



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

Good Day to all our readers once more.

Our original telephone hook-up was organised for last week, but life intervened and our secretary found himself in the WA backblocks dealing with a heavy-lift ship, and so we postponed the meeting until this morning (the 25th Sept) and to everyone's slight surprise, it went off without a hitch. Of course, a couple of attendees had to leave early due to appointments, but this was anticipated and allowed for. The meeting started (SA time) at 0935, and after the WA representative gave us his report early due to his imminent departure for other business, we went into the introduction and overview by the Federal Master, Ted. The most important piece of news was that our Governor-General has notified us of his pleasure in maintaining the tradition of past Governors-General in consenting to be our Patron while he remains in his present role. This means that the Membership Certificates which have been in abeyance for some time can now be finalised, signed, and sent out.

The other important piece of news is concerning the long vacant Editorship for our Company publication, *The Master Mariner*. It would seem that an experienced lady who used to produce the Leeuwin Association newsletter, and is now associated with the WA branch of COMMA, has agreed to produce an electronic copy of *The Master Mariner* to be sent for approval in November, and if so approved, to be published thereafter. Finances and other details to be discussed at that time.

Of particular interest to us in SA, the letter I sent to the Federal Court last month, concerning the expectation of our SA members of a temporary cut in capitation fees, was discussed at length and was generally well received. At one stage the Treasurer suggested that all capitation charges for this year should be waived and moved to next year. No one was sure whether this was allowed under the constitution, and the matter will be settled by the Treasurer and the Secretary together. Yesterday (24th Sept) a new publication was launched on line called "JobSeaker" advertising and seeking applications for all Maritime employment vacancies therein. The Federal Court is backing this endeavour.

Two parcels of \$25,000 are to be shifted and invested at a more favourable interest rate of 1.15%, as opposed to the rate offered by our present bank.

We expect to convene again around Christmas by phone, and to hold a face-to-face AGM in Melbourne in the middle of April next year, to be confirmed. The meeting finished just after 1100.

Meanwhile, back on the farm, the creek is still not flowing even though the dams are filling nicely from runoff, and so things are looking quite optimistic for comfort during the Summer.

Happy Sailing!

**The Next Branch meeting will be held at
The Largs Pier Hotel. 198 The Esplanade, Largs Bay,
On Wednesday, 30th September 2020, at 1145 for 1200.
Please confirm your attendance at the lunch
or register your apology before
1200 on Monday, 28th September 2020 with
Bob Westley (0427 644 947) or
Ian Dickson (0418 807 788)**



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.

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Wakashio's Bow Scuttled Off Mauritius

TOKYO, Aug 25 (Reuters)

Japan's Nagashiki Shipping, which owns the bulk carrier that ran aground on a reef in Mauritius and caused a large oil spill, said on Tuesday it has completed scuttling of the front part of the vessel on Monday, as instructed by local authorities.



A part of the Japanese-owned bulk carrier MV *Wakashio* that ran aground off Mauritius is pictured during a planned sinking of the forward section of the vessel, August 24, 2020. Mobilisation Nationale *Wakashio*/via REUTERS

The shipping company will continue planning with local authorities and specialists on the removal of the remaining part of the carrier from the reef, it said in a statement.

Mauritius said last week it would scuttle the ship's remains at sea in a way that would avoid further pollution or interfere with maritime routes, after taking in recommendations from various groups on how and where to sink the ship to conform with advice of French experts present on the island.

Nagashiki said it has submerged the carrier in water designated by the local authorities.

The MV *Wakashio* had about 3,800 tonnes of heavy oil and about 200 tonnes of light oil as fuel as of July 25 when it ran aground.

Except for about 1,000 tons of oil that had spilled overboard, almost all of the remaining oil on the ship was retrieved by August 12, and almost all lubricant and residues, which

remained onboard, were collected by August 23, the firm said.

The company will continue to collect oil deposits on board and suspended matter while local authorities, people and an oil spill cleaning company are continuing to collect oil that has drifted to the coast, it said.

The carrier struck a coral reef off the Indian Ocean island on July 25 and began spilling oil on Aug. 6, prompting the government to announce a state of environmental emergency.

The spill spread over a vast area of endangered corals, affecting fish and other marine life in what some scientists have called the country's worst ecological disaster.

The ship broke apart on Aug 15. (Reporting by Yuka Obayashi; Editing by Kim Coghill and Michael Perry)

(c) Copyright Thomson Reuters 2020.

Source: gCaptain 200826

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AMSA container vessel checks

The Australian Maritime Safety Authority (AMSA) is launching an inspection effort targeting cargo securing arrangements on container ships visiting Australian ports. The program, which is in response to recent incidents of containers lost overboard, is aimed at education, improving standards, and reducing the number of incidents that result in cargo being lost at sea.

