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A Nautical Miscellany

By J. W. HOGARTH

ANOTHER FLYER FROM MAIB. After three weeks in dry dock, the Isle of Man-registered passenger vehicle ferry, *Ben-My-Chree*, undocked on 25th March last year. Once refloated it was discovered that neither of the two bow thrusters could be started as their main circuit breakers were defective. The crew carried out some temporary repairs to get one bow thruster working and the vessel sailed to her home port of Douglas and re-entered service.

The following afternoon, *Ben-My-Chree* was embarking passengers and loading vehicles at the port of Heysham. She was moored at the passenger terminal using two head lines and a fore spring forward, and two stern lines and a back spring aft. All the lines except the back spring were kept on autotension at a setting of 25% of the winch rated tension. The weather was calm with light airs.

Ben-My-Chree's Chief Engineer was monitoring two shore technicians who had boarded the vessel at Heysham to repair the bow thrusters' defective main circuit breakers. The ship was also taking bunkers and the operation, monitored by the Third Engineer, was nearing completion. The starboard main engine was started by the second engineer at 1338, with the Master's permission, in order to run the shaft generator to test the bow thrusters' main circuit breakers. At 1357, the Chief Officer requested the Third Engineer for bridge control of main engines as he wished to test controls prior to departure. (The normal practice on board for testing

engines was to activate the pitch control levers before the engines were started and observe the pitch response).

The ship's Third Engineer, who had previously been concentrating on bunkering, transferred controls to the bridge, and the Chief Officer, not observing that the starboard engine was running, put both engines' pitch control levers to the full ahead position. Within a few seconds, the vessel surged ahead, causing serious damage to the passenger access structure. The foot-passenger walkway detached at both ends and collapsed onto the quayside, and the gangway fell from the vessel's side shell door and was left hanging on a single rope. Fortunately, there were no injuries. Eight passengers were trapped in the gangway compartment of the shore structure and had to be rescued by the fire service.

HSE, the Health & Safety Executive, completed an investigation into the failure of the passenger access structure. The investigation identified that the quay on which the passenger access structure was built had suffered considerable settlement over the years; the walkway was secured to the rest of the structure with only two small bolts at either end; and there were no records of inspections or maintenance work having been carried out on the structure. The HSE issued several recommendations to Heysham Port, which are relevant to all passenger terminals. These include:

- *An inspection regime, similar to that for bridges, should be adopted with the findings of the inspection recorded and any remedial work identified should be carried out within an appropriate timescale. Particular attention should be given to safety critical parts of the structure. The inspection should be carried out by a competent person.*
- *For the procurement, operation and maintenance of ship to shore structures, reference should be made to the guidance provided in CIRIA Report C518, Safety in Ports, ship to shore linkspans and walkways.*

Safety lessons have certainly been dictated here and MAIB in its flyer gave four. Firstly, running main propulsion engines while a vessel is alongside is an extremely hazardous activity and must be controlled carefully. Several accidents in the past have resulted from failure of controllable pitch propeller (CPP) control systems, resulting in propeller blades being inadvertently set to ahead or astern pitch. Sufficient safeguards must be put in place to mitigate the consequences if the CPP system fails to maintain the neutral position of the propeller blades and, specifically, to uncouple the hazards of engine operation from passenger or vehicle operations.

Secondly, the use of autotension winches on ro-ro ferries significantly reduces the dependence on the crew to maintain the required tension in the mooring lines. However, opposing spring lines held on autotension winches can cause the vessel to "walk" along the pier, and may not restrain the vessel as well as mooring lines secured on bitts or held on winch brakes. Operators should conduct a detailed assessment to consider the balance of these risks and adapt their procedures accordingly.

Furthermore, regular inspection and maintenance of facilities used by

passengers is of paramount importance. Guidance is available for the design and construction of passenger access structures in the form of published reports and British Standards. In particular, the MAIB flyer went on to list the following three relevant publications: *Safety in Ports, Ship to Shore Linkspans and Walkways* (CIRIA report C518); *Maritime Structures: Code of Practice for the Design of Ro-Ro Ramps, Linkspans and Walkways* (BS 6349-8:2007) and *Maritime Works: Code of Practice for the Design of Quay, Walls, Jetties and Dolphins* (BS 6349-2: 2010).

In conclusion, the MAIB flyer indicated that it is crucial that crew members communicate openly and do not make assumptions about each others' actions, especially when performing tasks which are not part of the daily routine.

Following the issue of the flyer, appropriate action was taken by the Isle of Man Steam Packet Company, the Health and Safety Executive and Heysham Port. In addition the UK Major Ports Group and the British Ports Association were recommended to invite their members to review the risks associated with passenger vessels in their ports' operating engines while embarking or disembarking passengers or loading or unloading vehicles, and to inspect their ports' passenger embarkation and vehicle loading structures, to ensure that they are fit for purpose and comply with industry guidance and best practice.

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COASTGUARD MODERNISATION PROPOSALS. Information was received shortly after the January issue went to press and therefore there are very few weeks for you to attend to consultation proposals put forward for a modernized fully-networked national Coastguard. On 16th December the document was issued by MCA to provide for HM Coastguard to more flexibly manage the greatly varying demands of its workload. The proposals issued will enable coastguard officers to better use their skills and training with a salary in which this is reflected. In its introductory paper MCA indicated it wished to change and improve the leadership, management and support it gives to the volunteer Coastguard Rescue Officers, and make better use of their local knowledge and training.

In its invitation to provide comment, it was indicated that the consultation is for Coastguard staff, Coastguard volunteers, partner organizations and the wider general public with an interest in the services the Coastguard co-ordination service provides. Consultation will run until 24th March 2011.

With the title Protecting our Seas and Shores in the 21st Century, the document is obtainable on the Coastguard Website: www.mcga.gov.uk/consultations A response form in the form of an on-line questionnaire is available in Word and as a PDF version, and replies were invited electronically or by post.

