The Porthole

Volume 18 No. 8 August 2018

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

A very good day to all our readers,

Another month has flown past, and, once again, I find myself greeting you and commending this fine magazine to you.

Not a lot has happened recently at Federal level; our outgoing secretary Frank is now fully retired, and in the throes of handing over his burden to Stuart. The latest issue of the "Master Mariner", which everyone should have received recently, is likely to be the last one for a while, there being no takers so far for the position of Federal Editor, despite advertising the vacancy, and personally approaching a number of people. A huge vote of thanks must go to Joanna, and it certainly will not be easy to replace her expertise.

Frank tells us that one of his final duties was to deliver to the Melbourne Branch the framed "Outstanding Achievement Award" certificate, to be presented to Capt. Ravi Niger.

The next Federal Court meeting is slated for September, so that next month, I am likely to have something to write about!

Until then,

Happy Sailing!

Bob W (BM)

Speaker: Kevin Jones, Director of the South Australian Maritime Museum, who will outline future development plans of the museum.

The next Branch meeting will be held at the Largs Pier Hotel, 198 The Esplanade, Largs Bay, on Wednesday, 29th August, 2018, at 1145 for 1200.

Please confirm your attendance at the lunch or register your apology before 1200 on Monday, 27th August 2018 with Bob Westley (0427 644 947) 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:

River Murray voyage of PS *Marion* from Renmark to Morgan

The conclusion of Philip Hammond's talk to the South Australian Branch members, supported by a film.

The film covering this portion of the voyage provided shots of the engine space and the engine

PS *Industry* with PS *Marion* in the background at Mildura

From Renmark (353m/568k from the mouth) we joined up with the PS *Industry*, which, before retirement, was used to maintain the waterways so that all vessels with a draft of 3 feet could navigate along the river. This is no longer the case. The PS *Industry* is a faster vessel than the PS *Marion*, and always entered the locks first, consequently reducing the space in the lock chamber for the PS *Marion* to berth in. Entering the lock chamber requires steady nerves as the approach must be done with sufficient speed to keep the vessel from 'falling down' onto the sides of the lock.

Marion's engine

Because of 'snags' and the continuous alterations of course, this section of the river required a constant vigilance. The daily run would be from 0800 to 1630-1700.

Marion's engine space

The channels in this section of the river are very narrow, requiring the vessel to move frequently from side to side of the river to prevent going aground, and, of course, no night navigation.

Wood for firing the boiler would be loaded every two or three days from stock piles at points along the river banks accessible by the locals. All hands are used to load the wood.

Caudo Vineyard

Waste water may not be discharged into the river, so it has to held on board until the vessel has access to a waste water receival facility, which most ports have.

Canally during refurbishment

The ports along the river are rich in history and the passengers on board were given ample opportunities to visit the local museums.

The vessel called at the Overland Corner Hotel, which marks the place where cattle could cross the river at certain times of the year.

The vessel also called at Caudo Vinyard (216m/348k from Murray Mouth), near Hogwash Bend, where the passengers enjoyed a meal with entertainment.

Finally, the vessel arrived at Morgan in time to participate in the celebration of the completion of the refurbishment of the barge *Canally.*

Quick, Heavy Rolling Led to Loss of Containers from *YM Efficiency* Off Australia, ATSB Finds

July 25, 2018 by Mike Schuler

Collapsed containers are seen on the deck of the YM Efficiency upon its arrival at the Port of Botany on June 6, 2018. Photo: ATSB.

A short period of quick, heavy rolling in gale-force winds resulted in the loss 81 containers overboard from the Liberian-flagged containership, *YM Efficiency*, off the coast of Newcastle, New South Wales, back in June, the Australian Transport Safety Bureau said in a preliminary report into the incident.

