The Porthole

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The newsletter of
the Company of Master Mariners of Australia,
South Australian Branch
PO Box 1, PORT ADELAIDE, SA 5015

Branch Master's Comments

Good day to all our readers.

Yes - it is time for another edition of our Branch Magazine and consequently a few of my ramblings to start things off. Spring has sprung at last, and the longer days are not quite as cold down here in the Eastern Suburbs as they seemed in the Hills, or maybe that is just my perception. Anyway, the 1960s cream brick double storey house I have leased *pro tem* is more than comfortable enough for the time being until we can find a suitable permanent dwelling on a flat half acre block around the Stirling area. Not as easy as you would think.

A nice young couple moved into my old farm while her parents, who actually purchased the place, are COVID bound the wrong side of the Victorian border but have been told that they will get their permission to drive to South Australia any day now.

The Federal Court has been very quiet recently but, as a telephone hook-up meeting is due, we should see a burst of activity any time now. This may not be good thing for me in the short term as my phone was the major casualty of our move from the hills, having gone missing on the day of the move, and not being seen since. I'll sort something out this week.

Our October monthly meeting is on for next Wednesday 27th at the Largs Pier Hotel at 1200, and I hope to see as many of you there who can make it at that time. I'm sure it won't be long before we are able to resume our normal lives, politicians permitting. Until then, we wait in hope.

Happy Sailing

Bob W (SABM)

COVID-19 restrictions permitting, the next Branch meeting will be held at The Largs Pier Hotel. 198 The Esplanade, Largs Bay, on Wednesday, 24th November 2021, at 1145 for 1200. Please confirm your attendance at the lunch or register your apology before 1200 on Monday, 22nd November 2021 with Bob Westley (0427 644 947) or Ian Dickson (0418 807 788)

In this issue

Fantasy Island

By Michael Grey

One of my happiest assignments was during the 1970s when I found myself the part-time "Maritime Editor" of the new children's weekly "Speed and Power". It was a wonderful role, with a readership that could be relied on to respond vigorously to just about everything the journalists said in their pages. And one of the very best treats was serving as a judge in the annual competition in which our readers were asked to imagine what transport would be like in the 21st Century. There were prizes, and the brilliant team of Speed & Power artists would work the finalists' entries into illustrations which showed off their designs to their best advantage.

I can recall that, in the imagination of our readers, there would be nuclear-powered 20,000 tonne hovercraft roaring across the Atlantic at sixty knots or more, ships built of segments that could swiftly detach themselves when they arrived off a port, leaving the rest of the ship to proceed. With a nod to the environment, (although the religion of environmentalism had yet to be invented) one entry saw a ship dragged along by a series of enormous kites flying in the Jetstream. There was at least one proposed submarine freight carrier – nuclear powered, of course.

I thought back to these innocent times the other day and wondered whether the UK Transport Secretary, Grant Shapps, might have been one of our readers, all those years ago, after reading his confident predictions of autonomous hydrogen-powered freight carrying submarines soon to be available around these shores. It really should have been the Prime Minister, author of extravagant capital schemes like the Irish Sea Bridge, who would have achieved the maximum attention for this spectacular proposal, but maybe he was busy.

There were few politically astute buttons that the freight-carrying submarines did not push. They were to be "powered" – perhaps he really meant fuelled - by "green" hydrogen, there would be no drivers aboard – neatly addressing the HGV driver shortage – while their environmental credentials would be further burnished, as they would collect microplastics as they patrolled our seas. All that was really missing was a pledge that they would be constructed with foreparts of soft rubber, in case of collisions with whales and dolphins. Maybe that will be in the final specification.

We are living in some very strange times, and, as we gird up our loins for the Great Green Glaswegian Enviro-spectacular in a couple of months' time, there will be plenty more of this stuff. One must hope that the lights all don't go out during the proceedings, should the wind fail as it did the other day, and they have to flash up the poor old coal-fired power stations. If you think about it, it was why the first long range steamships were all fitted with a full set of sails. The Victorians, unlike their 21st century successors, who prefer to listen to activists rather than engineers, weren't stupid.

You probably don't look to Transport Secretaries for sensible words on shipping as they are always far more comfortable talking about trains, buses and aeroplanes than anything that floats on water. But you have to hope that people who are making serious efforts to address the realities of decarbonisation are not put off by this sort of nonsense. Before anything is spent on autonomous submarines it might be worth looking at what the people who do carry freight around these shores are doing to make their ships more sustainable.

Maybe Shapps ought to take a trip on one of the new "E-Flexer" ferries that Stena is putting on the Irish Sea, or examine the actual environmental performance of Cobelfret's latest big ships. He also ought to see what the industry is actually doing in assessing new green fuels such as bio-methanol or green ammonia. But reality sadly doesn't resonate with the activists among us like something really spectacular, as the pre-Glasgow hype is ramped up and small children tell their teachers they are really frightened of "climate change". Somebody might tell this politician that there is a bit of a difference between a ship that can carry about seven miles of freight on its decks and some proposal straight out of the Speed & Power playbook.

It was a great magazine, while it lasted. Fuel was still cheap, emissions thought to be harmless and the accent was on speed, in an era of 33 knot Sea-Land SL7s and containerships with multiple engines and a colossal thirst. Happy days.

Michael Grey is former editor of Lloyd's List.

Source: Martitime Advocate 787

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Chinese maritime safety law

By Peter Townsend

The Maritime Safety Law of the People's Republic of China was enacted, without fanfare, on the 1st September 2021. The law purports to ensure greater maritime safety and protection of the environment by requiring vessels, both military and commercial, to submit to Chinese Supervision in "Chinese waters".

And that's where the problem starts, - as China's view of its territorial waters differs from the rest of the World's view. The internationally agreed definition of territorial waters is that of the United Nations Convention on the Law of the Sea (UNCLOS) and is accepted as a belt of coastal waters, at most, 12 nautical miles from the baseline (usually the mean low water mark) of a coastal state. China claims most of the South China Sea as its sovereign territory that extends far beyond that 12 mile limit, and so there is a large area of "disputed" territory.

Is this legislation hot air, or the chill wind of political posturing? Ultimate sanction following application of this Law could be detention or confiscation of a merchant vessel. This could apply to vessels innocently transiting the South China Sea that had not obtained Chinese approval to be in what the World (ex China) believes to be international waters.

