



The Porthole

Volume 20 No. 10

October 2020

The newsletter of
the Company of Master Mariners of Australia,
South Australian Branch

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 once more,

October has quietly shuffled past, and since our Federal Court telephone of last month, things have quietened down once more on the Federal front. While Australia (and NZ) have this modern-day plague more or less under control, the rest of the world is still struggling with it, and the panacea of an efficient vaccine still seems a way off yet. Spare a thought for those seagoing unfortunates who having completed their swings or contracts on their foreign-going vessels, cannot get reliefs or even get off unless they are lucky enough to be sailing to and from their home ports. A horrible situation to be in, and a situation that I, for one, do not have an answer to.

Meanwhile, though there are reports of scattered areas of minor flooding in and around the hills, my own creek still stubbornly refuses to start flowing, and my main dam still lacks a few inches from being full, my sheep are still all sticking to higher ground, which usually means that more rain is on the way.

Don't forget our monthly meeting next Wednesday at the Largs Pier hotel. If nothing else, it will give you a pretext to get out of the house and mingle with your peers. Well, as much mingling as that pesky COVID-19 allows ...

Until then, Happy Sailing, and All the Best

Bob W (SABM)

Vale Roy Pearson

Roy Pearson died on 2 March 2020 at the age of 97. His wife, Mary, died some years earlier.

It appears probable that the Branch's record of Roy's biographical details was accidentally destroyed with other records prior to 1973, together with other archival records. Consequently, the only record retained by the Branch is his roll No. 427, indicating many years of membership. It is also known that he was a past Branch Master.

Until his death on 5 November 2016, Doug Bourne-Jones maintained regular contact with Roy, who, by that time, was severely incapacitated. Unfortunately, his death notice in The Advertiser on 7 March 2020 was overlooked and recent attempts to contact his family have been unsuccessful.

Bob Buchanan has submitted the following obituary:

I first met Roy Pearson when I became a Harbour Pilot in South Australia in 1963, and Roy was then a Pilot in Port Adelaide with substantial experience in other ports in South Australia. He was very involved in Pilots' affairs and working arrangements, often expressing his considered opinions. Roy was larger than life with usually a funny story to tell every time we met.

When I eventually shifted to Adelaide we occasionally enjoyed a beer together. We both worked in the Marine and Ports division for many years in the Department of Marine and Harbors. At the time of his retirement he was Director of the Marine Division.

Many years later, I visited him in hospital and was shocked at the deterioration in his physical condition, which lasted many years.

In this issue

Someone to Blame: Michael Grey	2
Dark Story: Why Captains are Arrested when Oil is Spilled	2/3
Virus Cases Rise on Ship Anchored off Port Hedland	3
Crew Change Crisis Threatens 1m Seafarers	4
Keppel Corp. Considers Sale of Its Yards	4
Modern Atomic Versus Future Fuels	5/6
Air Force Pararescue Jumpers Respond to Medical Emergency	6
Mystery Autonomous Vessel Washes-up on Scottish Isle	6
UK's Last D-Day Landing Craft Tank has a New Home	7
Australian Tug Owner Punished for Abusing an AMSA Surveyor	7
Russian Tall Ship Transits the Northern Sea Route	8
Aframax Mine Blast off Yemen puts Shipping on Alert	8
Branch members only	
September Branch meeting Minutes	9/10

The Next Branch meeting will be held at

**The Largs Pier Hotel. 198 The Esplanade, Largs Bay.
on Wednesday, 28th October 2020, at 1145 for 1200.**

**Please confirm your attendance at the lunch or register your apology before
1200 on Monday, 26th October 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.

Someone to blame – Michael Grey comments

If there is one good reason (and I cannot think of many others) for the development of the autonomous ship, it is that when a ship has nobody aboard her, the authorities will not be able to prosecute the master, if she comes to grief. This thought suddenly came to mind reading about the plight of the master of the VLCC *New Diamond*, who has been prevented from leaving Sri Lanka, where he was landed with his surviving crew, after the fire that devastated his ship in the Indian Ocean last month. It is suggested that the tanker's master could be prosecuted, charged with offences under environmental protection legislation, after a certain amount of bunker fuel escaped from the severely fire-damaged ship before the salvors were able to patch the hole.