The focused inspection campaign, which will run between August and October 2020, will involve both extended port state control (PSC) inspections or stand-alone inspections on vessels that are not currently eligible for PSC inspection. According to AMSA, masters and shipping lines should expect that, if a cargo ship visits Australia over this period, the ship will receive an inspection.

As part of these efforts, the Australian authorities will also seek to ensure that the vessels are in full compliance with the international standards relating to cargo securing laid out in Chapter VI of the Safety of Life at Sea (SOLAS) Convention. When vessels are found to be non-compliant, AMSA says it will take steps to bring the ship into compliance before it can continue operating.

The decision to initiate the inspection program came after several vessels lost containers overboard in Australian waters, which AMSA says has affected the livelihoods and safety of commercial fishers, and, more broadly, communities across Australia. AMSA investigators reportedly discovered improper stacking and securing of cargo, and poor maintenance of securing equipment as likely contributing factors to these incidents.

In May of this year the *APL England* lost 50 containers overboard, and debris is still reported to be washing up on Australia beaches. A month later, the *Navios Unite* lost three containers overboard while in 2018 the *YM Efficiency* lost 81 containers. In each incident, AMSA has been aggressive in seeking to ensure that the shipping lines take responsibility and complete a remediation effort, while AMSA has also pursued financial compensation from the shipping lines and their insurance companies.

(With thanks to Capt. Alroy D'Costa, Marine Surveyor, Crawford & Co, Aus.)

Source: Flashlight 212

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New ship for Carnival UK

Carnival UK has confirmed it will take delivery of its newbuild £950m cruise ship *Iona* in the coming months, despite delaying the return of its 2020 cruise season following UK government advice.

The 184,000 gt MS *Iona* will join the P&O Cruises fleet as its largest, and flagship, vessel and was designed to operate in the UK market. It has a capacity of 5,200 passengers and 1,760 crew and will be powered by liquefied natural gas (LNG).

Source: Flashlight 212

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Easily forgotten - Michael Grey comments

“Seafarers at the core of shipping’s future” might seem somewhat an obvious observation – a bit like suggesting that the sea is a necessary adjunct to the flotation of ships. It is, in case it has escaped your notice, the IMO’s “World Maritime Theme” for 2021, and it is clear, bearing in mind the world’s treatment of this important workforce in 2020, something that needs to be yelled from the rooftops.

IMO would like its annual campaign to increase the visibility of seafarers, which is harder than it seems, as few among our populations, preoccupied with their Covid concerns, would ever think about them. But it is worth considering that, unlike all those millions of folk who have been largely idle since the pandemic struck, or cheerfully WFH, it’s the seafarers who have stopped the world starving, and prevented your lights going out.

Well, you might say that’s their job, like the dustmen and supermarket delivery drivers and postmen and farmers who never ceased their activities even during lockdown. But what nobody seems to appreciate, is that unlike all those other heroes of the pandemic, the seafarers never stopped at the end of their shifts, keeping on working well beyond the end of their long contracts, because there was no relief for them.

In ports around the world, officials whose job was to say “no”, denied these invisible workers their right to shore leave, making it clear that they were to stay aboard their ships, and that there was no possibility of a crew change. There were endless excuses – there were no hotels available in which waiting crew might be quarantined before their ships arrived, or until an aircraft might take them home. It was always someone else’s problem and the easiest thing to tell the master that he had to push on to the next port, where help might be available. Everyone knew that it probably wouldn’t be.

Listening to someone waxing lyrically on the radio today on the human rights of refugees and illegal asylum seekers, I thought that some emphasis on the human rights of seafarers might be nice. It would be interesting to see some sort of legal challenge, on behalf of seafarers, focussing on the denial of rights to which others are accustomed. Rights to a family life, perhaps, or in the case of months on end without setting foot on land might be considered “cruel and unusual punishment”. There have been ports where seafarers wanting urgent medical or dental treatment have had this denied. There have been other places where positively vituperative campaigns have been stirred up by the local media, suggesting that the ships coming into their ports, bringing the goods they could not do without, and in which their exports will be carried, will be laden with disease.

The industry’s institutions and fair minded employers have done their utmost to raise the plight of these essential workers with governments, and there have indeed been successes in repatriating crew who have been at sea for ridiculous lengths of time, often well beyond legal limits. There are some nations which have been prepared to categorise seafarers as the “essential workers” which they are, some ports and governments which have gone that extra mile.

One of the real consequences of this invisibility of the seafaring workforce is the complete inability to even imagine what life is like aboard ship, under this appalling regime. The ships, and their goods, keep coming, but no landsman ever has a clue what goes on the other side of the dock wall. Outside the specialised cruise ship sector with their considerable shipboard populations, the individual ship’s complements are too small to make any waves.

What a miserable life to contemplate, one of apparently endless work, as the voyage goes on, and on, with no prospect of it terminating. No chance of a brief visit to the shops, with the ship in port, no possibility of getting beyond the end of the gangway. Think of a forty day voyage at “economical” speed in your steel box, and only being able to smell the land or glimpse a tree from the top of the superstructure, when your ship finally berths. What is there to recommend in such a life?