There will no doubt be a lot of debate on the interpretation and application of this legislation but, suffice it to say, that at this stage there is material uncertainty on the impact to the merchant fleet and world trade.

Peter Townsend, Ensign Consultancy Ltd. Email ahoy@ensign.london

Source: Maritime Advocate 787

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Stranger than fiction

By Michael Grey

Will what we used to think of as "normal" ever return? Black swans used to be rare, but now they are coming by the squadrons, like migrating geese, as one daft occurrence succeeds the last in bewildering succession. There is a world shortage of lorry drivers, as they all opt to drive delivery vans rather than queue up in customs or sleep in their squalid cabs. The Chinese are experiencing power cuts, despite opening a couple of new coal-fired power stations every week. They have run out of coal.

There are nearly seven hundred bulkers blocking up the approaches to just about every Chinese port, while on the other side of the Pacific giant container ships are drifting around aimlessly waiting for a berth, with every safe anchorage already full. "Once on demurrage - always on demurrage" was a saying frequently repeated by happy shipbrokers, but with maritime trade slowing to a crawl and worries about what will be in the shops this Christmas, it is not something they should joke about in public. Is it Covid-struck stevedores, property companies on the verge of collapse, or just run of the mill cash-flow problems that are keeping Chinese anchorages full? Meanwhile, the Suez Canal had its busiest day ever, so not everyone has ground to a complete halt. At least most ships are still running, even if not all is right with the world. Cheers to seafarers on World Maritime Day!

When you are attempting to cast light on this chronicle of curiosities, it is difficult to know where to start. You might begin close to home, having been trapped for the best part of an hour by panicking British motorists trying to force their way into our local filling station, while crazed climate activists have glued themselves to the motorway, thus effectively stopping the fuel tankers getting through to where they need to be.

You might wonder about the degree of self-harm that has been done through national energy policies which have been hopelessly skewed by the increasingly fanatical lobbying of environmentalists, now practising the fastest growing religion in the world. You could look for the "interconnectors", not the useful cables moving power between neighbouring countries, but the way in which great power politics has exposed the vulnerabilities of industrial countries, which have precipitously switched off dependable energy sources, leaving them at the mercy of either weather or dictators.

There are so many connections that you might wonder whether there is some evil guiding mind that needs a James Bond to sort it out. Nobody ever seemed to think about any of the consequences in the popular rush to go green. And who would have forecast that CO2, the demon that haunts us, would be in such short supply that fertiliser production ceases? Or what bright spark thought that two or three days of gas storage was adequate to see us though the winter? What, it might have been asked, would that be exposing us to, if there was a huge anticyclone over North Europe on a freezing winter's day.

Mind you, there is such a thing as cutting off your nose to spite your face, with China banning Australian coal and, a few months later, finding nothing to burn in their blast furnaces or power stations. Perhaps, in their determination to teach those impertinent Australians a lesson, the Chinese never quite looked at the availability of alternative sources, mostly from very long distances. As Confucius probably never said, before you get on your high horse, you need to be able to ride.

And amid all this global turbulence, with a pandemic still raging around, you might think that there are more important matters than the "climate crisis" for our leaders to be focussed upon. It will be somewhat embarrassing if, just as the world leaders, stunned by ten days of green oratory and being shouted at by Greta, shuffle forward to sign the intergalactic climate convention, as Boris beams, all the lights go out.

If you are looking for a bit of perspective amid the Glaswegian hysteria, you might like to indulge with me in some first-class heresy and read Ian Plimer's brilliant book "Heaven and Earth", which, when published in 2009, endeavoured to put some real science (as opposed to dodgy data and useless modelling) into the issue of global warming. Plimer, who, as a distinguished geologist thinks in aeons rather than decades, will have been cast into outer darkness by the scientific establishment - which demonises dissent - would go down in Glasgow like a distillery director at a temperance meeting. But it is a rational and scholarly book, that ought to be revisited at times like this, as we rush forward to make energy, domestic and transport policies fit with the new religion, in a world that is in a state not far short of chaos.

Michael Grey is former editor of Lloyd's List.

Source: Maritime Advocate 788

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Plastics research

Kawasaki Kisen Kaisha ("K" LINE) recently announced the signing of a joint research agreement with Tokyo University of Marine Science and Technology (TUMSAT) to start joint research on marine plastics. The TUMSAT has been leading research in this field, surveying the amount of marine plastic waste, including microplastics (plastic particles 5 mm or less) floating in the world's oceans. This joint research will use "K" LINE's vessels to collect samples of plastic particles and is expected to promote the study of marine plastic waste.

The joint research will evaluate how much plastic waste can be collected from seawater under common process, without installing any special equipment on intake and filtration of seawater by ships on voyages, in order to avoid possible further marine pollution. First, the "K" LINE vessel will take samples from the seawater intake line with a strainer while the ship is running, and then the TUMSAT will collect plastic particles from the samples and analyse the material, size, and other elements.

The project will lead to further research, such as the collection of microplastics in the open sea, using ocean-going vessels and the establishment of a monitoring system for the density of microplastics in specific areas

Source: Maritime Advocate 788

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MAIB issues report on collision

The UK's Marine Accident Investigation Branch has released the results of its inquiry into the collision between the St. Kitts-flagged hopper dredger *Shearwater* and her own tow, the barge *Agem One*, in April 2020.

At about 2000 hours on April 9, 2020, the *Shearwater* was under way on a long towing voyage around Scotland, bound from Glasgow to Eyemouth. She had the barge *Agem One* under tow alongside, on the hip, with an excavator secured on deck. Upon rounding Cape Wrath and entering the North Sea, the vessel encountered a long swell of about 10 feet, which made the tow configuration unsuitable. The vessel's owner - an experienced offshore marine professional with no officer's licence and limited towing experience - ordered the crew to switch to towing astern.

An AB and the excavator stepped over to the barge and set up a bridle and an HMPE rope tow line. The tow line failed quickly, so the *Shearwater* went to retrieve the drifting barge. The line had failed at the point of connection to the bridle, and the hard eye was distorted, so the crew reconnected it with a bowline knot. It quickly failed a second time. The owner and master consulted, and they made the decision to reverse course and seek shelter in Kinlochbervie. The crew made up the tow alongside once more.