It is important, in such cases, to have someone to blame and the master of a casualty is the obvious choice. The improbability that he might have been in some way involved in the boiler explosion that killed one of the engine-room staff and initiated the conflagration in the machinery space that gutted the whole after end of the ship, or the subsequent bunker tank leak, is quite irrelevant. If somebody is to face what passes for justice in such cases and is able to bear the blame, so much the better that it is the most senior officer.

It is probable that the 2000 built VLCC will be declared a constructive total loss, but worth pointing out that the action of the salvors and the Sri Lankan Navy managed to save the vessel's full cargo of crude, which, in some respects, is a good-news story. The bunker spill itself could have been a lot worse.

But there is something grimly predictable about the attitude of the authorities to the master of the ship. It is not that the sheer illogicality of any charges is any more ridiculous in Sri Lanka than anywhere else, because all around the world, what used to be described as a regrettable "accident" is now the excuse for prosecutors to home in on the ship's master. It is the master of the ship who is now dragged into court if heavy weather carries containers overboard, as if he was personally responsible for the stowage of the cargo inside the boxes or failed to minutely examine every one of 10,000 lashing points. It is the master who will face the music if narcotics are found attached to the bilge keel of his ship, or some wandering aircraft photographs a slick in the vicinity of his vessel. There is no shortage of possible charges.

Nothing new in any of this, of course. The master has always been the fall guy, the man who carries the can. I can remember a master I sailed with telling me that if he ever lost a ship, he would make sure he went down in her. He wasn't joking. And that was when casualties were investigated by marine professionals, or expert assessors, before criminal prosecutions became "normal" in so many of these incidents.

Isn't there a case for more common sense following marine accidents, rather than simply unleashing the criminal prosecutors with a menu of possible charges that can be "marinised" to fit the bill? Throwing the book at the senior survivor, because he or she is available, cannot surely be described as justice, or indeed, encouragement to aspire to become a shipmaster.

Michael Grey is former editor of Lloyd's List.

Source: 762

--oo00oo--

Dark Story: Harvard Economist Explains Why Captains Are Arrested When Oil Is Spilled

October 8, 2020 by John Konrad

In the opening scene to the movie "All the President's Men", the most famous whistle-blower in history (Deep Throat) gives Washington Post investigative journalist, Bob Woodward, some critical advice: "Follow the money". Woodward did follow the money and used that evidence to bring down the most powerful man in the world. Today another investigative journalist – BBC veteran and Harvard trained economist, Nishan Degnarain – is following the money that's flowing in the wake of the *M/V Wakashio* oil spill, and the result could have huge implications for the shipping industry.



The continued criminalization of the mariner is a problem that's been growing since Captain Joe Hazlewood was arrested in 1989 after the oil tanker *Exxon Valdez* ran aground in Alaska. The problem grew until it reached such ridiculous levels that Captains aboard anchored vessels were jailed. Then the problem became much worse. Today if you can't blame the Captain, you can still drag his widow into the hearings. Much has been written about this problem. Less has been written about the simple fact that ship owners are almost always found at fault in investigations but are never arrested. What has not been written about is how blaming the captain benefits ship owners and insurers financially.

Unfortunately, the mariner involved in a major mishap is always the easiest and most vulnerable target," says Michael Chalos, who successfully defended Captain Hazlewood. "The more powerful interests, *which many times are responsible for the root cause of the mishap*, remain anonymous and united in protecting their interests and agendas by unfairly shifting the blame onto the hapless mariners who do not have the wherewithal, financial and otherwise, to defend themselves. For these interests, the chain of causation starts and ends with the mariner."

You can't delve very deeply into tanker issues before you will run across a statement like "IMO estimates that over 90 percent of all marine pollution incidents are due to human error." IMO is the International Maritime Organization whose official casualty synopsis has a section called "Human Factors" which apparently must be filled in. It is often the longest section in the casualty description. You can't delve into news about ship incidents today without hearing these words reiterated by law enforcement officers as justification for arresting captains.

If you only read the headlines, arresting the Captains is a logical decision. But who is writing those headlines? Headlines claiming that

Joe Hazelwood of the *Exxon Valdez* “was drunk”, John Cota of the *Cosco Busan* “was high on prescription drugs”, Michael Davidson of the *El Faro* “was incompetent”, and the *Costa Concordia*’s Francesco Schettino was “an egomaniac”. Those are the media headlines, the problem is, they are often **not true**.

On one level, blaming incidents on captains and “human error”. Even after the headlines are proven false in a court of law and his license is returned to him, nobody can deny – with 20/20 hindsight – that the Captain of a grounded ship made some mistakes.

