



The Porthole

Volume 18 No. 11 November 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

Good Day Readers,

I trust that you are all keeping well in this topsy-turvy mix of seasons we are experiencing in South Aussie at present.

We will have the last meeting of the year next Wednesday for luncheon at the Largs Pier Hotel, and apart from anything else, this is where I make my annual appeal for volunteers to nominate to serve on the Branch Court for next year. All applications for nomination will be most gratefully received.

We have not managed to convene a Federal Court meeting by phone as yet, and so I have nothing to report on that front. I and our good editor fronted up to 'wave the flag' at the Governor's garden party, and together with our respective spouses, we had a short chat with both Mr and Mrs Le. The weather was bright one moment, and wet the next, but it all seemed to go well.

On a completely different note, I was perusing a fifty year old magazine recently when I came across a tale which I thought may interest some of our members. It was in 1804, and Admiral Hood was in Caribbean waters with a Royal Navy fleet. England and France were at war at the time and seeking a way to tie down the enemy forces without weakening his already outnumbered fleet, Hood conceived the idea of using the Diamond Rock, which commanded the entrance to the harbour of Port Royal, Martinique. With much daring, swearing, sweat and toil, five large guns were landed and hauled to the summit of this rock and emplaced, together with powder and shot, provisions, water, and a garrison of 120 men, and there left for 17 months to harass French shipping as they entered or left their own harbour. All attempts at "boarding" the rock were repulsed, and the garrison gained such renown that their "ship" was taken on the strength of the Royal Navy and accorded the privilege of salutes from friendly vessels.

Eventually, the heroes of Diamond Rock were taken off, having left their mark on the French fleet. To this day, a chart will show, at the southern end of Martinique, just outside Port de France, which used to be Port Royal, a rock with the name beside it: - "H.M.S. Diamond Rock".

Happy Sailing.

Bob W (BM)

Speaker: Bob Buchanan,
whose topic will be RMS *Titanic*.

**The next Branch meeting will be held at
the Largs Pier Hotel, 198 The Esplanade, Largs Bay,
on Wednesday, 28th November, 2018, at 1145 for 1200.**

**Please confirm your attendance at the lunch
or register your apology before
1200 on Monday, 26th November 2018 with
Bob Westley (0427 644 947) or
David Holmes (0417 444 742)**

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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.

Dropping Anchors in the Gulf of Mexico: 60 Days of Letting Her Go and Pulling Her Up

November 4, 2018 by CW4 MICHAEL W. CARR

By Michael Carr – Each of *American Salvor's* four 6,000 lb. anchors were attached to its own huge winch by hundreds of feet of 1.5-inch diameter wire cable. Each drum was powered by a large noisy diesel engine equipped with pneumatic controls. Paying



Photo: By corlaffra / Shutterstock

out anchor wire and pulling wire in was noisy and dangerous. With all four winches running the decibels were overwhelming.

Onboard *American Salvor* were a dozen divers from a commercial diving company. They were contracted to repair oilrigs. Before these divers could get in the water *American Salvor* had to anchor directly over each work site, using all four anchors.

American Salvor's Chief Mate was responsible for setting the retrieving anchors. He would communicate with each winch operator and the ship's bridge using headphones connected to an HF radio.

"Take in 100 feet on the port bow, and let out 100 feet on the starboard aft anchor, hold the other anchors where they are."

He would slowly and methodically say these commands into his boom mike as he tried to visualize how the ship was now shifting in her position. On the bridge, the captain and dive supervisor would check the ship's position, and then tell the Chief Mate how far off station they were.

"We need to come 50 yards to starboard, and 75 yards aft" the Captain might say. But coming 50 yards to starboard and 75 yards aft is not simple, you must adjust all four anchors and visualize the change in the ship's position.

Standing among the noisy generators, air compressors, diesel engines, and mounds of equipment the Chief Mate would close his eyes, and visualize the ship moving. He would key his mike and give commands,

"Hold the port bow, and take up slowly on the port stern, Ok, all stop. On the bridge, how do we look now?"

There was always a lag time while the ship settled in her new position. Wait, think, re-adjust. What is the wind doing to us, is there current today? Damn, I could use another cup of coffee.

Finally, the bridge would communicate they were on station and the Chief Mate would immediately key his radio mic and say, "All stations, hold what you have, lock down the drums".

Laying four anchors alongside an oil rig or pipeline in the Gulf of Mexico is a tedious and dangerous operation. There are thousands of oil and gas platforms in the Gulf, and most are connected to one another by pipelines snaking across the bottom. You cannot just "drop an anchor".

First, you must consult a chart which shows the multitude of underwater pipes and rigs, but you cannot solely trust or rely on this chart, you must also verify the bottom situation by lowering a sonar scanner over the side and surveying the bottom. Once you are certain the bottom is clear you can begin setting the four anchors.

A few years back this vessel had dropped an anchor on top of a gas pipeline and caused a leak. This Chief Mate wanted no part in that kind of operation.

Added to the vessel noise was the intense heat and humidity always present in the Gulf of Mexico. Your endurance and stamina were always being tested. All you could do was drink gallons of water each day and smile. What a life.

There was no daily schedule, you just went from one diving site to the next for 60 days. That was your shift, 60 days on and then 30 days off.