In order to fit into the narrow harbor entrance, the owner decided to reconfigure the tow once more to pull the barge astern. During this evolution, the master went aft to help handle lines, leaving the owner in the pilothouse. The owner needed to put propulsion astern in order to manoeuvre, and he asked the AB if the towline was out of the water. The AB answered in the affirmative; however, the towline was not out of the water, and it fouled both of Shearwater's propeller shafts when the owner put the engines in reverse. One of the shafts was ripped out of the gearbox, and neither engine would clutch in.

Both vessels then began drifting north with the tidal stream at a speed of about one knot over ground. The master ordered the port anchor let go, and as it began to hold, *Shearwater* swung to face into the current. This brought the vessel's port side into contact with the barge, resulting in repeated heavy collisions. The crew attempted to resecure the barge alongside, but they were not successful. Eventually, the fouled towline parted and the barge drifted away.

The crew checked for damage from the collision, and they found flooding inside of the port buoyancy compartment, the void space between the hopper well and the shell plating. The owner reported the flooding to HM Coastguard at 2021, and multiple response assets were dispatched to the scene, including the Lochinver RNLI lifeboat and the towing vessel *Ievoli Black*. Meanwhile, the *Shearwater's* crew worked to pump out the void space with the bilge system and a portable emergency pump, but the equipment could not keep up with the rate of water ingress. *Shearwater* took on a list of about 5-10 degrees.

At 0242 the following morning, *Ievoli Black* arrived and transferred over two more salvage pumps, which were enough to return the dredger to level trim. The RNLI lifeboat retrieved the barge and helped secure it alongside *Shearwater* in the same towing configuration as before. Over the course of the next 12 hours, the barge made repeated heavy contact with *Shearwater's* hull, resulting in yet more damage to her hull plating.

At about 1730 hours, the larger towing vessel *Forth Drummer* arrived and retrieved the barge, bringing it safely into port at Kinlochbervie. The *Drummer* then came back to get Shearwater and took her in tow to Aberdeen for repair, departing at about 2200 hours on the 10th.

Early the next morning, at 0512, *Forth Drummer* reported that *Shearwater* was listing again at an angle of about 10 degrees. The *Drummer* and *Shearwater* put into port at Scrabster for temporary repairs. *Shearwater* departed for Aberdeen again on April 16.

A drydock inspection found that the towline had fouled both shafts, damaging the port shaft and gearbox. The hull plating along the port side was significantly dented, with penetration. As for the barge, it was largely undamaged, and it remained at anchor in Kinlochbervie for the next eight months.

According to MCA, the 1968-built *Shearwater* was operating with a load line certificate exemption. She had had a long series of run-ins with inspectors, including safety-related deficiencies and detentions. The owner attempted to proceed to sea without a licensed master aboard in 2014, and in 2017, the vessel had left a yard in Southampton in a "dangerously unsafe" condition, MCA reported. She was not certified for towing operations; on the casualty voyage, her Croatian master had no prior towing experience and explicitly relied upon the owner's judgement for all towing-related decisions.

"*Shearwater's* crew lacked the competence necessary to undertake a towing operation of this nature and the vessel was also unsuitable for the task," MCA concluded. "After a long, tiring day, and in an effort to seek shelter, the unplanned and unsupervised confusion with ad-hoc procedures meant that the fouling of the propellers and subsequent collision were effectively inevitable."

Source: Flashlight 226

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Enemies

You have no enemies, you say?
Alas! my friend, the boast is poor;
He who has mingled in the fray
Of duty, that the brave endure,
Must have made foes! If you have none,
Small is the work that you have done.
You've hit no traitor on the hip,
You've dashed no cup from perjured lip,
You've never turned the wrong to right,
You've been a coward in the fight.

Charles MacKay (1814-1889)

A proliferation of prepositions and periods

As most of us marine surveyors and consultants know, our objective is to carry out an objective survey/investigation and to produce our product, ie, a report, to our clients which is effective and efficient, ie, the maximum amount of information in the least number of words. This is why much of our language has single words with comprehensive meanings.

So, imagine my horror over the last several years when listening to newscasters and sports commentators who have started adding prepositions to everything they say, eg:

Continue on…
Repeat back…
Return back…
Sever off…
Watch on…
Reflecting back…
Reiterate again…
Often times…
Rise up…
Retreat back…
Claim back…
Study into…
Investigate into…

This is only a small portion of those I have noted. It is the combination of the single word with part of the longer meaning. An example is 'retreat' combined with 'go back', ie, retreat back.

The other most annoying trait is to use 'of' too many times, eg:

Outside of
Inside of

and the double use of of, eg, off of.

Thankfully, the good news is that of all the diploma in marine surveying assignments I have marked in the last ten years, none of the students have done this. If they had they would be instantly failed!

The aim of the exercise is also to keep the number of key strokes on the keyboard to a minimum. One of the ways that this has been achieved is by omitting periods/full stops from titles, eg, we no longer say I.M.O. but IMO and U.N. but UN. As can be seen, the periods are implied, ie, the reader adds them himself.

The sharper-eyed readers among you will also have noticed my omission of the periods from 'eg' and 'ie'. This is the modern way of writing these abbreviations, again the periods being implied.

We also have a tendency to change verbs into nouns, eg, limitation instead of limiting. Take a look at the following sentences:

The purpose of the governor is to place a limitation on the speed of the engine.
The governor's purpose is to limit the speed of the engine.

The first sentence is written 'passively' whilst the second sentence is 'actively' written.

Notice that the second (active) sentence is also shorter than the first sentence. This is often the case when writing actively. Notice also that 'purpose of the governor' has been abbreviated to 'governor's purpose'. The sentence has thus been reduced from 16 words to 11 words. This could be further abbreviated to:

The governor limits the speed of the engine.

The sentence has thus been reduced further to 8 words by active writing.

'of the' can often be replaced by using an apostrophe, eg:

The governor limits the engine's speed.

Which can be shortened even further to:

The governor limits the engine speed.

The sentence has now been reduced to only 6 words from the original 16 words and has lost none of its meaning or context.

Just some pointers which you may wish to consider when writing your reports.