And think on those thousands of seafarers who are on leave, but financially unsupported and unable to join the ships they need to earn the money to feed their families. Shipping companies, agencies, all jumping through bureaucratic hoops as they try and negotiate the changing regulatory minefield. There are quite extraordinary journeys criss-crossing the earth, as seafarers make their journeys home, or attempt to get to work. Most, invariably with little logic, will involve weeks in quarantine.

You might suggest that this pandemic is a one-off and desperate times need appropriate measures, but it is the failure to even recognise the needs of this essential workforce that sticks in the craw. Maybe we can expect nothing better, if you look back to the way that merchant seafarers have been treated over the years, in both war and peace. Essential workers they might be, but very easily forgotten.

Michael Grey is the former editor of Lloyd’s List.

Source: *Marine Advocate* 760

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MAIB questions IMO cargo regs in Ever Smart probe

Concerns over the effectiveness of International Maritime Organization measures to tackle the dangers posed by misdeclared containers have been raised by the UK Marine Accident Investigation Branch.

In its report on an incident in which the UK-flagged vessel Ever Smart lost 42 boxes in the North Pacific in 2017, MAIB highlights the failure to stow or secure containers in compliance with the cargo securing manual.

Investigations showed more than 36% of the boxes in the bay were outside the generally accepted verified gross mass (VGM) error limit of 5%.

‘The comparison between VGM declarations and actual weights, does not promote confidence in the process envisaged by the IMO,’ the MAIB said.

Source: *Flashlight* 212

Piracy on the rise

Attacks on ships increased by 20% in the first half of 2020, the ICC International Maritime Bureau (IMB) reported.

In the Gulf of Guinea, considered the most dangerous area, more attacks are taking place further out to sea with the support of mother-ships.

IMB reported 53 incidents of piracy and armed robbery in the Gulf of Guinea in the first six months of the year, with 50 percent off the coast of Nigeria and almost a third involving hijackings and/or kidnappings.

IMB's Piracy Reporting Centre recorded 98 incidents of piracy and armed robbery in the first half of 2020, up from 78 in the first half of 2019.

It said 77 seafarers had been taken hostage or kidnapped for ransom since January, with the Gulf of Guinea accounting for over 90% of maritime kidnappings worldwide.

'Attackers armed with knives and guns now target crews on every type of vessel. Everyone's vulnerable.'

The IMB says vessels were boarded a total of 81 times; there were 10 attempted attacks; six instances in which a vessel was fired upon; but only one successful hijacking.

Source: Flashlight 212

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Downing tools

Cases of crews downing tools around the world in protest at the enforced stay onboard during the coronavirus pandemic are on the increase.

Two more ships in Western Australia and Victoria refused to keep sailing yesterday in desperate bids for repatriation despite Australia's very tricky crew change stance.

The *Conti Stockholm* boxship and the *Ben Rinnes* bulk carrier are just the latest ships to become idle and block berths due to over-contract crew enforcing their right to refuse to sail indefinitely, joining the alumina-carting *Unison Jasper* which has been held up in Newcastle, New South Wales, since last week.

"The crews of these two ships have bravely stood up and said that they will not be leaving these ports to do another tour of duty on what amount to floating prisons," said Dean Summers, the International Transport Workers' Federation's coordinator for Australia.

"Let's be clear: these tired and fatigued seafarers are simply exercising their human rights to get off these ships because governments like Australia refuse to address the issues around the crew change crisis," Summers added, going on to predict many more ships would follow suit.

Source: Flashlight 212

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Chief officer requests ITF help after Singapore refuses crew change

The chief officer of a Portuguese containership whose contract expired contacted the International Transport Workers' Federation (ITF) asking for help after his request for repatriation was refused by the Maritime and Port Authority of Singapore (MPA).

Chief officer M Simchenko, onboard the *Olivia*, said he was exhausted and had requested medical assistance. He had not been repatriated despite the MPA of Singapore announcing that crew changes were possible.

Olivia's management company said it had applied for a crew change but this had been refused by Singapore: 'MPA reject the crew change due to heightened risk of imported Covid-19 case.'

On its website, the MPA says it has been 'facilitating crew change under various circumstances', including when a crew member has 'served his/her maximum time onboard and no further extension of the employment contract is granted by the flag state'.

Nautilus/ITF inspector Tommy Molloy called out the Singapore government for its hypocrisy in 'telling the world they are open to crew change but refusing genuine crew change requests'.

'Seafarers who are exhausted present a danger to the safety of the vessel, the rest of the crew and themselves. They can no longer work and should remain in their cabin, mess and recreation areas and on safe areas of the deck for fresh air,' Mr Molloy said. 'This is not akin to taking strike action. If he has no current contract of employment, he is not currently an employee and therefore cannot strike. His contract has already expired. As per agreement, Mr Simchenko will be entitled to basic pay until repatriated.'