“On one level, blaming spills or other tanker problems on “human error” is a barren truism.” said former shipowner, MIT department chair, and shipping industry whistle-blower, Dr. Jack Devaney. “Tankers are created and operated by humans. Any problem with any man-made system is ultimately a human error but ‘Human error,’ tells us nothing. Much worse, ‘human error’ is usually a code phrase for ‘blame the crew’.”

“The Classification Societies — and their partners, the Flag States — compete for and are financially dependent on the entities that they are supposed to regulate: the shipyards that build the tankers and the shipowners that operate them.” Dr. Jack Devaney.

But how does this financially benefit the shipowner and insurer?

Crew negligence is an insured risk. Owner negligence is not.

In his ground-breaking book, *The Tankship Tromedy*, Dr. Devaney clearly showed how some of the most profitable non-profits in the world, Classification Societies, make huge profits in the wake of tragedies. In his latest article, Nishan Degnarain outlines Dr. Devaney’s arguments then goes deeper by following the money back to the ship owners.

“In some of the biggest maritime cases in history,” writes Degnarain, “it has often been the captain of large vessels that have been positioned as scapegoats by the very shipping companies that employ them and earn billions of dollars annually for their loyal service.”

The Forbes article goes deeper explaining that ‘Blaming the crew’ has been the go-to response for many ship owners, operators, maritime insurance firms, and ‘flags of convenience’ regulators, rather than addressing some of the bigger, systemic safety issues in the shipping world, that have gone unchecked for so long.

Why?

According to Degnarain and Devaney there are three reasons:

1. Crew errors are easier to recognize compared to poor ship design, poor maintenance, and poor enforcement of rules.
2. Ship investigators are incentivized to only focus on the surface, operational issues rather than the systemic issues underlying them.
3. Blaming the crew is the easy way out to avoid identifying culpability of the ship owners, constructors, or those responsible for ship maintenance.

Like any good movie, I don’t want to give away the ending but... in the case of the *M/V Wakashio*, the combination of Degnarain’s Harvard economics degree, combined with his investigative journalist experience, has uncovered a story just as strange and twisted as any Hollywood blockbuster.

Source: 201009

--oo00oo--

Virus Cases Rise on Ship Stranded Off World’s Key Iron Ore Hub

September 29, 2020 by David Stringer and Krystal Chia (Bloomberg)



File photo. Port Hedland. Photo: Shutterstock/Adwo

Authorities in Australia are contending with a rising number of coronavirus cases among the crew of a bulk carrier anchored off Port Hedland, the key export hub for the country’s A\$100 billion (\$70 billion) iron ore sector.

A total of 17 of 21 seafarers from the *Patricia Oldendorff*, which had travelled from Manila and was scheduled to be loaded with manganese ore, have now tested positive, Western Australia’s health department said in a statement. Talks are underway between the vessel’s operator, the Australian Maritime Safety Authority and the Pilbara Ports Authority over the safety of the ship and a plan to potentially send in a replacement crew.

The outbreak has raised concern over the potential for infections among shipping crews to disrupt global supply chains, including at Port Hedland, pivotal to Australia’s A\$290 billion commodities export sector and which handles cargoes for BHP Group and Fortescue Metals Group Ltd. In June, a vessel scheduled to deliver 56,000 sheep to the Middle East was

stranded at a different Australian port after about 20 crew members contracted the virus.

Pilbara Ports Authority, which operates Port Hedland, is working with local health authorities and “can confirm there have been no impacts to our port operations,” it said in a statement on Tuesday.

Western Australia’s government removed non-essential crew from the ship and has deployed infection control specialists and emergency services to Port Hedland under safety measures to protect the port and community. The vessel is being cleaned daily, the state’s Premier Mark McGowan said in a separate statement.

Of 11 seafarers who remain aboard the vessel as part of an essential crew, seven have tested positive, according to the state’s health department. A further 10 seafarers are in hotel quarantine after being transferred off the ship. © 2020 Bloomberg L.P.

Source: gCaptain 200930

—oo00oo--

Crew change humanitarian crisis on course to affect 1m seafarers

Sam Chambers September 25, 2020

Shipping's most acute logistical challenge of the past 50 years – the crew change crisis brought about by Covid-19 travel restrictions – could soon affect 1m seafarers, Guy Platten the secretary general of the International Chamber of Shipping (ICS) warned at a United Nations-convened event yesterday.