At the closure of the invitation letter MCA stated that it will review and consider all comments and observations made in response to the consultation,

and once it is complete a summary of all responses received will be published on the MCA Website.

The document opens with forewords by the Shipping Minister, Mike Penning, and by Vice-Admiral, Sir Alan Massey, Chief Executive of the MCA. There is a summary of Coastguard activities and a proposal which states, *inter alia* the establishment of two nationally networked Maritime Operations Centres capable of managing maritime incidents wherever they occur, and with improved systems to monitor ships and manage incidents. One would be located in Aberdeen, the other in the Portsmouth/Southampton area. Six sub-centres would be established, of which four would be located in Dover, Falmouth, Humber and Swansea, with two in either Belfast or Liverpool and either Stornaway or Shetland. Such proposals would reduce staff numbers at these centres from 491 today to 248. It is anticipated that the transition to the new service would begin in 2011/2012 and take place over four years, to allow time for the new Maritime Operations Centres to be set up and a phased programme changing existing MRCs into sub centres. It is understood that, subject to the outcome of the consultation, it is likely that this could lead to redundancies, and MCA would engage with the Trades Union as early as possible to ensure that best efforts are made to avoid compulsory redundancies.

As for the consultation response form, the compiler is invited to provide some information about himself or herself. The document goes on to invite comment on any other changes or pressures that should be taken into account in the Coastguard's modernization plans, as well as potential weaknesses. Additionally, the individual is invited to provide comment on the establishment of the two Maritime Operations Centres supported by a number of sub centres, and whether this is an appropriate and effective approach to SAR co-ordination response. Further questions invite opinion on the proposals of these centres, the role of Coastguard Officers, and the best use of local knowledge and management strengths.

SUCCESSFUL TRACKING. On 10th November, five items of stolen plant and agricultural equipment, and parts from a stolen Volkswagen worth over £40,000 were recovered from the back of a lorry at Dover Port. Officers from the Metropolitan Police Plant & Agricultural National Intelligence Unit (PANIU) had earlier been notified of the theft of a compressor. They received a tip-off from a system known as Tracker and, anticipating the unit would be travelling into Europe, made their way to the port. Working with Detective Constable Simon Griggs and Kent Police Commercial Vehicle Unit, officers picked up a Tracker signal being emitted from the compressor. The lorry hiding the items was found within the shipping lanes just before it boarded a ferry and one male was arrested.

Detective Constable James Elliott from PANIU commented, "*We were lucky that one of the stolen items had a Tracker fitted, otherwise I feel the*

equipment would have slipped through the net and would now be in Europe. The item with the Tracker unit was stolen from the Bristol area, but plant and agricultural crime is a national problem and one the Met police, along with its partners, is working hard to combat. Without the forethought of one of the owners fitting a Tracker these items would have most probably been another un-recovered statistic."

Adrian Davenport, Police Liaison Officer for Tracker, said, "(It) *works very closely with the Plant & Agricultural National Intelligence Unit (PANIU) and this recovery illustrates the success of the partnership. Every year, in the UK alone, an estimated £50 million to £70 million worth of plant and agricultural machinery is stolen, but only 5% is ever recovered*." Between June 2009 and July 2010 Tracker recovered over £3.5 million worth of stolen plant and farming equipment in the UK. Davenport added, "*Our partnership with the Plant & Agricultural National Intelligence Unit plays an instrumental role in cracking down on plant and agriculture theft, therefore providing vital protection to businesses' assets. In addition, because Tracker's technology uses Very High Frequency (VHF), it means the signal is extremely difficult to jam*."

It is understood that nearly one million Tracker systems have been installed. Using VHF and GPS technology, the system enables the police to pin-point a stolen vehicle, even if it is hidden in a container or lock-up. The underlying VHF technology is in use in 30 countries, and to date has been responsible for over 250,000 recoveries of stolen vehicles worth $5 billion. The system's recovery statistics speak for themselves in that to date it has recovered more than 19,500 stolen vehicles, worth a total of £428 million since 1993. Reports indicate that each month the system helps to recover an average of £2 million worth of stolen vehicles, and has led the police to arrest over 1,950 car thieves.

TROPICAL STORM FORECAST. Following an announcement from the Met Office shortly before Christmas, it was reported that meteorologists in Exeter had accurately predicted the above-average North Atlantic tropical storm season last year, maintaining the excellent record of its forecast since it was introduced in 2007.

The 2010 North Atlantic hurricane season was one of the most active seasons on record, with a total of 19 tropical storms. The Met Office public seasonal forecast, issued in June last year, predicted that there would most likely be 20 tropical storms (with a range of 13 to 27) during July to November 2010 – the number of North Atlantic tropical storms in an average year is about 12. For the accumulated cyclone energy (ACE) index, which summarises the combined strength and duration of storms within the season, the most likely predicted value was 204, with a range 90 to 319. The average value is about 130 and the observed ACE index between July and November 2010 was 170.

Forecasts for commercial customers were also issued from April 2010,

and consistently forecast an active season. Joanne Camp, Climate Scientist at the Met Office, commented, "*The performance of the forecast over the last three years has been particularly good, with our forecast successfully predicting the above average seasons in 2008 and 2010 interspersed by the below average season in 2009*."

The Met Office seasonal tropical storm forecast is created using dynamical numerical models from the Met Office and the European Centre for Medium-Range Weather Forecasts (ECMWF). These simulate important interactions between the ocean and atmosphere, such as the El Niño Southern Oscillation (ENSO), which has a strong influence on Atlantic tropical storm development.

Despite the active tropical storm season in the Atlantic, unusually there were no hurricane strikes on the USA in 2010. Joanne Camp continued, "*It remains a long term research goal of the Met Office to develop a seasonal tropical storm forecast which can deliver more detailed information on the local variability of storm activity within the Atlantic region*."