Mike Wall

Source: Flashlight 226

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Formation of the MPC

Five professional bodies have formed the Maritime Professional Council (MPC) of the UK.

The founding organisations of the MPC are the Honourable Company of Master Mariners, The Nautical Institute, International Institute of Marine Surveying, Institute of Seamanship, and the United Kingdom Marine Pilots Association. The MPC's position is that the government and government aligned bodies, charged with the policy and direction of the Merchant Navy and associated sectors of the maritime industry, need the best practical pool of experience and knowledge to draw upon.

The MPC brings together the collective voices of the United Kingdom based professional organisations for the British Merchant Navy and associated maritime industry. It will promote professionalism within the industry and offer expert opinion on maritime matters to the maritime community, industry, government and the media.

(With thanks to Mike Schwartz of IIMS)

Source: Flashlight 226

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Combustible cargoes – can we prevent them?

On 28 September 2019, the Cayman Islands-registered tanker *Stolt Groenland* moored alongside in the port of Ulsan, South Korea, loaded with 20 different chemical cargoes, including 5,000 tonnes of styrene monomer – a volatile hydrocarbon used in the manufacture of plastic and rubber products.

Hours later, two explosions ripped through the vessel and ignited a fireball that reached a road bridge running above the ship, and blowing the gangway watchman over the main deck's starboard guardrails into the water. Thankfully, the watchman managed to climb, injured, up onto the quayside while the rest of the crew took to the freefall lifeboat to abandon ship.

More than 700 emergency responders – using 117 appliances – were called in to fight the fire, with 15 eventually taken to hospital with injuries.

The explosions blew a large hole in *Stolt Groenland's* main deck. A cargo access hatch cover was also blown off, while the deckhouse was completely burned out, and the accommodation block sustained extensive fire damage.

Heat and smoke also penetrated the bridge, damaging most of the equipment.

Runaway polymerisation.

At normal ambient temperatures styrene monomer will slowly heat up through polymerisation – a chemical process that accelerates at elevated temperatures or when there is a lack of an added polymerisation inhibitor.

If the heat is not quickly removed, the temperature can initiate self-sustaining and extremely rapid polymerisation, known as 'runaway polymerisation'.

During this process, styrene monomer will start to expand, creating a build-up of pressure that forces vapour out through the tank's vents or, in some cases, enough pressure to rupture the tank entirely.

To prevent polymerisation during storage and transportation at sea, an inhibitor has to be added. The most commonly used polymerisation inhibitor – 4-Tert-Butylcatechol (TBC) – is a solid that is often mixed with methanol to turn it into a liquid before being added to the cargo of styrene monomer.

However, according to an investigation report by the UK Marine Accident Investigation Branch (MAIB), on behalf of the Cayman Islands Government, the methods of adding and mixing TBC on board *Stolt Groenland* were "rudimentary", relying heavily on the ship's movement during the voyage.

Sister ship incident.

MAIB investigators also discovered that a similar polymerisation incident had occurred just days before on *Stolt Groenland's* sister ship, *Stolt Focus*. In that case, however, the heat generated by the polymerisation process was noticed before the critical runaway temperature was reached.

Initial efforts to stabilise the temperature, including the injection of additional inhibitor, were unsuccessful, but following consultation with Stolt Tankers' onshore chemists, the crew distributed the cargo across four cargo tanks and mixed it with sea water, which successfully stabilised the styrene monomer.

Report conclusions.

The MAIB accident investigation report points out several factors that contributed to the Stolt Groenland explosions, including:

- The explosion and fire on board Stolt Groenland resulted from the runaway polymerisation of the styrene monomer cargo
- The polymerisation of the styrene monomer was initiated by its elevated temperature for much of the voyage, which reduced the effectiveness of the TBC inhibitor
- The elevated temperature of the styrene monomer resulted from the transfer of heat from adjacent cargo tanks
- The precaution of not stowing the styrene monomer next to heated cargo was not sufficient in meeting adequate segregation requirements
- The probability of heat being transferred from other cargo tanks to the styrene monomer cargo was not fully considered during the planning and approval of the cargo stowage
- Calculations to predict heat transfer during cargo stowage planning were not conducted because they were complex and outside the capabilities of the ship operator and the tanker's crew
- The temperature of the styrene monomer was not monitored and the temperature alarms on the cargo monitoring system were not set
- The absence of temperature monitoring influenced the crew's view that it was a benign cargo when inhibited.

History repeating

Chemical explosions aboard commercial vessels are, sadly, nothing new. A long catalogue of serious incidents includes the German container vessel *MSC Flaminia* which exploded in July 2012 – killing three crew in the middle of the Atlantic Ocean – due to the auto-polymerisation and ignition of its cargo of divinylbenzene, a chemical used to make plastic resins.

In March 2018, an explosion in the cargo hold of the *Maersk Honam* as it sailed through the Arabian Sea resulted in the death of five crewmembers. Investigators concluded that the tragedy was most likely caused by the overheating of 1,000 tonnes of sodium dichloroisocyanurate dihydrate – a powerful oxidiser widely used as a cleansing agent and disinfectant.

The world's worst chemical explosion aboard a commercial ship occurred in 1947 when 2,100 tonnes of ammonium nitrate exploded on the converted Liberty ship SS *Grandcamp* while docked in Galveston, Texas – setting off a chain reaction of explosions across nearby facilities that killed 581 people.

