep a proper lookout.

The Russian Master, Aleksandr Iakovtsov, pleaded guilty to charges brought by the Maritime & Coastguard Agency (MCA). He was charged under the Merchant Shipping Distress Signals and Prevention of Collision Regulations 1996, and also of failing to safely navigate his ship and causing serious damage to the ship (in breach of section 58 of the Merchant Shipping Act 1995).

The MV *'Ruyter'* was carrying a cargo of timber from Lemosov, Russia, to Warrenpoint in Northern Ireland when it grounded on the north coast of Rathlin Island at about 10:30 p.m. local time on October 10.

The ship called HM Coastguard Belfast and reported the grounding, and later the ship refloated under its own power. The ship reported no damage at the time and continued her voyage to Warrenpoint, reporting to the Coastguard every hour.

When the ship arrived at Warrenpoint a few hours later, the pilot noticed the ship was 0.75 metres by the head and had a list. The timber deck cargo had also shifted a little, and the harbormaster reported there was flooding to the bow thrust compartment and forepeak tank.

An inspection of the vessel later revealed extensive damage over the forward third of the hull. The Coastguard said one of her double bottom tanks was breached and flooded, in addition to the forepeak and bow thrust compartment.

Due to the strong winds associated with hurricane Ophelia, the ship was allowed to berth in Warrenpoint on 15 October 2017, where Captain Iakovtsov was detained.

"It should have been apparent to you as an experienced mariner that you were on a collision course as you left Islay towards Northern Ireland," His Worship Paul Copeland said in his ruling. "You chose to leave the bridge as the ship approached the coast of Ireland. It should have been apparent to you from the radar that you were getting close to the shore. The lights on Rathlin should also have been apparent to you. You are fortunate the ship struck a shallow patch under the cliffs and that you were able to come off in a short time.

"You did make an immediate report and engaged the support and rescue services. Fortunately, no one onboard was injured. It is understandable that you may not have been aware of the extent of the damage until after some time, and fortunately, there was no further incident. I'm satisfied it was not aggravated by alcohol and that there were no other ships put in danger by the progress of your ship. I am also taking into account you have been 31 years at sea with 16 years as captain, and, in this context, you have been relieved of your command and this will affect your future work.

"I fine you £1,000, or 28 days in prison if this is not paid within 24 hours. You will remain in custody until the fine is paid," Copeland concluded.

The master was released later the same day and returned to Russia.

Captain Bill Bennett, Technical Manager for the MCA for Northern Ireland, said: "I am not surprised at the extent of the damage. The Captain is very lucky that the outcome was not more serious. I am very concerned that he failed to have a lookout on watch with him and that the off-watch alarm and ECDIS alarms should have been switched on – this put his crew and his vessel at risk. Thankfully there was no pollution from this incident.

"Keeping people safe is at the heart of what we do and we are committed to working with our partner agencies to protect those at sea by stopping dangerous practices and vessels making their way on the water, and to hold accountable those responsible," Bennet said.

Source: gCaptain 171020

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Numeracy

Two mathematicians were having dinner in a restaurant, arguing about the average mathematical knowledge of the general public. One mathematician claimed that this average was woefully inadequate, the other maintained that it was surprisingly high.
"I'll tell you what," said the cynic, "ask that waitress a simple math question. If she gets it right, I'll pick up dinner. If not, you do". He then excused himself to visit the men's room, and the other called the waitress over.
"When my friend comes back," he told her, "I'm going to ask you a question, and I want you to respond `one third x cubed.' There's twenty bucks in it for you." She agreed.
The cynic returned from the bathroom and called the waitress over. "The food was wonderful, thank you," the mathematician started. "Incidentally, do you know what the integral of x squared is?"
The waitress looked pensive; almost pained. She looked around the room, at her feet, made gurgling noises, and finally said, "Um, one third x cubed?"
So the cynic paid the check. The waitress wheeled around, walked a few paces away, looked back at the two men, and muttered under her breath, "...plus a constant."
Source: Maritime Advocate 703.