It is understood that the Met Office will release a public forecast for the period June to November this year in May.

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REFLECTING ON OUR GREAT WRITERS. William Somerset Maugham (1874 to 1965) needs no introduction, although I cannot say if he is much read today, certainly his books are still available through online wholesalers. He travelled widely in the Far East in the 1920s and 1930s.

Maugham, reputedly the highest paid author of the 1930s, was born to English parents living in France, where it is understood they had arranged in advance for their child's birth to occur at the British embassy in Paris, so it would appear he was born in Britain. He trained in medicine at London's St Thomas's Hospital (across the Thames from Westminster where he gained MRCS and LRCP. His experiences among the poor of South London provided him with much material for *Liza of Lambeth*.

In one volume of his short stories, *Ah King* published in 1933, in the chapter *The vessel of wrath* he wrote about Admiralty Sailing Directions, describing them as handsome volumes and containing much meat that is not surpassed by other publications. *Ah King* (the name of Maugham's travelling companion) was set in Malaya and Borneo, and is a collection of short stories brilliantly capturing the essence of colonial life. In his Far East days Maugham certainly painted a vivid picture of the expatriate planters, missionaries, and colonial officers, and their women, as they passed their days in remote corners of British, Dutch and French possessions.

Writing in *Ah King* he referred to the *Yangste Kiang Pilot*, obtainable for four shillings with sailing directions for the Yangste Kiang from the Wusung river to the highest navigable point, including the Han Kiang, the Kialing Kiang, and the Min Kiang. For three shillings it was possible (Maugham wrote) to obtain Part III of the *Eastern Archipelago Pilot*, comprising the north east end of the Celebes, Molucca and Gilolo passages, the Banda and

Arafura Seas, and the north, west and south west coasts of New Guinea. He went on to describe some of the island communities thereabouts served by vessels of the Royal Netherlands Steam Packet Company, much in evidence in these waters until the Japanese occupation.

By chance, advertisements appeared in the weightier national papers early in December for the post of Editor of Sailing Directions, in which an experienced mariner was sought with excellent writing skills, an aptitude for researching and assessing nautical information, possessing good interpersonal skills and with a desire to apply his experience to a post ashore. Emphasis was placed on continuing and maintaining a positive working relationship with ports and liaising with maritime authorities. The potential editor was left in no doubt of the need for these directions to be constantly updated. Considerable experience was called for in shipping and navigation and it was necessary for candidates to demonstrate a good level of English literacy . . . to pay great attention to detail . . . to have a good IT aptitude.

P&O'S RICH HISTORY. It was announced from Dubai and London shortly before the end of December that the rich history of P&O has entered the 21st century with the launch of the official P&O Heritage website, a dynamic resource holding images, archives and information from P&O's 173-year history, which has now been made publicly accessible for the first time.

P&O is arguably the oldest and most famous name in shipping, and P&O Heritage contains over 25,000 objects and records from its foundation in 1837. Currently, the collection is maintained by Dubai-based global marine terminal operator, DP World, which acquired the P&O Group in 2006.

Said DP World CEO, Mohammed Sharaf, "*We are extremely proud to be the preservers of the P&O Heritage Collection. P&O touched the lives of millions around the world, connecting people and opening trade between countries. We regard it as a privilege to be part of that story and are very pleased to be able to share the rich heritage of P&O through the website. In 2012, we will be celebrating the 175th anniversary of the founding of P&O, and the website will be a very important resource and focus for the celebrations we plan to mark this important year.*"

Curator of the P&O Heritage Collection, Susie Cox, said, "*We are delighted to be able to bring what is essentially a private collection to a wider audience, allowing those interested in P&O to explore the collection and research the history of P&O and its ships. An online database of nearly 2,500 ships includes fascinating and detailed factsheets giving in-depth records of each vessel's history. In addition, visitors can read brief histories of some of the shipping lines acquired by P&O throughout the years. We have launched the first 600 objects from our collection of over 25,000, so the website is very much at the start of its journey. We will be continually adding to our online collections.*"

While the site itself does not contain passenger lists, a number of detailed

research guides are provided, giving links and further information for those searching for details of passengers or crew who once sailed aboard a P&O vessel. The website also showcases P&O's extensive photographic collection, which has recently been catalogued and digitised for the first time. Visitors to the site can now browse through photographs, posters, paintings, drawings and postcards, and even order prints for delivery anywhere in the world.

I understand the P&O Heritage website is to be found at: www.poheritage.com

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A VANISHED LIVERPOOL. People have been recalling their memories of Liverpool's once vibrant seafaring district in a study linked to Merseyside Maritime Museum displays. Historians, museum curators and film-makers are collaborating on the Mapping Memory of the Waterfront project.

Many years ago all ports had a Sailortown where mariners relaxed, shopped and did business. Liverpool's extended behind the docks and was finally swept away in the 1970s with the arrival of containerization. For centuries ships spent several days in port while cargoes were loaded and unloaded. This gave crews the chance to visit their haunts ashore. Since the introduction of roll-on/roll-off and containers, vessels spend less time in port and the ship's company are unlikely to go ashore.

Much of Liverpool's seafaring areas were clustered around the city centre, inland from the Albert, Canning and Salthouse Docks. The project team has been helped by many local residents and others keen to share their memories. Rachel Mulhearn, Merseyside Maritime Museum's director, commented, "*We still need first-hand information, particularly from anyone who remembers the area around Canning Place, the Sailor's Home and south towards Parliament Street*."

Graeme Milne, lecturer in history at the University of Liverpool, added, "*We would very much like to talk with those who worked in shops, pubs or any of the many small businesses based in this part of Liverpool from the 1950s to 1970s*."