(With thanks to the Marine Professional and Denis O'Neill)

Source: Flashlight 226

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Australian Pilot Receives IMO Commendation for Exceptional Bravery at sea

In December 2020, Australian marine pilot Captain Ritesh Bhamaria was piloting oil tanker MT *Godam* through the Torres Strait in adverse weather conditions when he and the vessel crew sighted a distant hand waving for help in the rough sea. That movement turned out to be an uncle and nephew – both local fishermen – who had been clinging to the floating debris for close to 17 hours following the sinking of their boat. They had no access to an emergency beacon or other survival equipment. Godam's crew struggled to maintain sight of the people, losing sight of them three times. Finally, when they caught sight of them again, the crew realised the two men were being circled by hammerhead sharks. Rather than risking the ship's crew by launching a rescue boat in the prevailing weather conditions and potentially not getting to the stranded fishermen in time, the pilot made the decision to turn the 251-metre ship around in restricted waters. "Without hesitation, I turned the ship to the side where I had clearance," Mr Bhamaria said. "The two biggest issues were maintaining sight of the two men while we turned the ship around and then approached them safely—a huge ship arriving alongside a piece of wood with two men holding on, poses quite a risk to their safety. "We couldn't stop the ship near the survivors—the ship's propeller would have posed too great a risk to the two men and the reef just behind them. "On the first turn, we dropped a smoke marker with a lifebuoy as close as 20 metres from the survivors. "The fishermen were then able to cling to the buoy, while the smoke helped the approaching rescue craft home in on the location of the survivors. Meanwhile the movement of the ship in the water deterred the sharks away from the men. "Then we circled again, keeping the reef behind us, this time with the intention of picking them up. I manoeuvred the ship to within a distance of 1 to 1.5 meters of the survivors floating on the wooden plank, dropping the speed of the ship to a bare minimum – about two knots with the propellers stopped. We managed to get the uncle out of the water first. But by the time we were trying to get his nephew out, the rescue helicopter arrived, so we lowered him back into the water, so the helicopter could retrieve him safely." It was a harrowing ordeal for the survivors, but ultimately Captain Bhamaria's quick thinking and brave actions saved the lives of the two men. These actions have now earned him a prestigious Certificate of Commendation from the International Maritime Organization as part of their Exceptional Bravery at Sea Award. The Exceptional Bravery at Sea Award provides international recognition for those who, at the risk of losing their own lives, perform the acts of exceptional bravery and display outstanding courage. Without Captain Bhamaria's decision making and exceptional navigation skills, these two fishermen would have endured an entirely different outcome. AMSA chief executive officer Mick Kinley said international recognition of this level of bravery from one of Australia's marine pilots is a significant accomplishment. "Captain Bhamaria and the ship's crew displayed outstanding seamanship, coming together to the aid of others," Mr Kinley said. "The knowledge and expertise of our marine pilots is key to the safe arrival and passage of ships bringing supplies and trade with Australia. But in this instance, Captain Bhamaria's knowledge of the surrounding area and quick thinking allowed him to make decisions that enabled the rescue of the two men.' "Captain Bhamaria is certainly deserving of this accolade from the IMO for his exceptional bravery." Captain Bhamaria was quick to share his commendation with the wider piloting community of Australia and the master and crew of the MT *Godam*. "I am grateful and appreciative that AMSA nominated me for the award," he said. "However, any pilot would have done the same thing, so this recognition is for the whole Australian piloting community," he said. "Many thanks to the master and crew of MT *Godam*, Reef VTS, AMSA and the shore rescue team, because it was an all-round team effort." he said. The IMO awards ceremony will take place virtually from IMO Headquarters in London on 6 December

Source: Daily Cargo News MT *Godam*

Source: Pulse MNA CIRCULAR 2021 - #15

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Brazilian Navy Tall Ship has dust-up with bridge

Mike Schuler October 19, 2021

Image from video shows the Cisne Branco pinned against a bridge in Ecuador.

The Brazilian Navy tall ship Cisne Branco collided with a draw bridge over the Guayas River in Ecuador on Monday.

Video of the incident was posted online and shows the tall ship pinned broadside against the bridge after apparently attempting to navigate between the bridge's open span.

The Navy said the accident was likely the cause of strong currents, but the exact causes and circumstances remain under investigation.

A second video shows a tug capsize as it attempts to assist the tall ship. However, no injuries were reported.

The tall ship was eventually released and anchored safely while waiting for a berth in Guayaquil, where it will be inspected.

Cisne Branco, which translates to "White Swan", is a three masted clipper commissioned by the Brazilian Navy in 2000.

Source: gCaptain 211019

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How Did Ancient Seafarers Settle The Far-Flung Islands Of Polynesia?

Reuters September 26, 2021

WASHINGTON,(Reuters) – Beginning more than a millennium ago, intrepid seafarers traversed vast Pacific Ocean expanses in double-hulled sailing canoes to reach the far-flung islands of Polynesia, the planet's last habitable region to be settled by people.

Double hulled vaka in Rarotonga, 2010. Photo via Wikipedia.

A genetic study published on Wednesday has deciphered the timing and sequence of this settlement of an area spanning about a third of Earth's surface, with Samoa as the starting point, while Rapa Nui, also called Easter Island, and other locales known for megalithic statues, were among the last to be reached.

"Many of the distances were immense," said Stanford University computational geneticist Alexander Ioannidis, lead author of the research appearing in the journal Nature.

For example, the study found that Rapa Nui was settled in about 1210 AD after an open-sea voyage covering roughly 1,600 miles (2,575 km). Historians believe that family groups of perhaps 30 to 200 people sailed at a time aboard double-hulled canoes that operated similarly to modern catamarans and used a lateen, or triangular, sail.

Genomic data from 430 modern-day people from 21 Pacific island populations helped unravel Polynesia's genetic history.

"Each living individual retains a genetic record of all the ancestors from whom they inherited their DNA, so by analysing together hundreds of individuals we can create a genomic network where connections, splitting patterns and dates can be inferred," said geneticist and study co-author Andres Moreno-Estrada of Mexico's CINVESTAV network of research centres.

The first voyages were found to have been from Samoa to Fiji and Tonga and then to Rarotonga in the Cook Islands in the 9th century AD. In the 11th century, the islands of Totaiete ma (Society Islands) were next, followed in the 12th century by Tuha'a Pae (Austral Islands) and the Tuamotu Archipelago.

Eventually in the 12th and 13th centuries seafarers from Mangareva in the Gambier Islands reached Te Henua 'Enana (Marquesas Islands), Rapa Nui and Raivavae – places where megaliths like Rapa Nui's monumental head-and-torso stone statues, known as moai, were created.

"It is one of the most impressive and fascinating chapters of human expansion and long-distance exploration," Moreno-Estrada said.

There has been an ongoing debate based on archaeological remains as to when the Polynesian islands were settled.

"Unravelling these histories is not only a fascinating challenge, but also an incredible demonstration that modern populations are still connected physically to their ancestors' stories," Ioannidis said.

Navigation may have involved following the paths of long-distance seabirds as well as guidance from the stars, winds, weather, ocean currents and water patterns caused by islands and atolls. The voyagers brought with them crops like the root vegetable taro and food sources such as chickens.