Once anchors were set and divers getting in the water, the Chief Mate would wander up to the air-conditioned mess deck, fill his coffee cup, take a huge gulp of water from the gallon jug he carried around with him, and drop into one of the most uncomfortable fiberglass chairs. He might have 10 minutes or even an hour before his radio would squawk at him with, "Chief Mate, this is the Bridge, dive ops are completed, prepare to recover anchors."

There was no day or night, it was just anchors down, dive ops, anchors up, move the ship. Anchors down, dive ops, anchors up, move the ship. The reprieve came from short breaks running back to Port Fourchon LA for supplies. Port Fourchon is an oil service port. It looks like a set from a Mad Max movie. Offshore supply boats everywhere. Oil service helicopters constantly landing and taking off. Trucks, noise, dust, dirt, the smell of petroleum, welding, exhaust, rubber, fiberglass, and fuel.

A return to Port Fourchon was not restful, but it was at least a change from choreographing anchors all day. Garbage was offloaded, supplies and fuel taken on. Crews changed out, and always some drama. Who needs reality television when you have "Real Mariners in the Gulf of Mexico" every day!

A few hours was the most time they would spend in Port Fourchon, but there were times during winter months when severe cold fronts would come blasting down from Canada and gale force winds would produce huge seas in the Gulf, which prevented diving ops.

"Chief Mate, this is the skipper, come to the bridge."

"Gale warnings in the Gulf for the next few days, so we won't be going out this afternoon after loading. We will shove off the dock

and go run-up on a mud-bank for a few days, till this blows through” the skipper would say.

“Thank God,” the Chief Mate would reply. He could sleep. He could actually take off his clothes and lie on this bunk. He could eat a meal slowly, and wash some clothes. He could call his wife back in Maine, which was both wonderful and painful. Calls would make him think of his house and woods in Castine, and make him want to get off the boat.

“Focus, deal with it,” he would say to himself.

Sixty days would slowly work their way down to 30 days, and then when his calendar showed two weeks until the end of his shift he would e-mail the personnel office. “Just checking in to see about my relief”, he would try to say casually. In reality, he wanted to write, “Make sure my relief is on the dock in 9 days, 4 hours and 23 minutes!”

Dealing with the Personnel Office was a delicate ballet. Too much communication would backfire, but if you did not ask they would sometimes forget about you.

“We never heard from you, so we thought you wanted to stay on.”

This was not the message any crew wanted to receive.

Then it would happen, your relief would be on his way, the countdown had started. There was always something magical about seeing your relief show up. You knew you were actually going home.

Same ritual each time, some small talk, followed by shaking hands, saying “Good luck, see you in 60 days or whenever”, and off you would go. A van would drive you from Port Fourchon to the New Orleans Airport, a two-hour drive through bayous and small fishing towns.

It was good to be going home, he could see Maine already.

Source: gCaptain 181104

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World's Biggest Dry Dock Sinks Holding Russia's Only Aircraft Carrier

October 30, 2018 by Reuters



By Tom Balmforth MOSCOW, Oct 30 (Reuters)

Russia's only aircraft carrier was damaged while undergoing repairs in the north of the country after the floating dock holding it sank in the early hours of Tuesday and a crane crashed onto its deck, tearing a gash up to 5 meters wide.



FILE PHOTO: A view shows the Russian aircraft carrier *Admiral Kuznetsov* at a shipyard in the town of Roslyakovo near Murmansk, Russia June 19, 2006. REUTERS/Sergei Karpukhin/File Photo

The *Admiral Kuznetsov* has seen action in Russia's military campaign in Syria in support of President Bashar al-Assad with its planes carrying out air strikes against rebel forces.

It was being overhauled on one of the world's biggest floating docks in the icy waters of the Kola Bay near Murmansk close to where Russia's Northern Fleet is based and was due to go back into service in 2021.

Maria Kovtun, Murmansk's governor, said in a statement that a rescue operation had been launched and 71 people evacuated after the floating dock holding the ship had begun to sink.

The warship had been successfully extracted from the dock before it completely sank, she said.

Investigators, who said they had opened a criminal investigation into the incident that would look at whether safety rules had been violated, said one person was missing and four others were being treated for hypothermia

after being plucked out of the water.

Alexei Rakhmanov, head of Russia's United Shipbuilding Corporation, told the TASS news agency that the ship's hull and deck had been damaged, although what he called the vessel's vitally important parts had not been harmed.

“There is a jagged hole 4-5 meters wide,” Rakhmanov was quoted as saying by the Interfax news agency.

“It's obvious that when a 70-tonne crane falls onto the deck, it's possible that there could be such damage. We consider the damage to be insignificant.”

Yevgeny Gladyshev, a spokesman for the shipbuilding factory which operated the floating dock, told the RIA news agency that unspecified equipment had been damaged but that much of the deck had been spared because it had been removed during the refit.

The floating dock had been hit by a power outage which had caused its ballast tanks to fill up rapidly, prompting it to sink, the factory said.

The *Admiral Kuznetsov* gained notoriety in Britain when then Secretary of Defence Michael Fallon dubbed it the “ship of shame”

in 2017 when it passed through waters close to the English coast on its way back from the Mediterranean belching black smoke. (Reporting by Tom Balmforth Editing by Andrew Osborn)

(c) Copyright Thomson Reuters 2018.