At time of press Mr Simchenko had received medical aid in Singapore.

It was unclear if he was on the ship when it departed.

(With thanks to the NAUTILUS Telegraph)

Source: Flashlight 212

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Winter Sea Ice in Bering Sea Reached Lowest Levels in Millennia, Study Shows

By Matthew Green LONDON, Sept 2 (Reuters)

The Bering Sea ice cover during the winters of 2018 and 2019 hit new lows not seen in thousands of years, scientists reported on Wednesday, adding to concerns about the accelerating impact of climate change in the Arctic.



The Coast Guard Cutter *Healy* breaks ice around the Russian-flagged tanker *Renda* in the Bering Sea 250 miles south of Nome Jan. 6, 2012. U.S. Coast Guard Photo

Satellite data provides a clear picture of how sea ice has changed over the last four decades in the region between the Arctic and northern Pacific oceans. Beyond that, the only ice records available were those recorded in ship logs and other observations.

So, scientists turned to peat land, which holds organic compounds from plants dating back millennia, on the remote St. Matthew island off Alaska.

By examining different forms of oxygen molecules trapped in the sediment, the scientists were able to estimate atmospheric and ocean conditions that would have affected rainfall and sea ice over some 5,500 years, according to the study published in the journal *Science Advances*.

"The island in itself has acted as its own weather station," said study co-author Matthew Wooller, director of the Alaska Stable Isotope Facility at the University of Alaska Fairbanks. The sediment layers in the peat cores serve as a "book going back in time."

With the Arctic warming rapidly in recent decades, the extent of sea ice over the northern polar region has steadily waned. This year saw the summertime Arctic sea ice hit its lowest level for July in 40 years of record keeping.

Sea ice builds up again each year during the winter. But the new study suggests that, in the Bering Sea, cold-season ice maximums may also be in decline.

The loss of sea ice is already impacting Arctic wildlife, including walruses, polar bears and seals, with consequences for indigenous communities that rely on hunting for their livelihoods.

Shrinking sea ice also exacerbates warming in the region, as ice is replaced by patches of dark water that absorb solar radiation rather than reflecting it back out of the atmosphere.

"Obviously, if we lose the sea ice you are completely changing the temperatures of the Arctic," said Julienne Stroeve, a climatologist with National Snow and Ice Data Centre at the University of Boulder Colorado not involved in the study. "If you lose it all, you're going to warm up the region even faster."

Air temperature wasn't the only factor found to be affecting sea ice, though. Shifts in ocean and atmospheric circulation linked to climate change have an even bigger impact, said lead author Miriam Jones, a geologist at the U.S. Geological Survey.

"There's a lot more going on than simply warming temperatures," Jones said. "We're seeing a shift in circulation patterns both in the ocean and the atmosphere."

The study noted that changes in sea ice appeared to lag at least several decades behind changes in atmospheric greenhouse gases. That implies that the recent lows in winter sea ice were a response to greenhouse gas levels decades ago.

The researchers checked their findings against four decades of satellite data on the sea ice. Stroeve suggested that the study could have been strengthened with more comparisons against observational data gathered by ships and whaling expeditions dating back to the mid-nineteenth century.

(Reporting by Matthew Green; Editing by Katy Daigle, William Maclean)

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Source: gCaptain 200903

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Some of David Kemp's 70 model ships, built to a scale of 1":600"



Are livestock carriers synonymous with disaster?

Splash September 17, 2020

Vimal Kumar assesses the horrendous safety track record of vessels moving animals around the world.

You might recall the novel turned hit movie “*Life of Pi*” about the sordid tale of the capsizing of a cargo ship which was transporting zoo animals from Pondicherry to Canada. The tale focuses on the struggle and adjustment of the protagonist—Mr Pissing Patel—with a Bengal tiger. Despite its appearance as realistic and vivid, it was a work of fiction.

The oldest livestock carrier operating today hit the waters just months after JFK was assassinated

However, we have something which is much more brutal than the Yann Martell novel and realistic and fresh as it happened just this month.



The *Gulf Livestock 1* (left) with 43 crew and nearly 6,000 cattle ‘capsized and sank’ off the coast of Japan on the night of September 2 after reportedly losing an engine in rough seas caused by Typhoon Maysak. As of today, only two crew members have survived. The Japanese coastguard found another unconscious crew member, who was pronounced dead on arrival at hospital. It is reported by the coastguard that they have found carcasses of many dead cattle.

The fateful vessel had departed Napier, New Zealand, on August 14 bound for Tangshan, China. It was reported to be sailing at a speed of eight knots and due to arrive in China on September 4. On the mid-way, the ship lost one

engine and was hit by a wave and capsized without warning.

History of disasters of livestock carriers

Is this a unique and rare accident that happened out of the blue? The answer is most definitely not. Livestock carriers have been capsizing, grounding, catching fire and losing stability throughout their history. The capsizing of *Gulf Livestock 1* is not at all unique. Here is list of some of similar accidents.