Those who have helped since the project was launched in May 2010 include Liverpool Women's History Group, retired seafarers, craftsmen, office workers, café customers and others who lived, shopped and worked in the district. Information received will be used to create an interactive map on the National Museums Liverpool web site, and a film for display at the Merseyside Maritime Museum is also planned.

Until the 1970s, the streets behind Liverpool's Albert Dock (where Liverpool One is now) were at the heart of a busy seaport city where seafarers were highly visible. Many were colourful personalities who added to the rich character of Liverpool. This area had everything from the Sailors' Home and Seamen's Missions to dance halls, bars, boarding houses, shops and industries, mostly connected in some way to the work of the port. Although many Liverpool people still remember the district, it has changed

dramatically in recent years. The only places that survive today are the Baltic Fleet pub, the Scandinavian Church and warehouses behind Queen's Dock.

Mapping Memory of the Waterfront is funded by the Arts & Humanities Research Council, and involves the University of Liverpool, Merseyside Maritime Museum and film-makers, Sam Meech and Tim Brunsden.

The Sailors' Home (where John Lewis is now) was a major landmark, along with the Gordon Smith Institute for Seamen and Church House on the corner of Paradise and Hanover Streets. Paradise Street had world-famous bars, dance halls and fortune tellers. In the nineteenth century, it even had a Museum of Anatomy. South Castle Street had ships' stores known as slop shops and a jumble of small firms serving the port. From the Sailor's Home southward toward Parliament Street was a mix of warehouses, workshops and busy residential streets such as Park Lane and Pitt Street.

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A GOOD READ AHEAD. In May 1987 the US frigate *Stark*, calmly sailing the waters of the Persian Gulf, was suddenly blown apart by an Exocet missile fired from an Iraqi jet fighter. A fifth of the ship's company was killed and many others wounded, some seriously. This event began one of the most violent conflicts in American history, The Tanker War, waged against Iran for control of the Persian Gulf. Hostilities took place at the climax of the extensive Iran-Iraq War during the Reagan administration. Losing on the battlefield, Ayatollah Khomeini's Iran had decided to close the Persian Gulf against shipping from Iraq's oil-rich backers, including the Emirate of Kuwait. The Kuwaitis appealed for help and America sent a fleet to the Gulf, in support of Kuwait's commercial tankers.

The result was a free-for-all, as the Iranians laid mines throughout the narrow passage and launched attack boats against both tankers and US warships. The sixth largest ship in the world, the tanker *Bridgeton* (401,000 dwt) steaming light, hit an Iranian mine and flooded, but mercifully remained afloat. The US Navy fought its largest surface battle since the Second World War against the Ayatollah's assault boats. Meanwhile, US Navy Seals arrived in the Gulf, manning two mobile platforms. As Saddam Hussein, who had instigated the conflict, looked on, Iranian gunners fired shore-based *Silkworm* missiles against US forces. The subject is presented in *America's First Clash with Iran: The Tanker War, 1987-88* by Lee Allen Zatarain, published as a paperback by Casemate Publishers of the US and Britain. ISBN 978 1 935149 36 1. Price £13.99. The US Naval Institute *Proceedings* said of this, "*A fine job of recounting a 20 year old fight that was no doubt just another round in a continuing struggle.*" Another reviewer regards the work as, ". . . *an essential . . . for those wishing to understand America's vast naval and air capability, as well as its enduring vulnerability.*"

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MERCHANT NAVY MEDAL PRESENTATIONS. For a few years now the Merchant Navy Medal has been awarded annually, without bias towards age or rank, to those eligible seafarers who are judged to have made a worthwhile contribution to merchant shipping, its operations, development, personnel, welfare or safety, or who have performed an act of courage afloat. A limited number of medals are also awarded *honoris causa* to any persons who have made a significant contribution to merchant shipping, its personnel or its affairs, but who are not themselves British Merchant Seafarers.

The year's Merchant Navy Medal citations were published towards the end of November in *The London Gazette*, and medals were presented at a ceremony in The Library at Trinity House on 13th December when Admiral Lord West of Spithead performed the investiture.

The recipients and their deeds are recorded here:

Captain D. G. Bancroft for services to merchant shipping, especially as Officer-in-Charge of UK Maritime Trade Operations, Dubai, 2007 to 2009.

B. Barry, National Standard Bearer, Merchant Navy Association, for services to enhancing the profile of merchant shipping and merchant seafarers.

T. M. Brant, National Secretary, Merchant Navy Association, for services to the welfare of retired merchant seafarers and to the Merchant Seafarers' Veterans Badge.

Captain R. A. Cooper, OBE, for services to the welfare of serving and retired members of the Royal Fleet Auxiliary.

G. Chandler, Senior Superintendent, Royal National Mission to Deep Sea Fishermen, Hull, for services to the welfare of serving and retired fishermen and their communities (Honorary Award).

Chief Engineer P. E. Doherty, MV *Dilbar* (Klaret Marine Ltd), for services to merchant shipping and to ship safety systems.

J. Fellowes, formerly fisherman, Brixham, Devon, for brave conduct in the rescue of a man overboard from trawler *Korenbloem*, English Channel, 6th November, 2009.

Captain D. C. Glass, OBE, Rental Warden, Corporation of Trinity House, for services to navigational safety and to seafarers' charities.

J. Graham, fisherman, Kilkeel, Co. Down, for brave conduct in the rescue of crew member from engine room fire in trawler *Celtic Harvester*, Warren Point, Northern Ireland, 30th October, 2009.

Chief Engineer C. Hill, MV *Oceana* (P&O Cruises), for services to the cruise liner sector.

D. A. Jaenicke, Chairman and Managing Director, Viking Recruitment Ltd, for services to merchant shipping, especially in the expansion of British officer cadet opportunities.