Source: gCaptain 181031

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The de-civilising process

Adrian Wooldridge laments the collapse of manners



RELUCTANT GLOBAL CITIZEN

Adrian Wooldridge | October/November 2018

In his new book, “In Pursuit of Civility”, British historian Keith Thomas tells the story of the most benign developments of the past 500 years: the spread of civilised manners. In the 16th and 17th centuries many people behaved like barbarians. They delighted in public hangings and torture. They stank to high heaven. Samuel Pepys defecated in a chimney. Josiah Pullen, vice-principal of Magdalen Hall, Oxford, urinated while showing a lady around his college, “still holding the lady fast by the hand”. It took centuries of painstaking effort – sermons, etiquette manuals and stern lectures – to convert them into civilised human beings.

Reading Thomas’s book on a train recently I was gripped by a terrible realisation: everything our forebears worked so hard to achieve is now reversing. A process that took centuries has been undone in just a few decades.

There is no better place to observe the collapse of manners than on mass transport. The most basic move in the civilising process was to make a distinction between the public and the private: persuading people to defecate in lavatories rather than chimneys and eat at regular times in designated places, not whenever or wherever the mood took them. Yet today city streets reek of urine and trains smell of fast food. I recently had the misfortune to sit next to a quivering man-mountain on a train who proceeded to slurp a Coke, demolish a Big Mac, munch fries and spill ketchup onto his beard while giggling at a film on his super-sized iPad. His only concession to the fact that he wasn’t in his own sitting room was to wear headphones.

Overnight flights are worse. I’ve never witnessed anybody urinating on the back of an airline seat, as apparently happened on a Frontier Airlines plane this May. But I’ve watched a man next to me floss his teeth and then carefully place the thread on the tray table, another do a vigorous push-up routine in the corridor, and a modern-day Henry VIII discard his chicken bones on the floor.

Enlightenment philosophers were convinced that the great engines of modernity – urbanisation, commerce and travel – would also spread civilisation. Commerce was supposed to polish people’s manners as well as fill their pockets. The closer association of people with each other would allow the masses to learn refinement. Today those very engines are turning against the civilising process. San Francisco is at the centre of the biggest creation of wealth on the planet, yet its streets are often littered with faeces, garbage and syringes.

The people who were supposed to act as guardians of high culture have collectively turned against it. Psychotherapists disparage self-restraint as a sign of unhealthy hang-ups. Academics are now so keen to denounce bourgeois civilisation as a tool of exploitation, patriarchy and/or misogyny that it can only be a matter of time before they start behaving like Josiah Pullen. One Cambridge economist, Victoria Bateman, turned up to a faculty meeting naked in protest at Britain’s vote to leave the EU. No wonder that today’s young, the most educated generation in history, are more likely to model their style on the urban underclass than on yesterday’s educated elite – hence the spread of tattoos, piercings and beards.

Civilisational decline is contagious: however hard you try to preserve your own manners you can’t resist the general trend. Make way for someone in a queue at Starbucks and you’ll have to wait ages as they order some ridiculously convoluted drink and then take the only free table. Keep the seat next to you clear on a train and you’ll find yourself sitting next to somebody who decides to treat it like their own sofa.

I don’t think I’ll ever give in to the fashion for beards and tattoos, let alone turning up to meetings naked. But I’ve noticed that I increasingly circumvent the normal rules of politeness in a desperate attempt to keep going. I carry a pair of headphones with me at all times to insulate myself from the noise of my neighbours. I sprint ahead if I see any possible competitors approaching the queue for coffee. And I’ve graduated from putting my bag on the seat next to me on a train to a more cunning technique: I leave a copy of Jack

Rosewood's "The Big Book of Serial Killers" on the chair and smile maniacally at anyone who comes anywhere near. So far the serial-killer strategy has worked remarkably well.

Adrian Wooldridge is political editor and Bagehot columnist at *The Economist*

ILLUSTRATION MICHEL STREICH

Source: *Maritime Advocate* 734

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Damen's innovative RSD Tug 2513 nominated for KNVTS Ship of the Year Award

November 6, 2018 by gCaptain

Damen's radical new 'always bow first' RSD Tug 2513 has reached the final stage of this year's prestigious Maritime Award KNVTS Ship of the Year prize. As one of the last three entrants in contention for the award, the Damen RSD Tug 2513 will be judged on a range of criteria including its design, safety, economy, durability and construction process, and the winner will be announced at the Gala Dinner taking place on 12th November.



The 25-metre RSD Tug 2513 is the result of years of research and development by Damen in cooperation with its towage customers and research institute partners. The innovative design combines elements of tractor tugs and ASD tugs to create a new class of vessel that effectively has two bows, enabling it to always operate bow first. This makes it exceptionally efficient as it is equally effective at bow and stern assists.

A Damen Twin Fin skeg adds to the effectiveness of the design, giving the RSD Tug 2513 excellent course-keeping and predictable sailing characteristics. Bollard pull is 75 tonnes ahead (push) and 71 tonnes astern (pull). At 25 metres in length, the RSD Tug 2513 is intentionally compact for operations in and around harbours and terminals, yet it still has the power and flexibility to manoeuvre even the largest vessels; safely, quickly and efficiently within restricted waters.