"These were initially voyages into the unknown, and it is believed that Polynesians would sail upwind so that if they were unable to find a new island they could return," Ioannidis added.

Polynesians established sophisticated artistic and cultural traditions in carving, boat ornamentation, religious and social rules, the practice of tattooing, and, in Rapa Nui, North Marquesas, South Marquesas and Raivavae, megalithic statues.

The people of the megalith islands were found to be genetically connected, settled from a common Tuamotu origin.

"The discovery of a common genetic source for people on the eastern islands where megalithic sites have been found is not an intuitive connection given how distant and widely dispersed these group of islands are," Moreno-Estrada said.

The researchers dated those lengthy voyages close to the time when, as detailed in their genetic study https://www.reuters.com/article/us-science-polynesia/study-shows-ancient-contact-between-polynesian-and-south-american-peoples-idUSKBN2492EU published last year, there was contact by Polynesians with native people in South America.

"This suggests that when the maritime culture of the widely spread Tuamotu Archipelago was embarking on its longest voyages of discovery, which gave rise to widely dispersed monumental sculpture-building populations, it also made contact with the Americas," Ioannidis said.

While Samoa was the springboard for remote Polynesia's settlement, the researchers called it merely an intermediate stop in a larger Pacific regional human expansion beginning in Taiwan around 4,000 to 5,000 years ago. It is believed Samoa was settled by around 800 BC.

Reporting by Will Dunham, Editing by Rosalba O'Brien

Source: gCaptain210928

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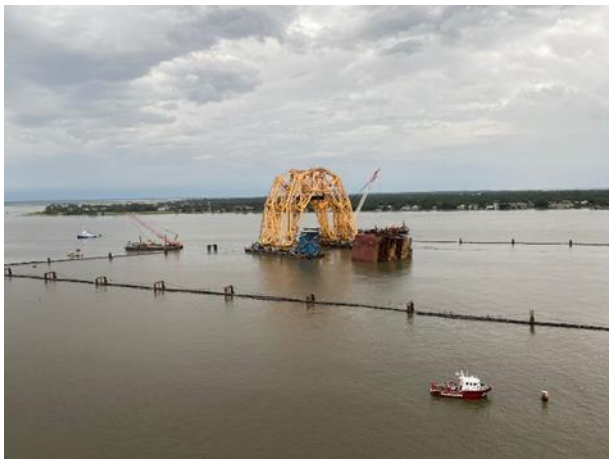
Golden Ray Wreck Removal Moves to Final Section

Mike Schuler October 11, 2021

Preparations are underway in Georgia to remove the final section of the *Golden Ray* shipwreck from St. Simons Sound more than two years after the car carrier's capsizing.

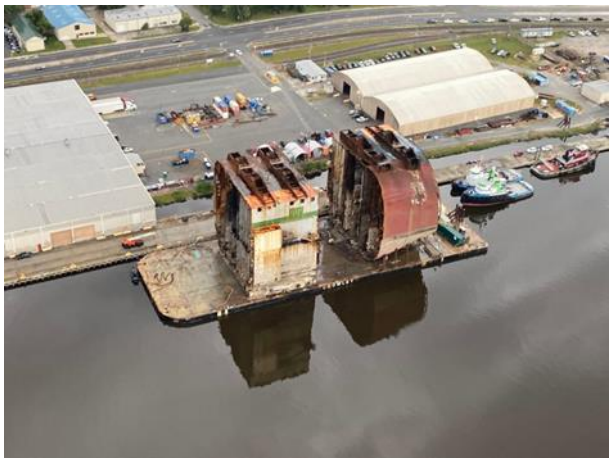


The *VB-10000* shifts over Section Four, the remainder of the *Golden Ray* wreck on Friday, Oct. 8, 2021. St. Simons Sound Incident response photo.

Work on the final sections comes after the latest section, known as Section Six, was transloaded from a dry-dock onto the barge *Julie B* and brought to the nearby Mayor's Point Terminal for further sea fastening last Thursday. Once secured and inspected for an ocean transit, the Julie B will depart the Port of Brunswick with two wreck sections (Sections Six and Three) enroute to a recycling facility in Louisiana.

Preparations to remove Section Four, the final section of the wreck, have been underway since Thursday. Prior to removing Section Four, additional weight-shedding may be required. Once lifted, the salvage master and the response engineering team will complete the fabrication of a cradle system that allows for the secure loading and transport of the section to a local response facility for partial dismantling.

Meanwhile, survey teams continue to recover debris along shorelines and from marsh areas in the vicinity of the wreck site. All debris is sorted, catalogued and disposed of according to the response debris plan. Shoreline assessment teams survey over 100 miles of shoreline and marsh areas weekly for any oil impacts.



Loaded with Sections Three and Six of the *Golden Ray* wreck, the Barge *Julie B* continues sea fastening on Friday, Oct. 8, 2021, at Mayor's Point Terminal in preparation to transit the sections to Louisiana. St. Simons Sound local response facility for partial dismantling.

The wreck removal operation is utilizing the heavy lift barge *VB-100000* which has been used to cut the wreck of the *Golden Ray* into eight sections for lifting and removal by barge. The first cut was conducted in November 2020.

In its final report on the accident published last month, the National Transportation Safety Board (NTSB) said the 656-foot-long *Golden Ray* was carrying over 4,100 vehicles when it began to heel rapidly during a 68 degree turn to starboard less than 40 minutes after leaving the Port of Brunswick on September 9, 2019. Despite attempts by the pilot and crew to counter the heel, the vessel listed 60 degrees to port in under a minute before it grounded outside of the main shipping channel.

All 23 crewmembers and one pilot on board were rescued, including four engineering crew who were trapped in the vessel for nearly 40 hours.

The NTSB determined the probable cause of the capsizing to be the chief officer's error entering ballast quantities into the stability calculation program, which led to his incorrect determination of the vessel's stability and resulted in the Golden Ray having an insufficient righting arm to counteract the forces developed during a turn.

Source: gCaptain 211012 —oo00oo--

The first Evolved Cape-class patrol boat

The first of six Evolved Cape-class patrol boats was recently launched at the Austal Ships shipyard in Henderson, Western Australia.