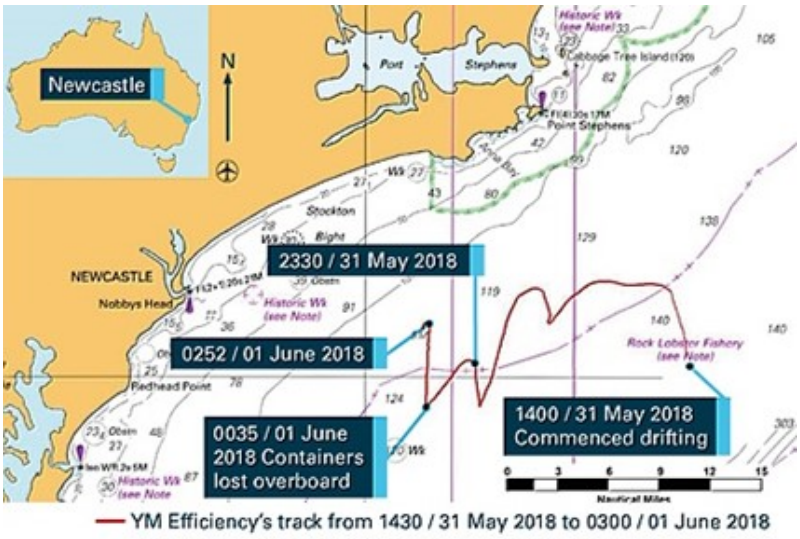
The rolling was estimated by the ship's master as having reached angles of up to 30º to port and to starboard.

In addition to the 81 containers lost, the rolling also resulted in damage to a further 62 containers and structural damage to the ship's gangway, superstructure and lashing bridges, according to the ATSB.

The incident occurred just on June 1, 2018, as the Yang Ming-operated containership was sailing between Kaohsiung, Taiwan, to Port Botany, NSW, Australia ,as part of its regular service.

According to the ATSB report, the *YM Efficiency* was located about 16 nautical miles east-south-east of Newcastle when it experienced a period of quick, heavy rolling for about 60 to 90 seconds at 0034 on 1 June 2018.

The day before the incident, the ship's main engine was stopped amid the rough weather, leaving the ship drifting. However, the ship's main engine was re-started for brief periods over the next few hours to maintain some control over the ship's drift, the ATSB said.



"At about 2330, the ship's main engine was started with the engine speed set to 35 rpm, and the ship's head was slowly brought around to the south-west to resume the passage to Port Botany," the ATSB's preliminary report stated. "At midnight, the third officer handed over the navigation watch to the second officer. By this time, the ship was on a heading of about 210° with a speed of about 4.3 knots. The weather at midnight was recorded as being overcast with west-south-westerly winds at force nine (between 41 and 47 knots) with 6 m seas and 5 m swells."

The heavy rolling caused the ship's main engine to shut down once again ,and, by about 0036, the rolling had reduced and the ship's motion had calmed.

"Shortly after the start of the rolling, several engineering alarms sounded, and the main engine shut down with the rpm reducing to zero. The second officer reported hearing loud noises on deck and suspected that there had been some cargo damage. He turned on the ship's deck lights and observed that containers had been damaged and possibly lost overboard from the bays aft of the accommodation," the ATSB report stated.

YM Efficiency eventually berthed in Port Botany at about 0936 on 6 June.

The ATSB's investigation into the incident is ongoing and a full report will be released at a later time. The ATSB's preliminary report included no analysis or findings as a result of the investigation.

Source: gCaptain 180726

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Collision officer is jailed

The chief mate of a dredger that was involved in a fatal collision with a tanker off the coast of Singapore has been jailed for two years, after a court heard that he was not qualified to be serving on his 4,695gt vessel. Five crew, on the Dominican-flagged suction hopper dredger, *JBB De Rong 19,* died when it sank after the collision with the 30,743dwt Indonesian-flagged tanker *Kartika Segara,* off the southern island of Pulau Sebarok in September last year.

Singapore district court heard that the dredger's Chinese chief officer, Ding Zongde, was neither qualified nor certificated to be in control of a vessel of that size. Prosecutors said that he was unable to speak English, and was having to communicate by hand signals with a Malaysian colleague who was on the bridge at the time of the accident.

The officer ignored instructions from Singapore vessel traffic services to slow down and give way as he considered the dredger could pass ahead of the tanker, the court was told. Only when he recognised that a collision was imminent did he seek to take avoiding action. He was sentenced to two years in prison after pleading guilty to causing the deaths of five of his crew by 'performing a rash act'.

(With thanks to the Nautilus Telegraph: https://nautilusint.org/en/what-we-say/telegraph/)

Source: Flashlight 189

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U.S. Navy Dolphins Hunt Mines During RIMPAC Exercise

The Dolphins locate deadly sea mines in return for a delicious fish treat.