The new class also features a wide range of additional features including the new Damen Safety Glass for the wheelhouse. This shatterproof glass is similar to that used in the automotive sector and represents a huge step forward in crew protection. Other innovations include the glued superstructure to counter noise and vibration, and Damen's remote monitoring system.

The first of the class, the *Innovation*, went on a tour managed by Damen Marine Services in the early summer. The trip took her around Europe from the Adriatic to the Baltic sea, stopping at nearly thirty ports to give customers from around the continent the opportunity to view and experience the vessel first-hand. The *Innovation* is now based in the Port of Rotterdam, where she is operated by Kotug Smit Towage.

The RSD Tug 2513 is the first of Damen's next-generation tug series. These will deliver increased safety standards, lower operating costs and compliance with the next level in emissions reductions; IMO Tier III.

The other two finalists for the award are the dredger *Scheldt River* designed and built by Royal IHC, and the patrol vessel *RPA 8*, designed and built by Scheepswerf Gebr. Kooiman BV.

In 2014 Damen, together with its team of partners, won the KNVTS Ship of the Year Award for its SAR (Search and Rescue) 1906, a next-generation lifeboat developed for the Royal Netherlands Sea Rescue Institution (KNRM).

Source: gCaptain 181107

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Electric Ferries

ForSea (formerly HH Ferries Group) have sent us word of their conversion of the world's largest battery ferries, the Tycho Brahe and Aurora



Tycho Brahe's battery room

The ships were converted from conventional diesel engine operations to battery power at Öresund Dry Docks, as part of ForSea's strategy to reduce the environmental footprint along the 4km route between Sweden and Denmark. The vessels operate on a high intensity ferry route that transfers over 7.4 million passengers and 1.9 million vehicles between urban port terminals in Denmark and Sweden.

The conversion of these over 100-meter ferries, both built in 1991, required installation of a 4160 kWh battery on each vessel, as well as battery racks, energy storage control systems and ABB's Onboard DC Grid™ power distribution technology.

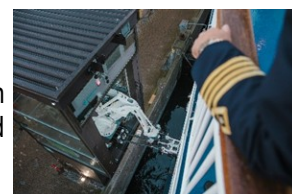
The project was supported by INEA, the European Union's executive agency for innovation and network.

Source: *Maritime Advocate*: 735

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Aurora at sea



Charging station

Missing Unlit Dry Dock Turns Up in The Bahamas After More Than a Year at Sea

November 12, 2018 by Mike Schuler

The saga of the unlit section of dry dock that has been floating around the Atlantic Ocean for more than a year now may finally be coming to a close after it turned up in the Exuma island chain last week.



A picture of the floating dry dock in Farmer's Cay Cut in Exuma, Bahamas. Photo: Hervin Thomas via Facebook

The Bahamas' Royal Bahamas Defence Force said the "unidentified floating container unit" was located off Farmer's Cay and locals were able to anchor the object and place a light on it to ensure it is visible at night. A patrol craft was expected to further examine the object to make sure it was secure and also add additional lighting to it.

The object in question is believed to be an old section of dry dock from the former Avondale Shipyard in Louisiana.

According to reports, the dock left the yard last September under tow to the Canary Islands, but people tracking the voyage say the tow failed, likely during Hurricane Irma, and only about half of the dry dock arrived in the Canary Islands.

Two large sections of the dock were spotted independently of each other on at least three separate occasions south of Bermuda back in May, causing concern among sailors and mariners about the hazards to navigation.

Officials are now working to confirm the identity of the dock and put together plans to salvage it.

Source: gCaptain 181113

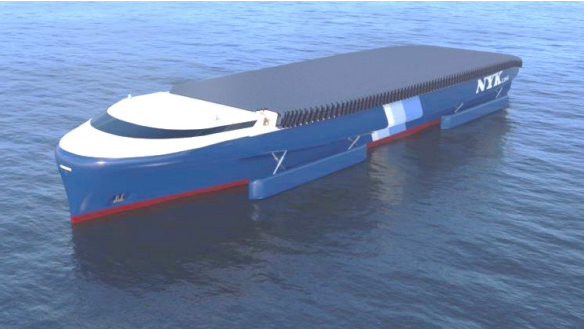
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NYK Unveils Zero-Emission Pure Car and Truck Carrier Concept

November 15, 2018 by Mike Schuler

NYK Super Eco Ship 2050

Japanese shipping company NYK has unveiled plans for a zero-emission Pure Car and Truck Carrier (PCTC) that could help the group achieve its long-term decarbonization goals.



The conceptual design, which NYK calls the Super Eco Ship 2050, builds on its previous concept ship the NYK Super Eco Ship 2030, unveiled in 2009, but with an updated design that makes use of advances in technology over the last decade.

The NYK Super Eco Ship 2050 is designed as a 2050-model PCTC. According to NYK, the concept would only require 70% of the power needed to operate compared to a conventional PCTC, thanks to an optimized hull to decrease water friction, reduced weight, and fuel cells for electric propulsion. Instead of fossil fuels, power for the ship would come

from solar energy and hydrogen produced from renewable energy sources, all of which would lead to a reduction of CO2 by 100 percent, thereby resulting in a zero-emission vessel, NYK says.