Governments are consigning seafarers to being slaves on what many call their floating prisons

ICS estimates that there are now 400,000 seafarers stranded at sea with a further 400,000 ashore waiting to relieve them, often waiting with little or no pay. If the crisis continues, Platten predicted that 1m seafarers could be adversely affected in the coming months.

“Without resolution we could start to see a logjam which will impact each and every country in their ability to trade globally. The shipping industry is very pragmatic, and we are adept at finding solutions, however this is one issue we absolutely cannot resolve without the help of governments,” Platten told the high-level UN summit.

The risk to global supply chains has belatedly seen major brands such as Unilever, Heineken and Carrefour join in their support to seek solutions to get crew moving more easily around the world.

At the same UN event, held on World Maritime Day, Stephen Cotton, the general secretary of the International Transport Workers' Federation (ITF) slammed government inaction to alleviate the crew change crisis, declaring that current Covid-19 border and travel restrictions risk creating an epidemic of forced labour and modern slavery as seafarers are increasingly forced to stay onboard working against their will.

“It is deeply shameful that we have reached the unfortunate six-month mark in this crisis, with no end in sight. By not giving seafarers pragmatic exemptions as key workers to get to and from ships, governments are consigning seafarers to being slaves on what many call their floating prisons,” Cotton said, adding: “Unless we get these increasingly fatigued seafarers off, there will be more accidents – there will be oil spills on our shores and deaths on our seas.”

The ITF head said the current situation is bordering on or amounts to forced labour, and all companies have a responsibility to use their leverage to demand urgent government intervention to end this crisis, whilst ensuring that their supply chains are free of adverse human rights impacts on seafarers.

In other developments as the sector grapples with its worst humanitarian crisis in living memory, France has proposed compiling a global UN list of ports that can be secured to accommodate crew changes, while Kenya has called for sharing costs globally for a rapid testing plan for major ports.

Meanwhile, in the Philippines, the world's top supplier of merchant seafarers and a nation that has in recent months tried to position itself as a hub for international crew changes, a molecular Covid-19 testing laboratory dedicated to seafarers has opened at Manila's South Harbor.

With a daily testing capacity of around 2,000 and a 24 to 48-hour turnaround time for results, the new facility will cater to the testing requirements for crew-change hub ports controlled by the Philippine Port Authorities.

The country has opened a number of ports to international crew changes lately with Japanese owners in particular rerouting ships to the archipelago. Japan relies on the Philippines for around 75% of its crewing needs and has said it will be sending at least three ships a day for the coming month for crew changes in the country.

The new medical facility in Manila is also intended to be designated as the primary seafarer processing centre for all inbound and outbound seafarers in the port of Manila.

The facility provides a one-stop-shop housing satellite offices of the Maritime Industry Authority, Bureau of Immigration, Bureau of Quarantine, Bureau of Customs, and the Philippine Coast Guard, to accommodate the inbound and outbound travel requirements of seafarers for ease of transactions.

In the last four months, almost 1,000 ships have called at the Port of Manila for crew change.

Source: *Splash247 200925*

—oo00oo—

Keppel Corporation looks at selling its yards

Sam Chambers September 30, 2020



Describing its struggling yards division as a non-core asset, Singapore's Keppel Corporation has suggested it could sell off its shipping facilities following a senior management meeting this week.

The conglomerate, one of the largest in the Southeast Asian republic, involved in real estate, infrastructure and asset management, will carry out a strategic review of its offshore and marine business amid what it conceded is still a “challenging” environment. Options on the table include scaling back its global operations, switching to a greater renewable energy focus, merging or selling the division.

A merger with fellow Singaporean shipyard group Sembawang has long been discussed as the country struggles to remain competitive in the shipyard sector amid lower cost options across Asia.

Source: *Splash247 200930*

—oo00oo—

Modern atomic versus future fuels

Splash October 1, 2020

Mikal Bøe, CEO of CORE-POWER, writes today on how lifecycle economics stack up.

As the second oldest profession in the world, shipping is also the most fiercely competitive and capitalistic of all markets. Technologies that are either uneconomical or lead to losses don't survive long in our markets.



CORE-POWER

Cheap fuel from the bottom of the barrel at oil refineries, has propelled the motorship to a point where low costs survive while the concept of investing in expensive, quality driven solutions does not. That era is coming to an end and we are now being asked to switch from cheap and dirty fuels, to clean and sustainable propulsion.