Head Maritime Systems, Rear Admiral Wendy Malcolm, said the vessels would replace the Navy's Armidale-class patrol boats and would be used as interim patrol platforms until the commissioning of the Arafura-class offshore patrol vessels.

"The Evolved Cape-class patrol boats will ensure the Royal Australian Navy is well-equipped to keep Australia's borders safe," Rear Admiral Malcolm said.

"With all six Evolved Cape-class patrol boats to be built in WA, we are continuing to strengthen Australia's naval capability while supporting local jobs.

Austal has commenced construction on the remaining five boats, the first of which is expected to be accepted by the Navy early next year.

The 58-metre long boats are being built with a number of enhancements, improving operational capability and crew capacity compared to the vessels already operated by the Navy and Australian Border Force.

For more information on the Naval Shipbuilding Enterprise capability programs visit:

www1.defence.gov.au/business-industry/naval-shipbuilding/capability

Source: Defence News 19/10/2021 —oo00oo—

China Navigation rebranded Swire Shipping

Sam Chambers October 15, 2021

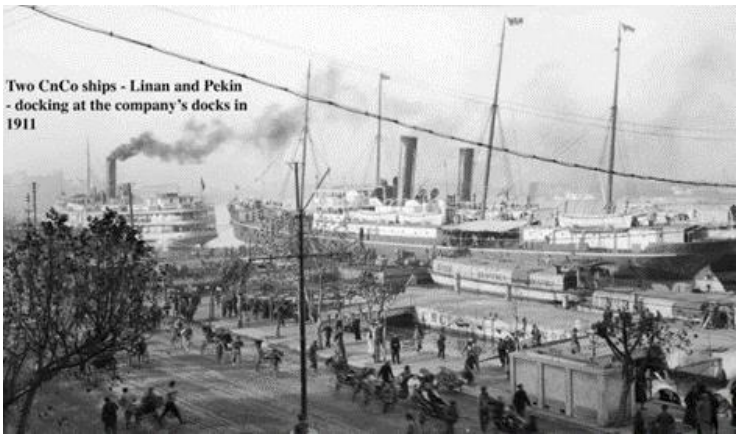
The Swire Group has taken the decision to rebrand the oldest part of the famous trading house's business.

Announced today, China Navigation (CNCo), one of the most venerable names in Asian shipping, is no longer. Henceforth it will be called Swire Shipping, consigning a 149-year brand to a group holding entity back in the UK.

Singapore-based CNCo is the oldest part of the Swire empire, a diverse group with interests in property, retail, bottling and airlines in the form of Cathay Pacific.

Swire said today the name change reflects Swire Shipping's strong global presence and brand, and the decision for the name change was taken to streamline its brands, and present customers and stakeholders with a "consistent and unified experience" across its product offerings.

"Swire Shipping is widely recognised as the operating name of the business and is well-established from a commercial and customer-facing perspective. Therefore, it is logical for us to use Swire Shipping as the primary name," said James Woodrow, managing director, Swire Shipping.



CNCo started on the banks of the Yangtze River in 1872, operating a modest fleet of Mississippi-style paddle steamers. It moved to Hong Kong and then 13 years ago shifted to Singapore from where its fleet has diversified a great deal over the past decade with its focus heavily on the Pacific. The company today offers multipurpose liner services through Swire Shipping for the global transportation of containerised, breakbulk, heavy lift and project cargoes, whilst its projects division provides specialist shipping services to the energy, resource and infrastructure sectors in the global project logistics market. In January 2021, CNCo's bulk shipping division became a standalone entity under Swire Bulk.

In August, the company embarked on the renaming of the vessels in its fleet. By the end of this month, the majority of the vessels it operates will be named after a Pacific Island nation or location.

The name of the holding company in the UK – The China Navigation Company Ltd – will remain unchanged. Similarly, the names of the company's subsidiary and branches in China, as well as its brand name "太古轮船Taigu Lunchuan (CNCo)" will be retained.

Source: Splash247 211015 —oo00oo--

How China's power crunch is affecting every strand of shipping

Sam Chambers October 1, 2021

Whether its LNG, dry bulk, containers, car carriers, tankers or shipbuilders, the extreme power shortages being experienced in China at the moment are affecting almost every strand of shipping.

Two thirds of China's provinces have been forced to implement electricity-rationing measures for the past fortnight as the nation faces up to a severe coal shortage. Factory closures are expected to have sizeable impacts on the volumes of container exports in the coming months.

Official data released this week showed China's factory activity contracted in September for the first time since February 2020 when China first contended with the spread of Covid-19.

Since last week, more than 100 companies from electronic component manufacturers to gold miners have notified stock markets of production suspensions.

This is the worst global energy crisis in a decade

One of the worst affected provinces is Jiangsu, where the major cities of Kunshan and Suzhou are home to key clusters in the electronics, chipmaking and textile industries

The China Coal Industry Association warned this week it was "not optimistic" about supplies ahead of winter, the peak season for demand.

The government has said its priority will be to guarantee household power and heating supplies over the winter, as state-run energy firm Sinopec pledged to boost imports of liquefied natural gas.

However, Citi analysts said in a note they expected power shortages to persist in the peak winter season for heating, most of it coal fired.

Shipbuilding sources in China have told *Splash* this week that the power shortages are likely to hamper delivery schedules in the coming months.

Commodore Research stated in a recent note that China's reliance on thermal coal has continued to grow. So far this year, thermal coal-derived electricity generation has contributed to 72.1% of China's total electricity generation. During the same period last year, it contri-

buted 71.3% of total electricity generation.

The extreme demand for coal, combined with strong iron ore imports, have pushed dry bulk rates – particularly for capesizes – back to the territory they enjoyed in their glory days of 2007 and 2008, aided by big port congestion.

Cape queues in China today are 117% higher than the five-year average, according to Braemar ACM.

China put a ban on Australian coal last year, which pushed up the ton-mile scenario for dry bulk a great deal, as the world's most populous nation sought coal from all the corners of the planet to replace its Australian source. There is now speculation that as panic sets in in Beijing, the Chinese government might have to make a policy U-turn on its Australian ban.