Details of the concept ship's main features provided by NYK are below:

NYK Super Eco Ship 2050

Hull

The weight of the hull is reduced by optimization through a dynamic, mathematical design that uses lightweight materials for the superstructure. In addition, computer-controlled devices, such as gyro stabilizers, are installed to provide active stability for the lightweight vessel hull.

An air-lubrication system effectively reduces the frictional resistance between the vessel's bottom and the seawater by means of bubbles generated by supplying air to the vessel's bottom. And automatic hull cleaning during port stays prevents any negative impact on vessel efficiency.

Finally, propulsion efficiency is increased by replacing conventional propellers with flapping foils that mimic the movements of dolphins.

Energy

The ship is powered by hydrogen fuel cells produced from renewable energy sources. Waste heat recovered from the fuel cells is also used. On long voyages, solar power can be utilized.

Maintenance

Maintenance is managed through use of digital twins, a technology that realizes physical conditions digitally and enables real-

time analyses from land offices, accident prevention, and optimal maintenance.

Port and Cargo Handling

Optimization of route planning is no longer a ship-level activity. It will be done at port and on a fleet level, which will enable just-in-time arrival throughout the supply chain. Automatic mooring and efficient ship-to-ship cargo handling will minimize port stays.

	Conventional Vessel	NYK Super Eco Ship 2050
Length Overall	199.9 m	199.9 m
Breadth	35.6 m	49.0 m
Draft	9.0 m	9.0 m
Air Draft	45.6 m	31.0 m
Main Power (Fuel)	Diesel Engine (C heavy oil)	Fuel Cells (Hydrogen)
Renewable Energy	None	Solar Power

Source: gCaptain 181116

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From the Motor Insurer's Claims Department

Insurance claims

Coming home I drove into the wrong house and collided with a tree I don't have.
 The other car collided with mine without giving me warning of its intention.
 I collided with a stationary truck coming the other way.
 The guy was all over the road. I had to swerve several times before I hit him.
 I pulled away from the side of the road, glanced at my mother-in-law and headed over the embankment.
 In an attempt to kill a fly, I drove into a telephone pole.
 I had been driving for 40 years when I fell asleep at the wheel and had an accident.
 To avoid hitting the bumper of the car in front I struck a pedestrian.
 My car was legally parked as it backed into another vehicle.
 An invisible car came out of nowhere, struck my car and vanished.
 I told the police that I was not injured, but on removing my hat I found that I had a fractured skull.
 I was sure the old fellow would never make it to the other side of the road when I struck him.
 The pedestrian had no idea which direction to run. So I ran over him.
 The indirect cause of the accident was a little guy in a small car with a big mouth.
 I was thrown from my car as it left the road. I was later found in a ditch by some stray cows.
 The telephone pole was approaching. I was attempting to swerve out the way when I struck the front end.
 I knocked over a man, he admitted it was his fault as he'd been knocked over before.

Source: Maritime Advocate 729

Last Sail-Driven Tanker is Bound for Scotland

The *Falls of Clyde*, the last sail-powered oil tanker in the world, will soon return to Glasgow, the city where her keel was laid some 140 years ago.

The *Falls of Clyde* has been moored in Honolulu, Hawaii, since 1963, and she is in a deteriorating condition. A non-profit group, Save the Falls of Clyde International, hopes to move her to Scotland and restore her. It has recently reached an agreement with



heavy lift firm Sevenstar Yacht Transfer to provide the transportation. She is scheduled to depart the week of February 3, 2019. The 285-foot long, wrought-iron cargo *Falls of Clyde* was built by Russell & Co. in Glasgow in 1878. She entered service as part of the Falls Line fleet, and she sailed to ports on all continents except Antarctica.

In 1898, she entered in the sugar trade between Hawaii and the U.S. West Coast for owner Capt. William Matson. She was converted to carry oil and molasses in 1906, and her 10 tanks have a capacity of about 18,000 barrels. She was later used for floating oil storage in Alaska and was finally decommissioned in the 1950s. A local journalist in Honolulu raised funds to save her and bring her to Hawaii, and the U.S. Navy provided a tow to bring her to Oahu in 1963.

The local Bishop Museum took possession of the vessel and opened the *Falls of Clyde* to the public in 1971 at Honolulu Harbor's Pier 5. However, her condition has deteriorated over the years, and in 2016, the museum transferred her to a local non-profit group, Friends of *Falls of Clyde*. After she is moved to Scotland and restored, Save the *Falls of Clyde* International eventually hopes to return the vessel to commercial trade for sail-driven niche cargoes, like sustainable coffee and chocolate. The group would also like to host education-at-sea voyages.