J.-P. Kimble, fisherman, Paignton, Devon, for brave conduct in the rescue of a man overboard from trawler *Korenbloem*, English Channel, 6th November, 2009.

Captain C. M. R. Lloyd, RD, Senior Marine Advisor, Witherby Seamanship International Ltd, for services to merchant shipping and to maritime education and publishing.

Reverend D. W. McCrea, for services to the welfare of retired seafarers, especially alumni of the National Sea Training School/College/Centre, Gravesend (Honorary Award).

P. G. McEwen, MBE, Secretary, Nautilus Welfare Fund, for services to the welfare of serving and retired merchant seafarers and their dependants (Honorary Award).

Reverend K. Martin, Sailors' Society Port Chaplain, Felixstowe, for services to merchant shipping and to retired merchant seafarers and their dependants.

Captain T. D. Morris, Master, ERRV *Grampian Corsair* (North Star Shipping Ltd), for services to offshore oil rig safety and to the development of best practice in this sector.

Captain J. M. R. Sail, National Chairman, Merchant Navy Association, for services to merchant shipping and to the welfare of retired merchant seafarers.

We send our hearty congratulations to them all.

AND FINALLY. Now I turn to Westminster and Mike Penning, the Shipping Minister, speaking in the House of Commons on 8th December, when he reminded Members that, "*Shipping is important to the UK both as the means by which the majority of goods are moved in and out of the country and as a significant contributor to the UK economy in its own right. The Government therefore wish to see a strong and sustainable maritime sector for the future and to minimize the burdens the industry faces . . .*" On the subject of training, the Minister added, "*Sustainable economic growth also requires investment in training and skills. I am therefore also pleased to be able to announce that, despite the difficult public spending climate, the Government will continue to provide a partial financial contribution towards the cost of training seafarers under the existing support for maritime training scheme (SmarT), with the remainder of those costs being met by employers.*"

QUOTATION OF THE MONTH. I note from the accompanying documents regarding the Coastguard modernization consultation, some valuable gems and I repeat them here. Without doubt there is much of which many of us have been conscious for a number of years. On the matter of our seas becoming more congested, the document tells, "*The volume of shipping is increasing in many areas. We have many more large ships confined to deeper water in restricted channels. Large numbers of offshore renewable energy installations are being developed around our coasts, restricting the areas available to shipping.*"

There is no doubt that ships are getting larger and the paper pointed out that, "*Today's ultra large crude carriers carry up to 500,000 tons of oil, some five times the capacity of the* Torrey Canyon *which sank off Cornwall in 1967. The largest containerships are 1,000 feet long and can carry more than 11,000 containers. So, while shipping has generally become safer, the increasing numbers of very large vessels means if an incident occurs the consequences may be much more serious, affecting more people, causing more pollution and disrupting critical supply chains.*"

Then there is the matter of our coastline becoming busier, "*The UK has more than 10,500 miles of outstandingly beautiful coastline. Today millions of people use our seas, coasts and beaches for an increasingly wide variety of recreational purposes, often in areas that are also well used by commercial shipping.*"

Weather tends to be more extreme and readers were informed, "*More frequent and more intense storms have been occurring, increasing the risk to ships. There is therefore an increasing requirement for the Coastguard to be able to provide navigational advice to mariners in the most congested areas.*"

And finally, the notes accompanying the consultation papers reflects, "*Forty years ago radio and radar enabled us to move beyond the era in which we had to rely on what could be seen by observers all around our coast. We now have the opportunity to make what may turn out to be an even bigger step change.*"

Let us hope that those in Westminster hoist in these brief paragraphs in the forthcoming debate on savings at HM Coastguard. Removing ETVs be blowed. Donaldson may come back and haunt the decision makers.

New – Recent reports from Minsk say that a new cargo shipping company called Belmorflot has been established in Belarus. The company will focus on international cargo shipments, especially to and from Latin America. The creation of a shipping fleet in Belarus has long been discussed, with options including the rental or purchase of sea-going vessels. One of the most important aspects of such a fleet is that it will give Belarus greater independence in its international cargo transportation. Belarus currently exports large quantities of fertilizers to customers worldwide via Baltic Sea ports.

Riga – Freeport of Riga, in Latvia, reported a highly successful year in 2010, when the port's cargo volume exceeded 30 million tons, according to provisional data. The port has grown over the years to become a major Baltic transport hub, handling increasing volumes of oil and oil products, fertilisers and food products, for example. The port's cargo volume is likely to increase in the coming years with the development of new deepwater berths. The Freeport of Riga Authority recently adopted a new management plan, effective for the next three years, concerning management of ship waste, replacing a plan adopted in December 2007.

America at Sea

By HARRY WARREN

Early in October, the US Department of Transportation's Maritime Administration (MARAD) issued a warning to ship operators of an anticipated increase in piracy attacks in the Gulf of Aden region from October through to early December, due to the end of the monsoon season. More favourable weather was expected to allow for more small boat activity in the Gulf of Aden, Red Sea, Indian Ocean and waters off the Horn of Africa. Recent attacks have occurred off the Kenyan and Tanzanian coasts, the Southern Red Sea, Seychelles, and Maldives. "*The change in season means every precaution must be taken in order to defend against pirate attacks*," said David Matsuda, Maritime Administrator. He added, "*Our agency remains committed to helping US crewmembers be vigilant and well-prepared for pirate attacks*." In response to pirate attacks worldwide, the Maritime Administration is working with federal agency partners to reduce the vulnerability of US ships and crews by issuing advisories directly to US ship operators, based on latest intelligence and working with industry to improve implementation of best practices to deter piracy. In addition, MARAD will distribute shipping industry produced anti-piracy training videos for crews and conduct voluntary security vulnerability assessments with Naval Criminal Investigative Service in US ships.