That has given birth to a red-hot market for 'green' technology and initiatives on how to reach zero emissions, and it's becoming ever harder to tell the difference between decarbonising, renewable and sustainable energy.

Sustainable energy may not be decarbonising, renewable energy may not be sustainable, and decarbonising energy may not be renewable.

What matters most is a substantial reduction in emissions, carbon or not, and to make that shift economically sustainable so we can move forward, not backwards.

Sustainability accounts for the Total Life Cycle of an asset. Not just emissions and economics under operation, but also what comes before and after. Mining, smelting, industrial production, transport, maintenance, recovery, decommissioning and recycling. A full cycle of energy consumption and resource usage, without which the 'asset' could not exist.

When we look at the total life cycle of the building, running and scrapping of ships, we soon realise that it takes more than just ideology and good intentions to make a meaningful impact.

The EU, the US and other jurisdictions will gradually, but most certainly, start to impose pollution penalties, carbon taxes and emission levees on transport and industry, and when they do that, they will look at the total life cycle footprint of assets to measure how light or heavy such fines should be.

Adding pollution penalties to combustion fuels, that cover the 'externalities' of before-and-after consumption, inevitably make those fuels a lot more expensive than what we've become used to. Then comes a share of the supply chain infrastructure required to switch from fossil fuels to 'green fuels'. Some suggest that could be a US\$1.4 trillion bill to be paid by shipping and its customers over the next decades. In a well-coordinated world, the penalties would be used to pay for that infrastructure; but we don't live in a well-coordinated world.

Then there is the significant challenge to select the right energy source which we need to move ships around. Switching to zero-carbon fuels, the most prominent of which is 'green ammonia' (green NH₃), is unlikely to prove economically competitive for shipping unless it can be bought for less than half the price of fossil fuels. This is because green NH₃ contains less than half the energy content (18-20 vs 44 MJ/Kg) and takes up 4.1 times the volume compared to 380CST bunker fuel.

That in turn means you must burn more than twice the amount of NH₃ to get the same power output from your engine and need to quadruple the size of your fuel tanks to carry it around. To work, NH₃ has to be below half the price of LNG or diesel, after adding pollution taxes to those fossil fuels.

To be truly 'green' that new fuel must be produced by a zero-emission energy source. Not just under operation, but for a Total Life Cycle, hence accounting for emissions from energy used in production and decommissioning of the energy source, in addition to what we may have from operations. In a normal world, that would add pollution taxes to 'renewables' as well, making it virtually impossible to get the price of NH₃ below that of gas or diesel, unless production energy is free, and therefore not economically competitive.

The reality is that the only viable technology which can deliver a durable combination of close-to-zero emissions, marine-level reliability, walk-away safety and competitive economics, is atomic energy. The most effective way to make cheaper green synthetic fuels is therefore with atomic power, not 'renewables, and especially not intermittent renewables.

Not 'old nuclear', like the technology that is used in power stations, on naval submarines, aircraft carriers and ice breakers, but new advanced 'atomic battery' technology in the form of the marine Molten Salt Reactor (the m-MSR). The m-MSR can provide all the positive benefits of atomic energy, without the negative problems of old nuclear.

Green synthetic fuels could work well for smaller ships in combination with efficient internal combustion engines, fuel cells and batteries. For the smallest 40,000 ships this could be the most economical and environmentally sustainable way forward. These are not as exposed to competition in brutal charter markets and see much lower volatility in earnings.

With m-MSR power, floating production vessels could be positioned where fuel is needed. Making green fuels from air (Nitrogen) and water (Hydrogen) to create green ammonia (NH₃) can be done in ports, substantially reducing the need for a trillion-dollar supply chain to be built around green fuels. Such floating production units could produce to meet demand, and switch to production of fuels for urban transport and infrastructure when demand for green marine fuel is lower. Production vessels could, and should, be owned by professionally run private companies.

For the largest 20,000 ships, green fuels will not be economical, and installing an onboard m-MSR power unit makes the most financial sense. With an m-MSR, the fuel and coolant are the same, and exist at a constant ambient pressure. A leak in a pipe would not result in the expulsion of fuel and coolant. The molten salts in an m-MSR have extremely high heat capacity as well, so they too can absorb a lot of heat. This is a major safety advantage that enables passive decay heat removal. With no moving parts, and no engineering requirements for a refuelling system, the m-MSR can be mass-manufactured as a small compact 'atomic battery pack'. That will drive the price

down to very competitive levels.