Source: MAREX/MNA circular 2018-21

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MAIB: Insufficient Anchor Cable Led to River Humber Collision

Insufficient anchor cable and an unprepared crew have led to a collision between three ships on the River Humber, according to a report by UK's Marine Accident Investigation Branch (MAIB). The UK-registered general cargo vessel *Celtic Spirit* dragged its anchor in heavy weather on the River Humber in the early morning hours of March 1, 2018. The vessel subsequently collided with the research and survey vessel *Atlantic Explorer* and the 4,100-dwt general cargo vessel *Celtic Warrior*, which were also at anchor. All three vessels sustained shell plate damage, but there were no injuries and no pollution. Following an investigation into the incident, MAIB concluded that *Celtic Spirit* dragged its anchor because insufficient anchor cable had been deployed for the tidal range and environmental conditions experienced. The investigation also found that the *Celtic Spirit*'s watchkeeper did not immediately recognise the ship was dragging its anchor because the anchor position monitoring interval was not appropriate. Additionally, the watchkeeper did not alert Vessel Traffic Services or nearby vessels that his own ship was dragging anchor. Furthermore, *Celtic Spirit* was unable to manoeuvre quickly because its engines were not on immediate readiness. "The vessel collided with *Atlantic Explorer* and *Celtic Warrior* because its crew were unable to arrest the vessel's drift and, due to the proximity of the vessels, there was insufficient time for them to get out of the way," MAIB said in the report. "Lack of company guidance meant that there was an inconsistent approach to engine readiness on board sister vessels in the same fleet and class conditions relating to engine readiness while operating with only one anchor were not followed or understood."

Source: Maritime News/MNA circular 2108-21

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A UFO Tugboat Abduction Memorial has Popped Up in The Battery

Nicole Saraniero 10/23/2018 ARTS & CULTURE, NEW YORK, NEWS

Standing at the edge of the water in The Battery, with the Statue of Liberty just behind it, is a monument dedicated to the crew of the tugboat *Maria 120*. According to the plaque on the pedestal of the statue, the six-man crew and vessel mysteriously vanished from New York Harbor in July of 1977. Perhaps this story doesn't ring a bell because that summer is better known in New York

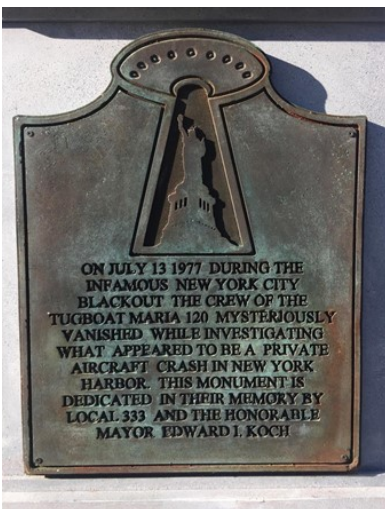


Photograph by Joe Reginella

City for the two-day city-wide blackout or the terrifying crimes of serial killer David Berkowitz. Or perhaps, it's because it never happened. This fun and farcical memorial, which depicts a longshoreman crewman gazing up at what can be presumed to be an alien spacecraft as an extraterrestrial figure lies at his feet, is the latest public art piece from Staten Island based sculptor Joe Reginella. Reginella's previous installations include the Brooklyn Bridge Elephant Stampede monument and a monument to an octopus attack on a ferry in Staten Island harbor.

As in his previous work, for the NYC Tugboat Abduction monument Reginella draws from true New York City history to add credibility to the story. The blackout of July 13th was a very real occurrence that happened during the summer of 1977. Many neighbourhoods saw a surge in crime, and flaws in the city's infrastructure and emergency preparedness were brought to light. Reginella frames his fictional story in the context of this real-life event. In the story of the *Maria 120*,

crewmen were patrolling the waters between Liberty Island and Battery Park, when, in the pitch blackness, a bright streak of light shot through the night sky and what appeared to be a private aircraft crashed into the harbor. The crew immediately radioed the Coast Guard a distress signal and informed them that they were going to try to tow the crashed vessel to shore. However, when the Coast Guard boats arrived to help, there was no aircraft, and the tugboat *Maria 120*, as well as her crew, had vanished.



Photograph by Joe Reginella

The tugboat abduction narrative is further enhanced by supplemental material that includes a website, documentary trailer and even souvenirs that you can buy. Reginella and a team of up to a dozen creatives work together for months to bring these stories to life through various mediums. For this piece, the accompanying documentary follows the son of one of the abducted crewmen as he seeks to uncover the truth of his father's disappearance. Though in the trailer you see this character perturbed by the commercialization of the tugboat "tragedy" - which has spawned a touristy "Harbor Mystery Cruise" and Statue of Liberty abduction tchotchkes - fans should check out the website's shop, as proceeds from the themed t-shirts and souvenirs help fund these fantastical projects.

The bronze statue and pedestal, which breaks down into four pieces for mobility, weighs a hefty total of around 300 pounds! What is exciting for Reginella is to see the different ways people react to his statues, whether they believe the story is real or not. While people-watching on a windy Sunday in the Battery, Reginella told Untapped Cities that he loves to see when people "get it," the moment of head scratching as they realize maybe what they are looking at isn't what it seems. Regardless of whether the story is true, seeing the sculpture creates a fun moment and story to tell friends about, for those who take the time to stop and observe it. The reactions to this sculpture in particular have been very entertaining for Reginella as a lot of people interact with it by re-enacting the dramatic pose of the longshoreman figure.

Source: Untapped Cities/MNA circular 2018-21

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Project to Test Feasibility of Sail-Powered Bulk Carrier

November 20, 2018 by Mike Schuler

Danish shipowner Ultrabulk has teamed up with a handful of companies in the UK to investigate the feasibility of fitting a modern bulk carrier with sail power in hopes of advancing technology that could help overall CO2 emissions in the shipping industry.



"The combination of green shipping with renewables makes an even greater contribution to decarbonisation globally. This is a key development in achieving Drax's aim – to deliver a zero carbon, low cost future for all," said Drax Group CEO Will Gardiner.