By Kyle Mizokami

Aug 1, 2018

Not all of the sailors involved in the 2018 Rim of the Pacific (RIMPAC) exercises are human. As part of the multinational naval exercise, the U.S. Navy deployed several Mark 7 Marine Mammal Systems, also known as dolphins, on an exercise designed to locate sea mines. The dolphins are trained to locate mines and mark them for disposal, and in return get praise and fish treats.

The mine countermeasures exercise was held at Naval Base Point Loma, San Diego. During the exercise eight Mark 7 dolphins successfully located all of the simulated mines. One dolphin found a simulated mine in just thirty seconds. The dolphins typically travel to a mine-infested area by boat on a padded mat. The dolphins are then released into the water and sent to find the mines. The dolphins are trained to locate the mines, swim back to report their find, and then lay a tag down next to the mine that floats to the surface, revealing the mine's location. Human divers then go down and check out the tags, confirming the presence of the mine.

Natural swimmers and highly intelligent, dolphins can search an area for mines much faster than humans and are smart enough to recognize mines. This allows the humans to concentrate their attention on the actual mines themselves. The mines can then be avoided or destroyed in place. It doesn't hurt that the dolphins are paid in fish.

In addition to dolphins, the U.S. Navy's Marine Mammal Program also uses California sea lions. Together, the dolphins and sea lions are trained to detect mines, lost objects, and even enemy frogmen. The dolphins are part of the U.S. Navy's Space and Naval Warfare Systems Center Pacific, which leads to the question: if the Pentagon does eventually create a Space Force, will the dolphins get spun off to the new space command?

Source: Shipping News

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Insurance: Ship losses down 38% in 10 years.

Major shipping losses have slumped by more than one-third over the past decade, a leading marine insurer has revealed.

The annual Safety & Shipping Review produced by Allianz (AGCS) reports a 4% reduction in vessel casualties last year, and shows that total losses have fallen by 38% in the last 10 years. However, the report warns that 'human error continues to be a major driver of incidents', and suggests that increased and improved use of data and analytics could be used to deliver better insights into crew behaviour, near-misses and emerging trends.

'Inadequate shore-side support and commercial pressures have an important role to play in maritime safety and risk exposure,' said Captain Rahul Khanna, AGCS global head of marine risk consulting. 'Tight schedules can have a detrimental impact on safety culture and decision-making.'

The report says bad weather was the biggest single cause of ship losses last year – accounting for 20 of the 94 incidents – and it warns that climate change is presenting new hazards.

It also warns of 'multiple new risk exposures' for owners – including fire containment and salvage of ultra-large containerships, cyber incidents and technological failures, and problems arising from measures to curb emissions.

Source: Flashlight 189

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International Transport Workers' Federation ship inspectors recovered almost US$38m in unpaid wages in 2017, Nautilus Council members heard last month.

The ITF's 141 inspectors in 58 countries carried out a total of 10,234 inspections – almost 60% of which involved vessels under the Panama, Malta, Marshall Islands, Liberia and Antigua registers. Of the $37,934,918 recovered for seafarers, more than $5m came from inspections in Australia, $4.7m from Russia, $2.5m from Spain and just over $2m from the UK.

The most commonly reported problems encountered during the checks were crews' agreements.

Flashlight editor: "This represents hundreds of seafarers being cheated out of their pay. Shameful!"

Source: Flashlight 189

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Oil Industry Starts Eradicating Bunker Fuel Supply Before 2020 Sulphur Cap

August 2, 2018 by Bloomberg

By Jack Wittels and Alfred Cang (Bloomberg).

Shippers beware: oil refineries are starting to eradicate stockpiles of sulphur-rich fuel that powers the merchant fleet in anticipation of a demand collapse in fewer than 18 months.

Stockpiles have slumped in the U.S. and Singapore this year, and traders directly involved in buying and selling the fuel say some refineries already started to trim output in anticipation of rules that will severely restrict consumption from Jan. 1, 2020.

The draw-down underscores a tricky balancing act for an oil market facing a once-in-a-generation shift in the kind of fuel it must supply. Refineries need to cut back on output before demand collapses at the start of 2020, but if they do so faster than consumption slides, then fuel-price volatility could increase. The market is currently trading in what's known as backwardation, where immediate prices are higher than later ones — a structure that can punish traders who store.