Other Australian commodities have seen a resurgence in the People's Republic of late. China is snapping up cargoes of Australian wheat despite a bitter trade standoff between the two countries, as crop downgrades elsewhere lead to a global shortfall in output. The buying spree comes as Australia, a key global food supplier, is expecting a second consecutive bumper harvest, while Northern Hemisphere producers have been hit by adverse weather and drought.

It's not just China that is experiencing an energy crisis. In the US, the Hurricane Ida dealt a blow to oil and gas production in the Gulf Coast, while in Europe, shortages of natural gas have led to soaring costs.

Analysts at Lorentzen & Stemoco have identified five factors all at work, causing what the Norwegian broker described today as the worst global energy crisis in a decade.

"First, demand is rebounding solidly after Covid-19, as requirements from industry and consumers are returning to pre-pandemic levels," analysts at Lorentzen & Stemoco noted in an update to clients today. "Second, investment in the energy sector has been underfunded for years, both by corporations and states. Third, the shift towards more renewable energy types, such as wind and solar, has left a vacuum exacerbating the deficit. Four, climate change is causing supply destruction and extreme changes in demand. And finally, political relations have been altered between the haves and have-nots."

Source: Splash247 211001 —oo00oo--

China and India square off at Colombo Port

Sam Chambers October 1, 2021

Asian rivals China and India are now squaring off in Sri Lanka. Yesterday saw Indian conglomerate Adani sign a $700m agreement with the Sri Lanka Ports Authority (SLPA) and John Keells Holdings to jointly develop a container terminal at Colombo Port. Colombo West International Container Terminal will add 3.2m teu annual capacity to the Port of Colombo. Adani has a 51% stake in the new terminal in a 35-year deal.

As much as 70% of India's containers are transhipped via Sri Lanka.

China has strong interests in Sri Lankan ports with China Merchants controlling the southern Hambantota port and Colombo International Container Terminal (CICT), located next door to the strip of quayside that Adani will now develop.

Source: Splash247 211001 —oo00oo--

Landmark heavy-lift transit along the Northern Sea Route completed

Sam Chambers October 4, 2021

A new heavy-lift operator, Red Box Energy Services, is celebrating a landmark transit along the Northern Sea Route (NSR),

hauling a jack-up accommodation rig called *Atlantic Amsterdam* from Denmark to Qingdao in China on its module carrier, *Audax*. The transit marks the first jack-up rig movement from Europe to China via the NSR.

Chris Muilwijk, the CFO of Red Box, commented: "The transit of the *Atlantic Amsterdam* via the NSR not only reduced the transit time from 51 to 27 days, but we were also able to avoid the serious risks of weather delays to be expected around the Cape of Good Hope at this time of year. The NSR routing eliminated the risk of potential damage to the rig's legs as a result of the high seas and violent wind conditions that are always a factor when navigating around the Cape."

The Suez Canal option was never considered due to the height of the legs, which would have prevented the *Audax* from passing under the Al-Nasr Bridge.

Source: Splash247 211004 —oo00oo--

GCSE ENGLISH - ESSAY QUOTES

His thoughts tumbled in his head, making and breaking alliances like underpants in a tumble dryer.

She caught your eye like one of those pointy hook latches that used to dangle from doors and would fly up whenever you banged the door open again.

Her eyes were like two brown circles with big black dots in the centre

Her vocabulary was as bad as, like, whatever.

He was as tall as a six-foot-three-inch tree.

The hailstones leaped from the pavement, just like maggots when you fry them in hot grease.

Long separated by cruel fate, the star-crossed lovers raced across the grassy field toward each other like two freight trains, one having left York at 6:36pm travelling at 55mph, the other from Peterborough at 4:19pm at a speed of 35mph.

The politician was gone but unnoticed, like the full stop after the Dr. on a Dr Pepper can.

John and Mary had never met. They were like two hummingbirds who had also never met.

The thunder was ominous sounding, much like the sound of a thin sheet of metal being shaken backstage during the storm scene in a play.

The red brick wall was the colour of a brick-red crayon.

Even in his last years, Granddad had a mind like a steel trap, only one that had been left out so long it had rusted shut.

The door had been forced, as forced as the dialogue during the interview portion of Family Fortunes.

The plan was simple, like my brother Phil. But unlike Phil, this plan just might work.

The young fighter had a hungry look, the kind you get from not eating for a while.

He was as lame as a duck. Not the metaphorical lame duck either, but a real duck that was actually lame. Maybe from stepping on a land mine or something.

She had a deep, throaty, genuine laugh, like that sound a dog makes just before it throws up.

It came down the stairs looking very much like something no one had ever seen before.

The ballerina rose gracefully en pointe and extended one slender leg behind her, like a dog at a lamppost.

The revelation that his marriage of 30 years had disintegrated because of his wife's infidelity came as a rude shock, like a surcharge at a formerly surcharge-free cashpoint.

The dandelion swayed in the gentle breeze like an oscillating electric fan set on medium.

It was a working class tradition, like fathers chasing kids around with their power tools.

He was deeply in love. When she spoke, he thought he heard bells, as if she were a dustcart reversing.

She grew on him like she was a colony of E. coli and he was room-temperature British beef.

She walked into my office like a centipede with 98 missing legs

Her voice had that tense, grating quality, like a first-generation thermal paper fax machine that needed a band tightened.

It hurt the way your tongue hurts after you accidentally staple it to the wall.

With thanks to Paul Dixon

Source: Maritime Advocate 788 —oo00oo--

ONE LINERS

- My friend keeps saying, “Cheer up, man. It could be worse; you could be stuck underground in a hole full of water.” I know he means well.
- In the old days, excessive use of commas was considered to be a serious crime. It usually resulted in a long sentence.
- I apologise for the recent delay in responding to the week's emails. I have been putting the cover on a king-size duvet.
- Someone stole all my next-door neighbour's grass last night. He’s out there now looking forlorn.
- Would you believe it, they’ve cancelled my last anger management session without telling me! I’ve never been so mildly irritated in my life.
- "Welcome to Sea Life Bingo. Eyes down for your first number. Clickety click, dolphin with a stutter.
- #OddFact 1. Have you noticed how you never see any vampire stories in The Mirror?
- #OddFact 2. If you hold a tin of Alphabetti Spaghetti to your ear you can hear the C.

Source: Pulse #15 —oo00oo--