For the project, Ultrabulk is teaming with Drax, operator of the UK's largest power station, along with the Smart Green Shipping Alliance (SSGA) and naval architects at Humphreys Yacht Design to launch a £100,000, 12-month feasibility study examining the potential of fitting an innovative sail technology known as Fastrig onto Ultrabulk ships that import biomass into the UK.

If successful, the group says the project could help cut both carbon emissions and costs in the shipping industry.

In recent years, Drax Power Station in North Yorkshire, England has transformed and converted two thirds of the power station to the use of biomass instead of coal, making it one of Europe's biggest decarbonisation projects. Last year, the company imported 6.8 million tonnes of the compressed wood pellets in 221 deliveries to the ports of Immingham, Hull, Tyne and Liverpool, enabling it to generate 14% of the UK's renewable electricity.

Using biomass instead of coal, Drax has delivered carbon savings of more than 80% compared to coal, including supply chain emissions. However, shipping still remains one of the most carbon-intensive parts of the biomass supply chain, according to Drax.

"This is a project that could really make a difference to the way the industry operates. Drax's determination to cut carbon emissions creates real demand. Reducing emissions is good business, it saves costs and improves long-term operational certainty. This study aims to find the 'sweet spot' between reducing emissions and saving fuel costs," said Diane Gilpin, CEO and Founder of Smart Green Shipping Alliance.

The first six months of the project will involve a technical feasibility study, establishing the mechanical parameters for retrofitting the Fastrig solution onto ships.

The next part of the project will focus on putting together a business case and calculating detailed costings for the project. Depending on the outcome of the feasibility study, the aim is to retrofit a ship with the Fastrig technology as soon as 2021.

The technology could drive down not only carbon emissions but also cost.

Diane Gilpin explained: "Fuel prices are vulnerable to oil market volatility, but once the technology is developed, wind is free at the point of use. The first onshore wind turbines were single devices producing 45KW; now we're seeing fleets of 10MW producing energy, without subsidy. We can expect to mirror that speed of transition in the shipping industry."

Source: gCaptain 181121



Another British Shipbuilding Casualty as 160 year old Yard Closes

End of the Line Despite Multi-million Pound Order Book

Engineering services company, Babcock International, has announced that it will end operations at its Appledore shipbuilding facility in Devon, ending its site lease in March 2019. The news comes despite a proposal by Defence Secretary Gavin Williamson late on October 31, for a package of work worth £60 million as a means of providing a stopgap for Appledore workers.

Babcock International's Appledore shipbuilding facility was first established on the River Torridge in North Devon in 1855. It was known as P.K. Harris & Sons until it became Appledore Shipbuilders in 1963, which was then bought by Babcock International in 2007. The facility has built over 200 ships of commercial and naval design standards including, more recently, HMS *Scott*, HMS *Echo*, HMS *Enterprise*, and *Róisín* and *LÉ Samuel Beckett* Class Offshore Patrol Vessels for the Irish Naval Service. The shipyard was also involved in the construction of many of the steel sections for the new UK aircraft carriers HMS *Queen Elizabeth* and HMS *Prince of Wales*. Babcock's is offering relocation opportunities for all 199 Appledore employees at other Babcock facilities, 140 of whom are already on short-term redeployment to its Devonport operations. Babcock says that it very much regrets having to take this course of action and recognises the impact it will have on its dedicated and professional workforce, adding that the company will now engage in a consultation period, working closely with its employees and their Trade Unions representatives during this difficult time. The Ministry of Defence offered to bring forward a potential £60 million package of work at Devonport, but discussions with Babcock has apparently established that this work would not be enough to secure the long-term future of the yard, and the MOD received no assurances from Babcock that it would keep the yard if offered such a deal. In 2017/18 Appledore generated around £24 million of the Group's total underlying revenue of £5.4 billion. The MOD spent £1.7 billion with Babcock last year.

Source: *The Handy Shipping Guide/MNA circular 2018-21*

Viking Heavy Weather Tests High-Capacity Passenger Evacuation System for Cruise Ships

November 20, 2018 by gCaptain

Danish life-saving equipment manufacturer Viking Life-Saving has successfully tested its new high-capacity passenger evacuation system, bringing it one step closer to market for large cruise ship operators worldwide.



Photo: Viking Life-Saving Equipment

Viking calls the system the most exciting innovation in passenger evacuation systems in decades.

Known as LifeCraft™, the system combines the advantages of lifeboats and life-rafts, and is comprised of four self-propelled inflatable VIKING LifeCrafts with a capacity of 200 persons each, so 800 in total. Each features a fully self-contained stowage and launching appliance placed on deck or built into the ship's side, and an EscapeWay™ chute system for the safe evacuation of passengers. The four crafts are powered by electric motors, instead of diesel-driven units.

Viking announced this week that the LifeCraft™ system recently underwent successful Heavy Weather Sea Trial (HWST), during which wave heights were up to 50% above the stipulated heavy weather testing requirements, with brutal wind gusts and significant wave heights between 3.6

and 4.6 meters.

"Towering peak waves of 10 meters greatly exceeded the required 3 meters needed for the trials, with the personnel from VIKING and DNV GL battling sea-sickness and heaving decks to conclude the tests," according to Viking. The company said the successful trial marks an important milestone in the product's path to commercial use.