The Palau-registered 2,113 dwt livestock carrier *Queen Hind* with 14,000 sheep onboard developed a list, capsized and sank in Midia Port, Romania, in November 2019. The vessel was resting on its starboard side, half of the hull remaining above water. All 22 crew were rescued. However, merely 32 sheep were rescued having been found swimming in the sea, while many were believed to have drowned. The ship was built in 1980.

Another livestock carrier, the 138m long *Boi Branco*, caught fire while berthed at Piraeus port, Greece, in May 2019. The 41 crewmembers were safely evacuated.

In January 2019, another livestock carrier, the 131m long *Wardeh*, ran aground in the Mediterranean Sea near Mersin, Turkey. The vessel had been at anchor with just two watchmen onboard when it was struck by a severe storm. The vessel’s anchors failed to hold, and the vessel was dragged just 500m away from the shore. Later, strong winds and large waves broke over her decks and forced water to ingress below deck and, as a result, the vessel developed a heavy list.



The 6,449 dwt livestock carrier *Haidar* (left) capsized on October 2015 while berthed at Barcarena, Para, Brazil. The *Haidar* was loaded with 5,000 cattle and was preparing to depart for Venezuela. The vessel lost stability and sank onto its port side. There were no reports of injuries, but thousands of cattle were trapped onboard and perished. A small number of cattle managed to escape to the side of the vessel (right).



Like many of today’s class of livestock carriers, including the ill-fated *Gulf Livestock 1*, the *Haidar* was built in 1994 as a containership and later converted to livestock carrier.

The horrendous livestock tragedies continue. The 1972-built Panama-flagged *Nabolsi I* caught fire in the autumn of 2015 in the Mediterranean Sea off Lerapetra, Crete. It was on its way from Beirut to Alexandria. Just a few months prior another livestock carrier, *Asia Raya*, carrying 634 cows, caught fire. Though the all 37 crewmembers were rescued, it is reported that many cattle lost their lives.

A fire also broke out onboard the *Ocean Drover* whilst docked at Fremantle port in October 2014. Fortunately, no loss of life of humans and animals was reported. This ship was built in 2002.

Another fire broke out onboard the 1975-built 72m long livestock carrier *Estancia* anchored off Berbera, Somali Federal Republic, Gulf of Aden, in August 2013.

Elsewhere, the 200m long vessel, *DANNY F II*, capsized in the Mediterranean Sea in December 2009 with the loss of many crewmembers and more than 20,000 animals. The ship was built in 1976 as a car carrier and later converted to a livestock carrier.

Why do they repeatedly fail?

Livestock carriers are a unique type of ship intended to transport cattle and sheep across oceans. There are not many of this type of ship operating globally. As per Equasis data, there are around 150 livestock carriers operating. The average life of the current fleet is

approximately 37 years and the *Kalymnian Express*, at 56 years of age, is the oldest operating livestock carrier today, the ship hitting the waters for the first time just months after President John F Kennedy was assassinated. Age is not only the problem for these ships, many of them were never built to handle animals in the first place.

These vessels are not intrinsically designed as livestock carriers, rather their existing design is manipulated in the later part of the hull's life to make it fit for the purpose. Often, appropriateness of its purpose is merely shown satisfactorily on paper. Rarely is a livestock carrier built from scratch and designed taking into account the strength, stability and genuine needs of the livestock's comfort. Most of the ships trading today are converted either from a boxship, car carrier, or general cargo vessel. Such ships have fine hull shapes, which offer significantly lower transverse stability in comparison to other vessels with fuller hulls like bulk carrier and tanker. Converted livestock carriers are fitted with multiple decks to accommodate more animals. This enhances the windage area and exacerbates the transverse stability. These two combinations result in difficulties to comply with weather criteria of the IMO intact stability code.

Another problem such vessels can encounter is in maintaining the vertical centre of gravity (VCG) of the cargo in the form of thousands of animals. In accordance with the stability requirements of a vessel, VCG must not exceed the permissible values, which is fixed and depends on hull form and operating draft. The actual VCG of a hull is crucially and critically dependent on the location of livestock on the designated deck. Any alteration to the loading pattern has the immense possibility to jeopardise the stability of a whole vessel if left uncontrolled.

All vessels of this category are significantly older. Such vessels are converted to livestock carriers from a parent hull after almost operating 15–20 years in its original hull form. The average life of an operating livestock carrier today, as stated earlier, is now 37 years. As the vessel gets older, the fatigue strength of the structure reduces and enhances the chance of catastrophic failure. Moreover, the main engine, propulsion system and other machinery are rarely renewed during conversion, which has the strong possibility of frequent failure at sea as unfortunately witnessed this month with the *Gulf Livestock 1*.