The Obama Administration's continuing commitment to a more efficient and green US transport system moved forward on 26th October as MARAD Administrator Matsuda joined other federal, state and local officials at the port of Stockton to officially break ground on California's new Green Trade Corridor. The $30 million Transportation Investment Generating Economic Recovery (TIGER) grant will help develop a viable waterborne shipping route between Oakland, Stockton and West Sacramento, to create a new transport alternative to conventional freight and cargo movement in Northern California. Currently, international trade, imports, and exports, are moved almost exclusively by truck or rail in California. The TIGER grant to the ports of Oakland, West Sacramento, and Stockton, enables a partnership that will use barges to move cargo along the inland waterway system from Stockton and West Sacramento to Oakland, for ultimate shipment to the Far East. Vessel operations are scheduled to begin in early 2012. Federal grants will be used to purchase or upgrade port facilities, and the equipment needed to make the marine highway system a reality, including: the construction of a staging area at the port of Stockton for cargoes dedicated to the new marine highway, and the purchase of two cranes and a barge to support the service. In addition the construction of a distribution centre and the purchase of a crane in West Sacramento where freight, mostly agricultural products from California's Central Valley, will

be re-packed, into larger containers for transport on water. Furthermore, the installation of electrical supply at ship berths in the port of Oakland, which will allow operators to shut down an ocean-going vessel's diesel engines while in port, will further reduce the air emissions in this green trade corridor. The TIGER programme, part of the American Recovery and Reinvestment Act, is designed to promote innovative, multi-modal and multi-jurisdictional transport projects that provide significant economic and environmental benefits to an entire metropolitan area, region or the nation. MARAD recently awarded a $834,000 contract to ABS Consulting of Houston, along with the Great Lakes Maritime Research Institute and other partners, to conduct a year-long study reviewing investment options for the revitalization of the US-flagged Great Lakes fleet and related regional maritime infrastructure. More extensive and stringent environmental regulations planned for the Great Lakes region will likely require additional private and public investment to upgrade and/or refit vessels, ports and other infrastructure, to ensure new standards are met. The study will also include an overview of existing market conditions, an inventory of the US-flagged Great Lakes vessels and regional port infrastructure, an examination of private/public sector financing options, and a benefit-cost analysis for each of the investment options.

At the end of November, MARAD announced that it is providing $4 million to help prevent the spread of aquatic invasive species found in cargo ships plying the Great Lakes and America's inland waterways. This funding is part of the Administration's Great Lakes Restoration Initiative, the largest federal investment in the Great Lakes in 20 years. The initiative's priorities for action – developed by a task force of 16 federal departments – are combating invasive species, cleaning up toxics, protecting wetlands from pollution, and restoring wetland and habitats. Through a co-operative agreement with the Northeast Midwest Institute, MARAD is providing funding and technical expertise to help upgrade the Great Ships Initiative (GSI) ballast water treatment technology testing facility. The GSI facility, located in the Duluth-Superior Harbor of Lake Superior and the only one in North America, is being used to test promising water treatment technologies designed to remove unwelcome species hitch-hiking in ballast water tanks onboard cargo ships.

It was announced from Government House in Canberra on 5th November that Admiral Michael Glenn Mullen of the United States Navy had been appointed Honorary Officer (AO) in the Military Division of the Order of Australia for distinguished service to the military relationship between Australia and the USA, as the Chairman of the Joint Chiefs of Staff. In a statement from the office of the Governor General, it was explained that Australia's alliance with the US has strengthened considerably, contributing to Australia's security and standing in the Asia-Pacific region, and benefiting regional neighbours through co-operative security relationships. Such benefits would not have been achieved without Admiral Mullen's strategic understanding, dogged determination, and inspired command approach.

Admiral Mullen has made an outstanding contribution to the relationship between the United States and Australia as operational partners, and as exercise partners in combined exercises in the Asia-Pacific region. He has greatly strengthened the Australia and United States alliance.

In mid-October the American Bureau of Shipping announced from its Houston Headquarters, the publication of the *Guide for Certification of Container Securing Systems (2010) #45*. This document has been revised to include the subsequent revisions and additions since its original publication date in 1988. The content has been expanded to include recent developments in container securing systems. The Guide provides requirements for the certification of the initial installation of container securing systems in vessels classed by ABS. Although the certification of these systems is not a classification requirement, ABS will issue certificates for container securing systems which have been constructed and installed according to the requirements of this Guide when requested by the owner.

On 3rd November, the California Transportation Commission approved the Port of Long Beach's funding and building plans for the Gerald Desmond Bridge Replacement Project, clearing the way for the port and Caltrans to seek firms to design and construct the $950 million span. The Commission's approval, which authorized a design-build contracting process that will accelerate the start of construction, was the final governmental clearance needed for the project. It is understood that final design and preliminary construction will begin early this year, and construction of the main bridge supports could start in 2012. Of the $950 million needed for the bridge, $500 million will come from state highway and transportation bond funds. Federal sources are expected to contribute about $300 million. The port has pledged $114 million and Los Angeles County Metro is providing $28 million. The Gerald Desmond Bridge is a vital route for trucked cargo, carrying about 15% of the nation's containerized goods. With a higher clearance, the bridge will allow the newest generation of cargo ships to pass beneath.