Diesel engines are cheap but maintenance and fuel over the lifetime of the ship is expensive. On VLSFO, the total propulsion costs including Capex and Opex of a Triple-E Container ship can be more than \$950m over a 20-year period sailing at full service-speed. m-MSRs are fuelled for life so are more expensive up front, but OPEX over the lifetime of the ship is very low. A Triple-E containership could be up to 30% cheaper to run on full service-speed with an m-MSR 'battery pack' over a 20-year period compared to one burning VLSFO, and potentially over 70% cheaper than the same ship burning green NH3.

A smart combination of mass-manufacturing (lower costs) and leasing (spread those costs over time), can bring both CAPEX and OPEX down to way below the cost of using a diesel engine or a gas turbine for most of the largest 20,000 ships in the global fleet.

For the past 40 years, the biggest obstacle to the development of advanced reactor technologies has been the swell of public distrust of 'nuclear' as a result of several high-profile terrestrial accidents involving conventional nuclear reactors, also known as Pressurised Water Reactors (PWRs).

The m-MSR should be one of the main catalysts that turns public opinion in favour of new-nuclear, fuelled by a techno-optimism among young people around our ability of mitigate climate change and create a zero-emission energy system which is safe, durable and scalable.

The dramatically enhanced safety characteristics of the m-MSR will prove that atomic batteries can be used at sea, on land, in proximity to people in cities and for industry and emerging economies to leapfrog the painful energy transition from fossil fuels and deep into a zero-emission energy future where the economic competitiveness of shipping can be reborn.

Source: *Splash247 201001*

—oo00oo—

Air Force Pararescue Jumpers Respond to Medical Emergency on Fishing Vessel Off Hawaii

October 5, 2020 by Mike Schuler

The U.S. Coast Guard, Air Force, and Navy successfully medivac-ed a 73-year-old mariner from the 84-foot commercial fishing vessel *Lady Alice* 150 miles east of Hilo, Hawaii, on Friday.



An Air Force 129th Rescue Wing HC-130J Combat King II aircrew deploys para rescue jumpers with help from a Coast Guard Air Station Barbers Point HC-130 Hercules aircrew during a medical emergency aboard a fishing vessel off Hawaii, Sept. 28, 2020. U.S. Coast Guard still image taken from video

The medical emergency began last Monday morning when the owner of the *Lady Alice* notified JRCC watchstanders that the master of the vessel appeared to be suffering from a stroke. The mariners aboard provided medication and were instructed by JRCC watchstanders to monitor his condition and maintain scheduled communication.

Surgeons from the U.S. Coast Guard and Air Force were consulted and recommended sending Air Force pararescue jumpers from the 129th Rescue Wing to the vessel before the mariner's condition deteriorated.

An Air Force's HC-130J Combat King II aircrew launched and once on-scene deployed three pararescue jumpers to help further evaluate the patient. The latter determined the patient required more medical care than available, prompting intervention from a Navy Seahawk crew to medivac the mariner to shore.

A Navy Helicopter Maritime Strike Squadron 37 MH-60 Seahawk aircrew transported the mariner directly to Queen's Medical Center. He was reportedly in stable condition.

The weather at the time of the medivac was reportedly winds of 12 mph and seas up to

2 feet.

"One of the greatest difficulties when dealing with cases such as this in the Pacific is distance," said Michael Cobb, command duty officer for Joint Rescue Coordination Center Honolulu. "This is why partnerships with our fellow armed services are so important out here. The Coast Guard, Navy, and Air Force all have different capabilities and through teamwork we were able to aid a mariner in need."

Source: *gCaptain 201006*

--oo00oo—

Mystery autonomous vessel washes up on Scottish isle

Sam Chambers October 1, 2020

The coastguard in the UK is trying to find the owner of \$400,000 worth of an autonomous ship that has been found, wedged into a crack in the rocks in the Hebrides islands off the northwest coast of Scotland.



The Isle of Tiree Coastguard Rescue Team was called to a report of an object in the water on Monday.

Pictures were taken of the item and posted on the team's Facebook page in a bid to find out about the origins of the vessel and to find its owner.

Members of the public were quick to help out the team and identify the object as an autonomous wave rider that could well have travelled miles from home but the owner of the robotic boat has yet to be found.