What lies ahead

At this point in time, there are around 150 livestock carriers operating globally. In comparison with the number of ships operating globally, the number of livestock carriers is significantly low. However, the number of accidents this type of vessel encounters in the form of fire, capsizing, grounding, is considerably higher. When one specific category of ships is becoming part of continuing accidents, and with no end in sight, such a category becomes synonymous with disaster. To break the ugly trend, there is a dire need to look with fresh perspective on their design, construction, and operation.

In terms of strength, there is a need to have a serious look at strength and stability requirements, specific to livestock carriers, from IACS (International Association of Classification Societies), IMO, and relevant statutory bodies.

Considering the accident patterns, reduced stability is the key commonality among most of the failures. To avoid such failures, getting away with the monohulled construction is a convincing option. Innately, such hulls are not adequately stable and fit for the purpose as livestock carriers. Replacing the same with a multihull like catamaran or trimaran will significantly enhance the stability which is the most significant weak element of most livestock carriers today.

Veterinarian Dr Lynn Simpson worked on livestock carriers for many years. Coming ashore she penned a series of exposés on the trades for Splash.

Source: Splash247 200917

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Trump Boat Parade Turns Choppy

Sept 5 (Reuters)



A boat is engulfed in waves from the large wakes of a flotilla of supporters of U.S. President Donald Trump, during a boat parade on Lake Travis near Lakeway, Texas, U.S. September 5, 2020. Bob Daemmrich via REUTERS

A boat parade in support of U.S. President Donald Trump crowded Lake Travis in Texas on Saturday, generating waves and choppy waters that led at least four boats to sink and others to crash into rocks, local officials said, adding that no one was hurt.

"That was truly an exceptional number of boats," said Kristen Dark, public information officer for the Travis County Sheriff's Office, whose deputies patrol the lake. "Several of the boats did sink."

Lake Travis is a reservoir on the Colorado river that is a popular spot for boating, fishing, swimming and other recreational activities.

Dark said additional officers had been deployed, given expectations that the "Lake Travis Trump Boat Parade" would increase the number of vessels on the water, but they still received a large number of distress calls.

"When they all started moving at once it generated wakes," Dark said.

The event had been advertised on Facebook, calling for boats of "all shapes and sizes" to participate, and for owners to decorate their vessels in "patriotic colors and fly as many Trump flags as she can handle."

Despite the incidents, no injuries or medical emergencies were reported, said Christa Stedman, a spokeswoman for Austin-Travis County Emergency Medical Services. (Reporting by Nathan Layne in Wilton, Connecticut; Editing by Dan Grebler)

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Source: gCaptain 200907

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Russia: World's Most Powerful Nuclear-Powered Icebreaker Headed to Arctic

MOSCOW, Sept 22 (Reuters)

A nuclear-powered ice breaker Russia says is the world's largest and most powerful set off on Tuesday on a two-week journey to the Arctic as part of Moscow's efforts to tap the region's commercial potential.



The nuclear-powered icebreaker *Arktika* is seen drawn by tug boats as it starts the sea trials, in Saint Petersburg, Russia December 12, 2019. REUTERS/Anton Vaganov/File Photo

Known as *Arktika*, the nuclear icebreaker left St. Petersburg and headed for the Arctic port of Murmansk, a journey that marks its entry into Russia's icebreaker fleet. Russian state firm Rosatomflot has called the vessel the world's largest and most powerful icebreaker. It is more than 173 meters long, designed for a crew of 53, and can break ice almost three meters thick.

The ship is seen as crucial to Moscow's efforts to develop the Northern Sea Route, which runs from Murmansk to the Bering Strait near Alaska.

Amid warmer climate cycles, Russia hopes the route could

become a mini Suez Canal, cutting sea transport times from Asia to Europe.

"The creation of a modern nuclear icebreaker fleet capable of ensuring regular year round and safe navigation through the entire Northern Sea Route is a strategic task for our country," Vyacheslav Ruksha, head of Rosatom's Northern Sea Route Directorate, said in a statement.

Prior to its voyage to the Arctic, the icebreaker was tested during sea trials in the stormy waters of the Gulf of Finland, navigating its way through high winds and towering waves.

The ship was named after a Soviet-era icebreaker of the same name that in 1977 became the first surface ship to reach the North Pole.

Russia has stepped up its construction of icebreakers in a bid to increase freight traffic in Arctic waters.

President Vladimir Putin said last year that the country's Arctic fleet would operate at least 13 heavy-duty icebreakers, the majority of which would be powered by nuclear reactors. (Reporting by Reuters TV; Writing by Gabrielle Tétraut-Farber; Editing by Andrew Osborn and Alexandra Hudson)

(c) Copyright Thomson Reuters 2020.

Source: gCaptain200923

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The nuclear-powered icebreaker *Arktika* is seen during the sea trials in the Gulf of Finland, in the Baltic Sea, Russia July 5, 2020. Picture taken July 5, 2020. Nikita Greydin/Baltic Shipyard/Handout via REUTERS

Swedish consortium unveils wind-powered vessel capable of carrying 6,000 vehicles

Sam Chambers September 8, 2020

A Swedish consortium, including Wallenius Marine, is set to give a sneak peak of its revolutionary new wind-powered car carrier design this Thursday.