The arrival on 22nd November of the 1,000-foot loa Great Lakes freighter *Edwin H Gott*, at Bay Shipbuilding in Sturgeon Bay, Wisconsin, marked the beginning of the busiest time of year for Great Lakes shipyards. This project and other annual winter maintenance work on US-flag Great Lakes ships provides jobs for more than 1,200 men and women at US shipyards around the Great Lakes. *Edwin H Gott*, one of the largest US-flag vessels working the Great Lakes, is having new engines installed this winter that will increase her fuel efficiency and significantly reduce air emissions. The vessel, built in Sturgeon Bay in 1978, carries iron ore from the Twin Ports of Duluth, Minnesota/Superior, Wisconsin, and Two Harbors, Minnesota, to Gary, Indiana, Detroit, Michigan, and Conneaut, Ohio, as well as Nanticoke in Ontario, Canada. A full load in a ship this size is 70,000 tons when water levels permit, and are said to keep a major steel mill in operation for more than four days. There are three large shipyards and several top-side repair facilities on the Great Lakes. Bay Shipbuilding Company is located in

Sturgeon Bay, Wisconsin, and its winter workforce tops 750. Donjon Shipbuilding and Repair in Erie, Pennsylvania, increases its workforce to more than 140 from December to April. Employment at Fraser Shipyards, Inc., in Superior, Wisconsin, grows to more than 200 during the winter. These three yards alone generate an annual payroll of nearly $50 million. Smaller shipyards and repair facilities are located throughout the Great Lakes. Toledo, Ohio, is home to H. Hansen Industries and IronHead Marine of Cleveland, Ohio, hosts Cleveland Shiprepair Co. and Great Lakes Shipyard. Basic Marine is at Escanaba, Michigan. Other support services are available in Buffalo, Detroit, Chicago, Muskegon, Michigan, Sault Ste. Marie, Michigan, and Milwaukee. The US-flag Great Lakes fleet numbers approximately 70 large self-propelled vessels and integrated tug/barge units. In a strong economy, these vessels can carry upwards of 120 million tons of dry- and liquid-bulk products, and generate more than 1,600 shipboard and shoreside jobs. Since vessels operate around the clock, day-in, day-out it actually requires more than 2,200 mariners to keep the fleet sailing from late March until late December or early January. When these vessels arrive at their winter berths, they are often returning to the very place they were built. Under US maritime law, the Jones Act to be specific, vessels that transport cargo between US ports must be built in the United States, as well as owned by US citizens and crewed with American mariners. "*Maintaining and modernizing American domestic vessels is a real economic driver in communities with shipyards and repair facilities*," said Mark Ruge, counsel for the Maritime Cabotage Task Force. He added, "*On the Great Lakes, it has been estimated that a wintering vessel generates at least $800,000 in economic benefits to the community*." Two other US-flag lakers have been repowered in recent years. In addition to the one repowering scheduled for this winter, new generators will be installed in some vessels, and a mid-sized ship will have its steam turbine rebuilt. Other projects for this coming winter include renewing steel in cargo holds and overhauling bow thrusters. Unloading system conveyor belts will be replaced in several vessels. Virtually every US-flag laker is capable of discharging cargo without any assistance from shoreside personnel or equipment. The cost savings are but one benefit. With self-unloading vessels, virtually any waterfront property can become a working dock. Most of these projects will not be performed in drydock. However, a number of US-flag lakers will be placed in drydock so the US Coast Guard can survey the hull during an internal and external stem-to-stern inspection of the vessel. When the US-flag Lakes fleet returns to service next spring, a new vessel will continue to take shape at the Donjon yard in Erie, Pennsylvania. The yard is building a 740-foot loa self-unloading barge that will be coupled with a tug also under construction there. As construction of the barge ramps up to full speed, employment at the yard will reach 200. Raw materials dominate the Jones Act trades on the Great Lakes. Iron ore for the steel industry can top 50 million tons. Coal for power generation can total more than 27 million tons. Limestone cargoes for the construction and steel industries can approach 30 million tons. Other

cargoes include cement for the construction industry, salt to de-ice wintry roads, industrial sand, asphalt, and light fuel and heating oils.

Military Sealift Command-chartered cargo ship, MV *Combi Dock III*, departed Subic Bay in The Philippines on 30th October carrying 460 pieces of US Marine Corps equipment, including Humvees, trucks, ambulances, firefighting vehicles, helicopters, and supplies that were used during that month's amphibious landing exercise, or PHIBLEX, held in The Philippines. Equipment was being returned to Marine Corps bases on Okinawa. MSC-chartered high-speed vessel, HSV *Westpac Express*, also participated in the exercise by transporting Marines and their equipment between Okinawa and the Philippines. Since 2003, the US Marine Corps and Armed Forces of the Philippines have conducted this bilateral PHIBLEX military training exercise to increase readiness and strengthen military ties. The exercise was conducted ashore and at sea, and included the 3rd Marine Expeditionary Brigade, Marine Aircraft Group 36, Combat Logistics Regiment 35 and USS *Essex* Amphibious Ready Group. The 31st Marine Expeditionary Unit was embarked in *Essex*. This year's PHIBLEX was originally scheduled to run through to 24th October, but was suspended on 18th October after typhoon Juan devastated parts of the Philippines' Luzon island. At the request of the government of the Philippines, Marine Corps and Navy aircraft in the area for the exercise supported relief efforts from 18th to 25th October, delivering more than 170,000 pounds of food and relief supplies donated by the Philippine government and the US Agency for International Development to areas most affected by the typhoon. *Combi Dock III*, a combination roll-on/roll-off, lift-on/lift-off, and float-on/float-off heavy lift cargo ship, delivered the Marine Corps cargo to the Philippines prior to the commencement of activities in late September. "*Combi Dock is a very modern and unique ship in that it can load cargo in different ways*," said Singapore-based Sealift Logistics Command Far East Strategic Sealift Director, Dennis Debraggio. He added, "*The ship and her crew clearly showed they can handle the mission*." *Westpac Express* is a high-speed vessel used to transport Marines and equipment around the Western Pacific Ocean. For this exercise, the ship made three trips between Okinawa and Subic Bay, carrying more than 1,000 Marines and 500 tons of their cargo for use in the exercise. "*Within hours, this ship can deliver hundreds of Marines and tons of equipment virtually anywhere within the area of responsibility*," said Westpac Express' civilian Master Captain, Adam Parsons. "*That is exactly what this ship demonstrated during this exercise, its ability to quickly and efficiently deliver Marines and their equipment where they are needed*." Military Sealift Command dry cargo/ammunition ships, USNS *Lewis and Clark* and destroyer USS *Winston Churchill*, assisted in the response to a suspected pirate attack on Chinese-flagged cargo ship, MV *Tai An Kou*, on 20th November. *Tai An Kou* reported to the Dubai-based UK Maritime Trade Organization that she was under attack by pirates in the North Arabian Sea at approximately midnight (Bahrain time), while located about 100 nautical miles off the Omani coast. *Lewis and Clark* received the distress call and, as