These vessels are used to gather ocean data using energy from the waves and solar panels.

Source: *Splash247 201001*

—oo00oo—

UK's Last D-Day Landing Craft Has a New Home

By Royal Navy News 08-25-2020 10:05:32

One of the last survivors of D-Day is riding high on a beach for the first time since June 1944. Landing Craft (Tank) 7074 made her final



People watch as LCT 7074 is transported from the Naval Base in Portsmouth to its final resting place in Southsea today
Image courtesy Royal Navy

journey by sea in the small hours of Monday morning and is ready to be installed as the main attraction at the D-Day Story museum in Southsea, UK. The ship is the last of 800 similar vessels which delivered men, armour and material to the shores of Normandy in June 1944, restored to how she appeared during that fateful summer in the same shed where sections of the UK's new aircraft carriers were built. It took two attempts to get the 194-foot vessel, loaded on to a barge, from the naval base to her new home; summer storms thwarted the operation on Saturday night, but the seas and wind had calmed sufficiently for a second go at a beach landing, accomplished Monday at 0350 hours. From there it's a road journey to the waterfront museum where she'll take pride of place. Restoration of the 300-tonne craft, carried out by the National Museum of the Royal Navy and Portsmouth City Council, was slowed by a couple of months by the pandemic, and the move was carried out in secret at night to prevent large crowds gathering to watch the spectacle. "Just like D-Day itself, this move required intricate planning, as high tides had to align with clear weather and local road closures," said Nick Hewitt, Head of Collections and Exhibitions at the National Museum of the Royal

Navy. "The move involved placing the craft on a barge and traveling from Portsmouth Naval Base to a beach. She will then be transported by road to Southsea Common. We were hugely disappointed when we weren't able to complete the move the first time. We have been restricted to very small windows of opportunity when the tides are right, but we also rely on calm winds and we have experienced unseasonably high wind speeds." Beyond delivering armour onto the beach at Normandy, LCT 7074 was used to bring German prisoners back to the UK in the immediate aftermath of D-Day. After a checkered post-war career involving conversion into a floating clubhouse and nightclub, the ship was lying in private hands, semi-derelict and sunk at her moorings at East Float Dock, Birkenhead. In 2014 she was successfully salvaged and moved to Portsmouth by The National Museum of the Royal Navy. It teamed up with Portsmouth City Council to revamp the vessel to make it the centrepiece of the D-Day Story Museum. The public will be able to step aboard LCT 7074 this autumn. "Visitors to LCT 7074 will be able to experience D-Day like never before, they will get to step on board this historic landing craft and get a taste of what the troops in World War 2 experienced, including having two refurbished tanks on display on the ship's deck," said Councillor Steve Pitt, Portsmouth City Council's Cabinet Member for Culture, Leisure and Economic Development.

Australian Tug Owner in Hot Water for Expletive-Laced Tirade During Inspection

October 19, 2020 by Mike Schuler

The owner of an "unseaworthy" ex-Navy tug has been convicted in Australia of hindering a public official after a violent expletive-laced tirade towards an inspector with the Australian Maritime Safety Authority.



FILE PHOTO: MV Wallaroo. Photo: MarineTraffic.com / John Wilson

Anthony Roy Wolfe, the owner of MV *Wallaroo*, was found guilty of hindering a Commonwealth public official by a Cairns Magistrate Court on October 13. Wolfe's conviction will be recorded on his criminal record for the next ten years and fined \$750.

The incident in question took place when an inspector from the Australian Maritime Safety Authority (AMSA) was carrying out an inspection of the vessel in Brisbane. The AMSA says the inspection revealed serious deficiencies with watertight hatches, defunct firefighting equipment and no life raft on the vessel.

At the time, Wolfe intended on using *Wallaroo* to transport shipping containers from Cairns to Papua New Guinea under a commercial arrangement. According to the AMSA, during the inspection, Wolfe became aggressive and engaged in an expletive laden tirade forcing the inspector off the vessel and also hindered him in the course of his duties, the AMSA said in a statement.

The *Wallaroo* was detained under the Navigation Act for unseaworthiness.

General Manager of Operations Allan Schwartz said AMSA would not tolerate violence or threats of violence being made against staff. He also stated that it would not tolerate behaviour that hindered staff in undertaking their important duties.

"Our inspectors work every day to make the seas a safer place to work and to protect Australia's precious marine environments from the impacts of shipping and unseaworthy vessels like *Wallaroo*," Schwartz said.