U.S. Refiners Have Edge Ahead of 2020 Low Sulphur Fuel Rules

"It's literally the perfect storm," Nevyn Nah, a Singapore-based analyst at Energy Aspects, said of diminishing stockpiles. "Any fuel oil blender whose lease / storage lease is going to expire now will not be renewing it because of the backwardation." That will limit the industry's ability to produce suitable marine fuel, he said.

The oil market traditionally gauges the strength of different fuels based on where they're trading relative to crude. Ship fuel, or bunker as it's known, is normally at a cracking discount because it's a residue after turning crude into more valuable products like gasoline and diesel.

In Europe, that discount, or crack, strengthened to $7.17 a barrel less than Brent crude, on July 31 from minus $14.30 in April, according to fair-value data compiled by Bloomberg. The price in January 2020 is at about a $24 discount.

The rule change, announced in October 2016 by the International Maritime Organization, will limit the sulphur content of bunker fuels to 0.5 percent starting Jan. 1, 2020, unless vessels have installed scrubbing equipment. The current limit in most parts of the world is 3.5 percent. The pollutant is blamed for human health conditions like asthma.

Traders in Singapore say that a second reason for diminished stockpiles there is because some fuels don't meet the necessary specification.

In the U.S., they [stockpiles] are at 28.7 million [barrels], the lowest for the time of year in at least three decades, Energy Information Administration data show. Bunker-fuel inventories in Singapore, a major global refuelling hub for shipping, have dropped to a nine-year low of 14.8 million barrels, according to International Enterprise Singapore.

The backwardation in prices is also hitting a regular fuel oil arbitrage trade to Singapore from Europe, according to Nah at Energy Aspects. Relatively few very large crude carriers, or VLCCs, ploughed the route around South Africa's Cape of Good Hope since March, he said.

The backward-dated price structure means traders favour making cargo deliveries as quickly as possible, which means using Egypt's Suez Canal, Nah said. However, the industry's biggest ships can't navigate the waterway fully laden, so smaller carriers are being used — and they're dropping off supplies in the Middle East instead, he said.

Source: gCaptain 180803

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'Same crew' policy call to reduce engine accidents

Shipping companies have been urged to adopt a 'same ship, same crew' policy to prevent costly engine accidents.

The call comes in a P&I club report which reveals that main engine incidents accounted for 28% of all machinery claims and more than 30% of claims costs, with the average incident having a USD$650,000 price tag.

The study by the Swedish Club says that while claim numbers have remained fairly stable over the past decade, their costs have increased by more than 20% over the last four years.

The report points to clear links between engine speed and engine damage – with evidence showing that vessels propelled by medium/high speed engines have a claims frequency 2.5 times higher than slow speed engines.

The club found the most common causes of engine damage to be lubrication failure, incorrect maintenance and repair, and poor fuel management. The most commonly damaged parts were cylinders/liners, crankshafts/bearings, and fuel pumps.

The report says proper training of crew is vital, quoting advice from the manufacturer Wärtsilä which stresses the importance of consistent crew policies. 'The "same crew, same vessel" concept creates a "my ship" attitude where the crew takes ownership over installation,' it notes. 'Problems are fixed immediately as they occur – even the smallest ones – which enables condition monitoring and leaves no opportunity for gradual deterioration of the installation.

Flashlight editor: "This has been known for many years. If the same crew relieves every time, the onboard crew will always ensure that the ship is in good condition. If they don't, the last crew will always reciprocate in kind!"

Source: Flashlight 189

CMA CGM's 22,000 TEU Ships to Feature 'Bulbless' Bow Made for Slow-Steaming

August 1, 2018 by The Loadstar

By Mike Wackett (The Loadstar) –

A steel cutting ceremony took place in China last week on the hulls of the first two ships of CMA CGM's order for nine 22,500 teu LNG-powered ULCVs, featuring a potentially game-changing bow design.

Alongside similar ULCVs being constructed for MSC in South Korea, these behemoths will be the largest container ships afloat, and the first to extend to 24 containers across the weather deck.

The French carrier's new flagships will also be the first constructed with a "bulb-less" bow, as the container line commits its future to slow-steaming.