Wallenius Marine

The vessels will not travel as fast as today's car carriers. Instead of taking seven or eight days to cross the Atlantic, the wind-powered vessels are expected to need up to 12 days.

Teams in Germany and France are also in the process of developing their own sail-based car carriers, albeit with far smaller carrying capacities than what's on the drawing board in Sweden.

Source: Splash247 200908

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"I was at the airport, checking in at the gate when an airport employee asked, 'Has anyone put anything in your baggage without your knowledge?' To which I replied, 'If it was without my knowledge, how would I know?' He smiled knowingly and nodded. 'That's why we ask.'"

Happened in Melbourne ...

The Pacific Garbage Patch.

Ghost nets are abandoned fishing gear that continues to drift, catching and killing thousands of marine animals. The *Kwai*, backed by the non-profit Ocean Voyages Institute, is setting new records for ocean clean-up. During a voyage in June, the ship retrieved 103 tons of plastic waste. Most recently, in a voyage ending in early August, the *Kwai* added 67 tons, for a total of 170 tons of plastic waste and nets removed from the Pacific. The haul quadruples the group's previous year's record. The *Kwai*'s endeavours are believed to represent the largest open ocean clean-up in history. Overall, the Ocean Voyages Institute is committed to removing 1 million pounds of plastic from the ocean.



In a press release, Ocean Voyages Institute's Founder and Executive Director Mary T. Crowley states her group's efforts are just getting started. "With plastic set to outnumber fish by 2040, we humans are responsible for the oceans collapsing in my lifetime, and we must set ambitious targets to tackle the problem of plastic in the ocean," continuing, "even with our record-setting clean-up, I know we need to do more, and our 1 million pound goal is my commitment to the essential undertaking of cleaning the oceans of plastic."



Ocean Voyages Institute's high seas clean-up expedition began in May, with a 48-day mission, followed by a second 35-day leg which departed on July 1st, with the *Kwai* logging more than 5000 nautical miles from Hawaii to the Pacific Gyre and back twice this summer. Today in Honolulu, Ocean Voyages Institute crew returned with a cargo hold full of ghost fishing nets and toxic plastic debris for the second time this summer. While docked in Honolulu, the ship's crew will sort the debris into various types of plastics for upcycling and recycling with help from local volunteer groups.

"This summer definitely had its challenges, from COVID-19 and having to quarantine our hard-working crew, to almost not being able to depart on the second leg of our mission due to funding gaps," added Crowley. "Now I feel like we are on a roll, and the support from around the world has been so encouraging, I know we will reach our million-pound goal and keep going cleaning our oceans and encouraging major changes in the use of plastics." OCEAN VOYAGES INSTITUTE

COMMITTS TO REMOVING 1 MILLION POUNDS OF PLASTIC FROM THE OCEAN

Thanks to Virginia Jones for contributing to this post.

Source:- The post appeared first on Old Salt Blog.

Source: *The Pulse* #16

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Exam turmoil

Given the recent turmoil surrounding the issue of student exam results in the UK, it is perhaps worth considering some of the replies they might have been able to put to questions if, of course, they had had the opportunity to do so. The following are some actual excerpts from student science exam papers.

A circle is a line which meets its other end without ending.

The theory of evolution was greatly objected to because it made man think.

Three kinds of blood vessels are arteries, vanes and caterpillars.

The process of turning steam back into water again is called conversation.

The Earth makes one resolution every 24 hours.

Bar magnets have north and south poles, horseshoe magnets have east and west poles.

Parallel lines never meet unless you bend one or both of them.

Algebraical symbols are used when you do not know what you're talking about.

The pistol of a flower is its only protection against insects.

The moon is a planet just like the Earth, only it is even deader.

When you smell an odourless gas, it is probably carbon monoxide.

A super-saturated solution is one that holds more than it can hold.

Blood flows down one leg and up the other.

Before giving a blood transfusion, find out if the blood is affirmative or negative.

When you haven't got enough iodine in your blood you get a glacier.

It is a well-known fact that a deceased mind harms the body. (Just look around at some co-workers and you'll find proof!--Aiken)

For fractures: to see if the limb is broken, wiggle it gently back and forth.

For nosebleed: put the nose much lower than the body.