"Our inspectors serve the Australian community, in particular the coastal towns and tourism hubs like Cairns which depend on the sea for their livelihoods.

"Mr. Wolfe's criminal conviction should serve as a reminder that the Australian community and AMSA will not tolerate this kind of vile behaviour," he added.

Source: gCaptain 201020

--oo00oo--

Russian Tall Ship Completes Historic Northern Sea Route Passage

October 14, 2020 by Mike Schuler

A 100-year-old tall ship has successfully transited the full length of the fabled Northern Sea Route.



FILE PHOTO: STS Sedov

After departing from Vladivostok, Russia, in mid-August, the Sedov completed the east-west passage this week, having passed the south tip of the Novaya Zemlya archipelago, marking the easternmost point of Europe. The vessel is expected to arrive Murmansk, Russia, sometime next week.

The journey was made possible due to unprecedented low levels of sea-ice. In fact, Sedov's captain said that during the journey they experienced hardly any sea ice at all.

"We expected that we at least would have encountered some finely-crushed ice in the Vilkitsky Strait and the Longa Strait," ship captain Novikov told newspaper Neft, as reported by The Barents Observer.

"But we have sailed across practically the whole Northern Sea in open waters, and we have not run into any crushed sea-ice, nor icebergs," he said.

The Sedov is a four-masted, steel-hulled barque that is one of the largest of its type in the world. It is currently operated by Russia's Federal Agency for Fishery, which organized the journey. In addition to the ship's crew, on board were 136 cadets from the Baltic State Academy of the Fishing Fleet, the Kaliningrad Maritime Fisheries College and the Murmansk State Technical University.

The tall ship was originally built in Germany in 1921 but was acquired by the Soviet Union in 1945 as a war reparation.

Source: gCaptain 201015

--oo00oo--

Aframax mine blast off Yemen puts shipping on alert

Sam Chambers October 9, 2020

Shipping has been put on alert to be highly vigilant, when transiting the Gulf of Aden, with news of an Aframax tanker suffering sizeable damage after it struck a sea mine in Yemeni waters.



Marjan Stropnik / MarineTraffic

Significant pollution has been spotted in satellite images in the wake of the *Syra*, a 10-year-old Maltese-flagged ship, hitting a mine just before midnight on October 3.

The ship was taking on crude at the Bir Ali crude single buoy mooring system, located in central Yemeni waters when the explosion happened.

A number of suspicious floating objects were reported to have drifted towards the tanker while it was loading its cargo. One or two of these objects – assessed as likely to have been floating IEDs or sea mines – later exploded in proximity to the tanker.

Security consultant Ambrey Intelligence has suggested the incident was likely a symptom of the ongoing battle between the Yemeni government and the Southern Transitional Council, a

secessionist organisation.

Ambrey senior analyst Jake Longworth told *Splash* that no group has claimed responsibility for the attack.

"The war risk rating for Bir Ali and Ash Shihr – Yemen's only operational export terminals – has been raised to elevated. This is due to the credible risk that the actor behind the attack on the *Syra* attempts to disrupt any future exports from Yemen using the same tactic," Longworth said.

The ship, owned by Thanassis Martinos-led Eastern Mediterranean Maritime (Eastmed), changed its insurance cover just 18 days ago, switching to the Standard Club. Officials at Eastmed declined to comment on the damages sustained by the ship when contacted by *Splash* today.

Splash understands the tanker suffered damage to its forward ballast tanks, but has been able to move on its own power and is due to arrive in Fujairah in the United Arab Emirates later today, where its cargo will be transferred and then the ship will head for repairs.

Eyewitness reports sent to *Splash* show significant hull damage to the ship, which is carrying around 65,000 tons of crude.

Also due in Fujairah for similar reasons is the *New Diamond*, a VLCC controlled by another Greek owner, Adam Polemis's New Shipping. The tanker, which suffered a severe fire off Sri Lanka last month, is being towed across the Indian Ocean to the UAE oil hub where its cargo will be transferred and it will be assessed for repairs.

The oil spill in Yemen is not the only crude officials in the war-torn country are having to contend with. *Splash* reported earlier this week of a leak around the 44-year-old decaying floating storage tanker *Safer*, moored in the waters to the north of Yemen's port city of Hodeidah.

Source: *Splash*247 201009

--oo00oo--