An elegant protruding bulb shape at the bow has been a feature of containerships for decades, but the new tugboat-like design could become the new normal on liner trades where lower unit costs have won out over fast transit times.

The bulbous bow works by creating an artificial wave, modifying the water flow around the hull, which reduces drag and increases speed and fuel efficiency. Studies have put the fuel efficiency gain at up to 15% at near full speed.

However, consultant Alphaliner notes that the advantages of a bulbous bow containership – more complex and therefore more expensive – have waned with the advent of slow-steaming in the past decade, causing the fuel efficiency percentage gain to drop significantly.

Moreover, vessels that sail at less than full draught – with backloads of empty containers, for example – also see the advantages of a bulbous bow eroded.

This has prompted the retrofitting of replacement bows, designed specifically to be more efficient at slower speeds, to a number of container vessels over the past few years.

Alphaliner also notes that, at the time of CMA CGM's $1.2bn order in September, the images released of the ULCVs were of a conventional bulbous bow design. New images, provided at Hudong Zhonghua Shipyard cutting ceremony, show a vertical stem design.

Notwithstanding the unit cost advantage of deploying LNG-powered vessels, CMA CGM is clearly seeking every opportunity to ensure its new ships will be the most 'cost efficient' in the industry.

Since September, the price of IFO 380 heavy fuel oil has risen from some $320 per tonne to $440, and with predictions of further spikes to come, the rise in the cost of bunkers is currently the biggest risk to sustained profitability in the industry. German rating agency Scope said this week it expects a rise of about 25% in bunker prices this year, compared with 2017, "squeezing the thin profit margins" of carriers.

"Increased crude oil and bunker prices and flat shipping rates will continue to put severe pressure on the operating profitability of older, less-efficient vessels," said the Scope report.

Moreover, with the IMO's 0.5% sulphur cap regulations coming into force on 1 January 2020, ocean carriers must endeavour to future-proof their fleets from the impact of a further potential 50% jump in fuel costs.

Source: gCaptain 180802

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Korean Court Holds Government Accountable for 2014 Sewol Ferry Sinking

July 19, 2018 by Reuters

By Hyonhee Shin SEOUL, July 19 (Reuters)

The sunken ferry Sewol sits on a semi-submersible ship during its salvage operations at the sea off Jindo, South Korea, March 26, 2017. Yonhap via REUTERS

A South Korean court on Thursday acknowledged for the first time the government's liability for the 2014 sinking of the Sewol ferry, which killed 304 people, mainly school children, and ordered it to compensate victims' families.

A botched rescue and the toll of children in one of Asia's most technically advanced economies shocked and angered South Koreans, and the administration of former President Park Geun-hye was the focus of much of the ire.

The ferry was structurally unsound, overloaded and traveling too fast on a turn when it capsized off the southwest coast on April 16, 2014, investigators have said, casting the nation into deep grief for months.

The Seoul Central District Court ordered that every family receive 200

million won ($177,000) for each victim, and additional compensation ranging from 5 million ($4,400) to 80 million won ($70,000) for each family member.
“The victims died while waiting for rescue within the ship, without knowing about the detailed situation,” Judge Lee Sang-hyun said in a court document.
“But after more than four years, the dispute is still going on over who is responsible for the sinking and compensation.”
It was not immediately clear if the government and the ferry operator would appeal against the decision.
A group of 354 members of the bereaved families of 118 students had filed a lawsuit in 2015 against the government and the ferry operator, Chonghaejin Marine, after rejecting a compensation deal that closed off the option of legal action.
Chonghaejin Marine overloaded the Sewol and its crew abandoned the stricken ferry after telling passengers to remain in their cabins, the court document said.
The Coast Guard also failed to maintain control of the ship and rescue the passengers, it added.
More than two-thirds of the 476 passengers on board the Sewol were students on a school trip, many of whom died trapped in the vessel following the crew’s directive.
Thursday’s verdict was “only the beginning” of the families’ fight for the truth, said Jeon Myung-sun, who leads an association of victims’ families.
“We’re not satisfied,” Jeon told Reuters. “The court did not accept our argument that the presidential office violated the law, as the control tower for national disasters. We will raise it again in an appeal.”
Yoo Kyung-keun, another member of the group, struggled to hold back tears in contrasting the ferry victims’ treatment with that of a young Thai soccer team and their coach rescued last week from a cave where they had been trapped for days.
“It was the first time when I envied the Thai people and I will continue to envy them,” Yoo told reporters outside the court after the ruling, saying he wished he were a Thai national. “I was so glad everyone was alive and safe.”
Park, who is serving a 24-year jail term on corruption charges, denied accusations that she failed to respond promptly and properly to the debacle.
But last March, a prosecution investigation showed she stayed in her bedroom after the ferry capsized, and met Choi Soon-sil, a longtime friend now also in prison on charges of having colluded with her to receive millions of dollars from major South Korean conglomerates.
The ferry captain was found guilty of homicide in 2015 and jailed for life. More than a dozen other crew received shorter terms.
($1=1,136.5100 won)
(Reporting by Hyonhee Shin; Additional reporting by Jeongmin Kim; Editing by Clarence Fernandez and Michael Perry).