Source: *Maritime Advocate* 759

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Test of seaworthiness findings



The Supreme Court recently granted an owner permission to appeal in respect of the Court of Appeal's decision in the *CMA CGM Libra* case. The appeal will raise issues concerning the scope of a shipowner's obligation under Article III rule 1(a) of the Hague and Hague-Visby Rules to exercise due diligence to make the ship seaworthy before and at the commencement of the voyage. The appeal represents the first time in almost 60 years that the legal test for seaworthiness will be considered by the UK's highest court. While the outcome will therefore be of notable general importance, it will be particularly significant for those who are currently litigating cases where issues of seaworthiness arise. To date, the decisions of the lower courts have generated considerable interest within the shipping industry, including from the International Group of P&I Clubs who supported the owner's application to appeal, having seen an increase in the number of cargo interests alleging unseaworthiness on the basis of navigational errors.

The background

In May 2011, the container vessel CMA CGM LIBRA grounded on an uncharted shoal while leaving the port of Xiamen, China. Around 8% of the cargo interests refused to pay the owner's claim for general average contributions, alleging actionable fault on the part of the owners.

There were defects in the passage plan and the relevant working chart. Neither document had recorded a warning, contained within a Notice to Mariners, that charted depths outside of a fairway were unreliable, and that waters were shallower than recorded on the chart. The master had departed from the passage plan and sailed outside of the fairway, where the vessel grounded.

At first instance, in March 2019, the Admiralty Court held that the defective passage plan and chart rendered the vessel unseaworthy. Given that the master and second officer could, by exercising reasonable care and skill, have prepared a proper passage plan, it was further held that the owner had not exercised due diligence. As the breach of Article III rule 1(a) was causative of the grounding, the claim in general average failed under the YorkAntwerp Rules.

Supreme Court

One year later, in March 2020, the Court of Appeal unanimously found in favour of the cargo interests and upheld the Admiralty Court's decision. It was held that a vessel may be rendered unseaworthy by negligence in the navigation or the management of the vessel. As to due diligence, the Court of Appeal also held that once the owner had assumed responsibility for the cargo as carriers, all the acts of the master and crew in preparing for the voyage were performed *qua* carrier, and the obligation to exercise due diligence to make the ship seaworthy was an overriding obligation. The owner is appealing the Court of Appeal's decision on the ground that passage planning constitutes a navigational decision, rather than an "attribute of the vessel", and therefore the failure to record the warning was a type of error in navigation that could not render the vessel unseaworthy. Additionally, the owner is appealing on the ground that the obligation to exercise due diligence was limited to acts by third parties *qua* carrier, and the failure by the master and crew to navigate carefully was outside of the "orbit of responsibility" of the owner.

The appeal to the Supreme Court is noteworthy as it will address questions relating to seaworthiness and the nondelegable obligation to exercise due diligence under the Hague and Hague-Visby Rules. It will also impact on the ability of cargo interests to defend against claims in general average on the basis of improper passage planning and navigational errors. Further developments in this matter are awaited. It is anticipated that the Supreme Court appeal hearing date will not be until late 2021.

Source: By HFW's Andrew Chamberlain, Claire Womersley & Ruth Allan De Maldonado

Source: The Pulse #16

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Rescue mission launched after wild swimmers stranded on Cromarty Firth oil rig

By Hector MacKenzie

A RESCUE mission involving Ross-shire lifeboat crew and a search and rescue helicopter was launched after two swimmers were left stranded on an oil rig in the Cromarty Firth.

The two males grabbed hold of an anchor chain of the semi-submersible Well Safe Guardian after getting into difficulties with the ebbing tidal current in the early evening drama. Invergordon RNLI's volunteer lifeboat crew didn't have far to travel after being scrambled by Aberdeen's HM Coastguard last Friday at 6.02pm. The swimmers had set out from the public slipway on the town's Shore Road for an open swimming session in the firth, accompanied by a friend in a kayak for safety. They became caught up in the strong ebbing tidal current and soon found themselves in difficulty, with the moored Well Safe Guardian fast approaching. After grabbing the anchor chain, they were quickly spotted by crew of the rig who raised the alarm. They scrambled up the chain, as the kayak made its way up the firth with the outgoing tide.



A Trent Class lifeboat

The Trent class lifeboat *Douglas Aikman Smith* was quickly on scene, and, with Inverness HM search and rescue helicopter Rescue151 also on route, the decision was made to launch the all-weather lifeboat's daughter XP craft to navigate into the location and extract the males to safety and bring back on board the lifeboat for the quick trip back to Invergordon West Harbour. Once on board the lifeboat crew medically assessed the friends. Though cold, no medical issues were reported. Meanwhile, Rescue 151 had pinpointed the kayak further up the firth and marked it for the crew to recover once the two casualties were safe ashore. The lifeboat located and recovered the kayak to be reunited with the owner.

The lifeboat was made ready for service by 8:30pm, abiding by all Covid-19 precautions as outlined by the RNLI. Michael MacDonald, RNLI volunteer press officer and crew member said: "The call-out shows the importance, as the summer season continues, of prior planning, in respect of weather conditions, tide and means to communicate if difficulty occurs, and keep it within reach. Both 'Respect The Water' and 'Float to Live' key messages were passed over to the two individuals for any future trips." Source : The Northern Times.

Source: The Pulse #16