"The HWST involved launching and testing how well the LifeCraft™ system performs in high winds, stormy seas and extreme weather conditions," said Niels Fraende, VP Cruise & LifeCraft™. "We launched the LifeCraft™ with the ship heading 3 knots up against the wind, exposing the system to the full force of the fierce weather in the most critical test phase. We then demonstrated – with a simulated dead ship condition – that the fully loaded LifeCraft™ system provides a safe and stable means of evacuation on both the weather and lee sides for several hours."

"In addition, we quickly and successfully manoeuvred the LifeCraft™ survival crafts on both sides of the vessel to a safe distance, demonstrating their built-in flexibility to move rescue-capacity to wherever it is most needed. Simulating station-keeping while waiting for rescue, we performed a 24-hour controlled drift test in the battering seas with no damage sustained to the survival crafts," Fraende added.

With heavy weather sea trials now complete, all that remains are a few tests of the system's container, along with documentation and final approval by the Danish Maritime Authority (DMA).

Source: gCaptain 181121

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Photo: Viking Life-Saving Equipment

Carnival ship lists mid-cruise, causing chaos

'It kept leaning,' Carnival Sunshine passenger says



Carnival Cruise Line officials say a fin stabilizer is to blame for one of its ships tilting several hours after leaving Port Canaveral on Sunday evening. Guests told News 6 they had never before experienced this kind of listing, which means to tilt or lean, while on a cruise ship. "I didn't think anything of it, since it's not uncommon for ships to rock back and forth. But it didn't rock back. It kept leaning," David Crews, of Long Island, said in a message to News 6. "Plates and silverware started sliding off the tables. Then the tables

themselves started to slide. Glasses and plates started to fall and shatter. At this point, it was pure chaos. Screams. Cries. Panic." After levelling back to normal, the ship continued its weeklong Caribbean cruise. Pictures show some guests carrying around life jackets for the remainder of the night for safety.

Source : WKMG News 6 & ClickOrlando/MNA Circular 2018-21

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EU NAVFOR Destroys Somali Pirate Whaler Used to Attack Bulk Carrier

October 30, 2018 by Mike Schuler

Military personnel with the EU Naval Forces have destroyed a whaler that was used by Somali pirates to attack a Hong Kong-flagged bulk carrier earlier this month off the coast of Somalia.



Somali pirate whaler destroyer
Photo: EU NAVFOR

The attack took place on October 16th as the bulk carrier, *MV KSL Sydney*, was approximately 340nm from Mogadishu off the east coast of Somalia. During the attack, four pirates armed with AK-47s approached the *KSL Sydney* in a speed boat and opened fire, but the attack was thwarted when armed guards on board the bulk carrier returned fire.

Immediately following the attack, counter-piracy forces with EU NAVFOR Operation Atalanta were sent to investigate.

The whaler, believed to have been used in the attack, was eventually tracked down by the crew of *ESPS Castilla* in a small bay just off the Somali coast, where it was ordered to be seized before being towed out to sea and destroyed.

Admiral Nanclares said: "Using the resources of Op Atalanta we were able to identify, track and destroy the equipment of a Pirate Action Group,

making it harder for them to attack maritime shipping in the future. We will continue to deter and prevent acts of piracy with every chance we get, in order to ensure vulnerable shipping and their crews remain safe while they transit the Western Indian Ocean".

The attack on the *KSL Sydney* was only the second pirate incident reported off the coast of Somalia so far this year.

Source: MNA circular 2018-21

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Bread Dangers

1. More than 98 percent of convicted felons are bread users.
2. Fully HALF of all children who grow up in bread-consuming households score below average on standardized tests.
3. In the 18th century, when virtually all bread was baked in the home, the average life expectancy was less than 50 years; infant mortality rates were unacceptably high; many women died in childbirth; and diseases such as typhoid, yellow fever, and influenza ravaged whole nations.
4. More than 90 percent of violent crimes are committed within 24 hours of eating bread.
5. Bread has been proven to be addictive. Subjects deprived of bread and given only water to eat, begged for bread after as little as two days.
6. Bread is often a "gateway" food item, leading the user to "harder" items such as butter, jam, peanut butter, and even cream cheese.
7. Bread has been proven to absorb water. Since the human body is more than 90 percent water, it follows that eating bread could lead to your body being taken over by this absorptive food product, turning you into a soggy, gooey, bread-pudding person.
8. Newborn babies can choke on bread.
9. Bread is baked at temperatures as high as 450 degrees Fahrenheit! That kind of heat can kill an adult in less than two minutes.
10. Many bread eaters are utterly unable to distinguish between significant scientific fact and meaningless statistical babbling.

Note: Bagel holes seem to be relatively safe...and inexpensive, too.

Source: *Maritime Advocate* 735

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Fear

As a sergeant in a parachute regiment I took part in several night time exercises.

Once, I was seated next to a Lieutenant fresh from Jump School. He was quiet and looked a bit pale, so I struck up a conversation.

"Scared, Lieutenant?", I asked.

He replied, "No, just a bit apprehensive."

I asked, "What's the difference?"

He replied, "That means I'm scared with a university education."

Source: *Maritime advocate* 734

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