Source: gCaptain 180720

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Wilhelmsen drone delivery project takes off in Singapore

August 9th, 2018 ~~ Sam Chambers (https://splash247.com/author/samc/)

Fresh from sealing a cooperation deal with Airbus on shore-to-ship delivery, Wilhelmsen Ships Service has been selected to help develop the future Unmanned Aircraft Systems (UAS) regulatory framework for Singapore and will receive dedicated funding for its shore-to-ship drone delivery project.

Wilhelmsen Ships Service is one of only four companies to have received the state funding.

"With a quicker response rate and turnaround time compared to traditional launch boat deliveries, Wilhelmsen believes delivery by UAS has the potential to lower shore-to-ship delivery costs by up to 90%, as well as removing the safety risks inherent with delivery via launch boat," the company stated in a release.

Commenting on the award, Marius Johansen, vice president at the company, stated: "Only weeks after announcing the Airbus partnership, this award almost feels a bit overwhelming. In itself it will be important for us to validate the use case of parcel delivery with drones, but it will also enable us to develop key technological solutions such as ship localisation and precision landing, payload release system, light and reliable private 4G/LTE communications, onshore parcel station and an automated package delivery system".

Wilhelmsen Ships Service is currently working with Airbus' Skyways on a pilot trial to deliver spare parts, documents, water test kits and 3D printed consumables to vessels at anchorage from Singapore port's Marina South Pier.

Source: Splash 24/7 180809

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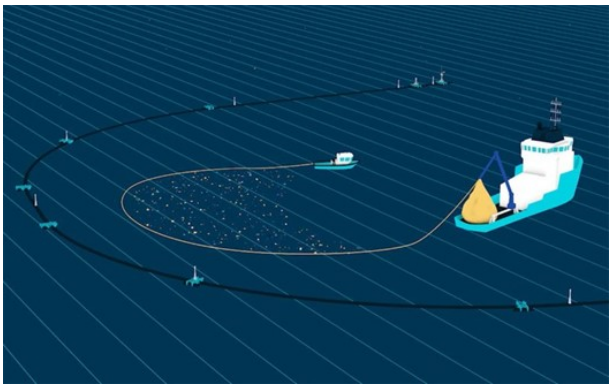
Maersk Supply Service AHTS Selected to Deploy World's First Large-Scale Ocean Plastic Cleanup System

August 16, 2018 by Mike Schuler

Maersk Supply Service has signed on to support The Ocean Cleanup, the Dutch non-profit that is developing technology to clean the ocean of plastic waste.



Credit: Maersk Supply Service / The Ocean Cleanup

For their role in the project, Maersk Supply Service will provide its AHTS, Maersk Launcher, to deploy and support the first clean-up system, known as Cleanup System 001, in the North Pacific. This will mark the start of the world's first large-scale initiative for the collection of floating ocean-plastic debris.

Global plastic production has risen steadily since the 1950's. Today, it is estimated that more than 5 trillion pieces of plastic waste are now littering all major ocean basics. The Ocean Cleanup, recognized as a global front-runner to address the problem of plastic pollution, has developed a solution that uses long floating screens to collect plastic debris for recycling.

This fall, the first offshore cleaning system is due to be installed in the Great Pacific Garbage Patch, located roughly 1,200 nautical miles off the coast of California.

"We are truly proud to be supporting the installation of The Ocean Cleanup's first system. Large towing operations have been a part of Maersk Supply Service's work-scope for decades. It is rewarding to see that our marine capabilities can be utilized within new segments, and to support solving such an important environmental issue," said Steen S. Karstensen, CEO of Maersk Supply Services.

Departing on September 8, 2018, the system will be delivered 250 nautical miles offshore as part of a 2-week sea trial before towage to the final location at the Garbage Patch, where it will continue to monitor the system. The total duration of the campaign is expected to be 60 days.

For Maersk Supply Service, the partnership comes as the company is trying to diversify its business into new areas outside traditional oil and gas.

"With recently announced other new partnerships in innovative fields with DeepGreen and with Vestas Wind Systems, the collaboration with The Ocean Cleanup is confirmation we are taking important steps in this direction," said Karstensen.

Maersk Launcher is currently on charter by DeepGreen, who has released it so that Maersk Supply Service can perform the operation for The Ocean Cleanup. The charter cost of providing installation for deployment of the first cleanup will be shared between A.P. Moller – Maersk and DeepGreen.

The total contribution to The Ocean Cleanup project is around $2 million in vessel services and equipment, which also includes providing transportation equipment needed for the installation of Cleanup System 001, from the UK and Denmark to San Francisco, as well as providing the containers that will be used for the return of the collected plastic to land.

The Ocean Cleanup's long-term ambition is to install a fleet of at least 60 floating screens in order to remove 50% of the estimated 80,000 tonnes of plastic in the Great Pacific Garbage Patch every 5 years.

The system comprises a 600m long floating flexible tube with a 3m deep skirt attached. The tube prevents floating plastic from flowing over it while the skirt prevents smaller particles from escaping underneath. The impenetrable skirt creates a downward flow, enabling marine life to pass beneath it.

The system takes advantage of three natural forces; wind, waves and current. Wind and waves propel the system, while the plastic is propelled only by the current causing the system to overtake the plastic. The skirt is deeper in the middle of the system, causing the system to adopt a 'U' shape, with the base of the U always up-wind, which concentrates the harvested plastic.

The system is fitted with solar-powered lights, anti-collision systems, cameras, sensors and satellite antennas. The system automatically communicates its position at all times, and continually supplies performance data. Periodically, a support vessel comes to remove the plastic like a garbage truck, discharges the plastic on land, where it is recycled and used to manufacture durable products.

Source: gCaptain 180817

Bulker condemned

French ITF inspector Laure Tallonneau has condemned conditions onboard a Panama-flagged bulk carrier held in the port of Lorient last month. The 24,110dwt St Elias was found to have defects including no drinking water, no working showers or toilets, non-functional safety equipment and limited provisions. Romanian officers and crew on the Greek-owned vessel were repatriated after the ITF and local unions recovered their outstanding wages.

Source: Flashlight 198

Undeclared hazardous goods are a worse threat than piracy

(A letter to Flashlight from Captain Mike Cox)

I was relieved to see the article in May's Telegraph concerning containership fires and undeclared hazardous goods, as such recognition of this growing problem is long overdue. There have been too many significant container fires since 2010 and it was even more disturbing to read that similar incidents are occurring every 60 days.

While I understand that subsequent investigations can be long and drawn out affairs, it appears to me that very little has been done to prevent the shipment of mis-declared containers or to protect the crew from the catastrophic effects of these fires.

From what I have seen, the vast majority of container fires have occurred on vessels sailing from the Far East, suggesting that shippers from those countries are at fault. However, there are obviously companies based in Europe and the Americas who are equally culpable, as they are receiving hazardous substances in unmarked units.

They must know this is wrong but are most likely happy to receive a shipment that is made cheaper by not declaring the true nature of the cargo or not using the correct packaging as required by the IMDG Code. I cannot see how these rogue companies can be brought to justice in the foreseeable future, and, in the meantime, seafarers are constantly exposed to the threat of poorly packaged dangerous goods on hundreds of vessels sailing from the Far East. I would suggest this threat is actually worse than that posed by piracy and affects many more vessels.

The article in May's Telegraph stated that calls have been made to improve the firefighting capabilities of container vessels, and such improvements must include the provision of drenching systems to protect the accommodation blocks from the intense heat generated by DG fires. Such a system would at least give a vessel's crew sufficient time to escape and abandon ship if required and could be a relatively inexpensive modification to the existing fire main system that is already onboard.

I would also like to see a little more transparency from the subsequent investigations, and in any progress that is being made to curb the companies that mis-declare their DG cargoes. At the moment, very little information seems to be shared with the seafarers who are on the front line of this growing problem.

The industry recently lost five seafarers on *Maersk Honam* – how many more have to perish before adequate action is taken?

Capt. Mike Cox

Source: Flashlight 189

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Kennet and Avon Canal Drained Accidentally by Boater 'In A Rush'

Oops. **By Chris York**

A forgetful boater drained an entire stretch of the Kennet and Avon Canal on Tuesday after accidentally leaving all the lock gates open.

Before

A section of the picturesque waterway was reduced to a muddy trickle near the Barge Inn in Seend, Wiltshire.

After

A spokesperson for the Canal and River Trust (CRT) told The Times it was not a malicious act but rather a boater who was "rushing and left the paddles up".

The water levels have since been replenished.

Locks are used to raise or lower canal boats between waterways of different heights.

The CRT spokesperson added: "It's not uncommon for this to happen from time to time and our teams are well versed in moving water through the system to get water levels back up again.

"We are a charity and so we're politely asking boaters to help us out by double checking everything's closed up properly when they've finished."

Source: Flashlight 189

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Rescued Migrants Threaten to Kill Crew

Italian politicians expressed concern last month after migrants rescued by the Dutch-owned vessel Vos Thalassa in the Mediterranean threatened to kill crew members when they began sailing south to hand them over to the Libyan coastguard.

Source: Flashlight 189

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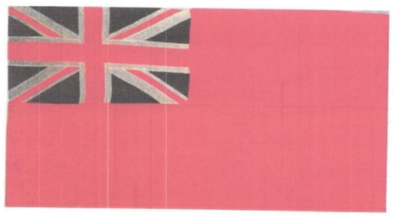
ROYAL MUSEUMS GREENWICH

Open Call to Merchant Seafarers

RMG is embarking on a long-term project to enhance our understanding and representation of the Merchant Navy. As the site of the Merchant Navy Memorial at *Cutty Sark*, we are seeking your help to ensure that knowledge is not lost and memories not forgotten. We would love for you to be a part of ongoing discussions and let us know how we could work together.



If you would like to take part in future conversations or share your stories with us then please get in touch.

Contact Assistant Curator Lucy Dale at:
ldale@rmg.co.uk
National Maritime Museum, Park Row, Greenwich, London, SE10 9NF

Vale George Alfred Carter

26 April 1930 – 26 June 2018

Captain George Carter passed away on 26 June 2018.

For many years he was one of the mainstays of the South Australian Branch of the Company of Master Mariners of Australia. His membership was ratified on 4 July 1966, and from that time he took a prominent part in the activities of the SA Branch. He held various positions on the Branch Court, including the somewhat demanding positions of Secretary, Bulletin Editor and that of Branch Master in 1974, 1984 and 1985. During the 1970s and 1980s, the SA Branch had a more youthful membership with many appropriate activities including community involvement, such as participation in the annual South Australian Sea Scout Regatta. In recognition of his services, he was made an Honorary member of the Branch.

George was very community minded. He was President of the Glenelg Kiwanis Club for a number of years, and Scout leader of 1st Glenelg Sea Scout Group for some years. He was also a member of the Seven Seas Club of Australia, the MG Car Club and West Beach Probus Club.

Once, whilst working as a stevedore supervisor in the wharf office at No. 3 Berth in the Port Adelaide Inner Harbor, he was made aware that a young girl (8 years) had fallen from the wharf into the water. George quickly went to the scene and observed that the girl was in serious difficulties, without any help. Although there were others at the scene, including the girl's family, it was George who took off his jacket, dived into the water and saved the girl. He was later awarded the Scout Gilt Cross for Gallantry.

Most mariners have interesting seagoing experiences and George was no exception, having been Master of a sea going tug in Durban, South Africa, and of the natural gas-powered bulk carrier, *Accolade*, in South Australia.

Latterly, George had to contend with unfavourable health issues.

George was great company, always cheerful and encouraging, and will be greatly missed by Branch members.

He is survived by his wife, Doreen, and his children, Sue and Alan, and their families.