the nearest vessel, proceeded to investigate. Upon arrival at the scene, the ship's crew reported seeing pirates in a dhow and two skiffs firing upon *Tai An Kou*. Pirates then shot at the USNS *Lewis and Clark* which fired back in self-defence. No casualties were reported by the suspected pirates or *Lewis and Clark* crew. *Winston S. Churchill*, currently assigned to Turkish-led Combined Task Force 151, was directed to investigate the situation and provide further assistance if necessary by the Task Force commander, Rear-Admiral Sinan Ertugrul. "*I ordered the USS* Winston Churchill *to assist the Chinese naval forces in responding to this incident*," said Ertugrul. He added, "*The attempted pirating of the MV* Tai An Kou *underlines the continued threat that piracy and armed robbery at sea poses to international shipping*." *Winston S. Churchill* arrived on scene and established communication with the crew of *Tai An Kou*, who had locked themselves in a safe room and out of immediate danger. The destroyer also launched her helicopter to maintain oversight of the cargo ship. Independent deployed the Chinese Navy frigate, *Xuzhou*, arrived on the scene shortly. The ship conducted a brief turnover with *Winston S. Churchill*, asking their crew several questions about the situation. After noting the pirate mothership that had been reported as secured alongside *Tai An Kou* was no longer there, *Xuzhou* launched a boarding team which boarded the vessel and assessed the pirates were no longer aboard at approximately 1035. *Xuzhou* and *Winston S. Churchill* maintained communication with each other throughout the operation. The Chinese Navy thanked *Winston S. Churchill* for their assistance after the operation was complete. Added Admiral Ertugrul, "*Merchant vessels have the power to make themselves less of a target for pirates by following the basic security advice provided by the Best Management Practice guidance. Piracy is an international problem that requires co-operation. The navies deployed in this region work best when they work together*." Established in January 2009 to conduct counterpiracy operations in and around the Gulf of Aden and Somali Basin, CTF 151 supports the Best Management Practice methods that are promoted to the shipping industry for the avoidance of piracy.

US Coast Guard Cutter *Bertholf*, returned to her homeport of Alameda, California, on 24th November in time for her ship's company to enjoy a leave following the cutter's first 90-day operational patrol in the Eastern Pacific. While on patrol, *Bertholf* made the transition from testing and evaluation to fully mission capable, interdicting an estimated 12,400 kilograms of cocaine valued at nearly $400 million, destined for the United States. During several separate cases, *Bertholf* detained nine persons suspected of illegal activity and entered 27 associated smugglers into national databases, which will also serve to aid future efforts in the region. "*The crew and cutter performed beyond my highest expectations in this first full operational patrol*," said Captain J. F. Prince, Commanding Officer of the cutter *Bertholf*. He added, "*The capability* Bertholf *brings to this mission, and all Coast Guard missions, proved the value of the National Security Cutter and its importance to our nation's homeland and national security strategies*."

Bertholf's crew operated alongside the Department of Defense, Joint Interagency and international partners, in carrying out the Coast Guard's drug and suspected migrant interdiction missions. At the outset of the patrol, *Bertholf* provided command and control capabilities in support of suspected counter-drug and migrant interdiction operations off the coast of California in the vicinity of the Southwest Border. The cutter's crew also worked with Joint Interagency Task Force South to detect and monitor illicit trafficking. *Bertholf* disrupted and seized contraband from a wide variety of drug vessels, including: fishing vessels, high speed panga-style vessels and a multi-engine, go-fast vessel. *Bertholf* is the first of the Legend Class of National Security Cutters, of 418 feet loa with a crew of 110. She is capable of deploying out of hemisphere for up to half a year as part of the US National Fleet alongside US Navy partners, or operating independently in all theatres around the world.

It was reported on 24th November from the Coast Guard Training Center at Petaluma, California, that a ceremony had been held that day to honour retired Coast Guard Petty Officer 1st Class, George C. Larsen, promoting him to an honorary Chief Petty Officer for his service during the attack on Pearl Harbor, and for his continued contributions to the community. Chief Petty Officer Larsen, a Pearl Harbor survivor of Novato, California, served in the Coast Guard from 1939 to 1945 as a radioman. He was promoted to honorary Chief in a traditional Coast Guard ceremony, when anchors, the insignia signifying the rank were pinned on his shirt collar by two active-duty service members. The collar device, a fouled anchor with a shield superimposed on its shank, represents stability, security, flexibility and strength. As a radioman, he worked on deciphering top-secret Japanese military code in the months leading up to the infamous attack on Pearl Harbor. He also served in a Coast Guard buoy tender, pulling out harbour lights to black out the island in case of further attacks. At age 93, Larsen continues to speak at various military functions and to community organizations, such as the Lions and Rotary Club, about his experience during the surprise attack. He also serves as president of the Pearl Harbor Survivors' Association in San Francisco's Bay Area. During his presentations and speeches to various organizations, Larsen always ties his experiences with the Coast Guard's core values of honour, respect and devotion to duty. Through story telling, he keeps alive the memories of his shipmates, respecting those who made the ultimate sacrifice every 7th December. Larsen represents not only himself but also the 2,400 souls lost on that "*day of infamy*" in 1941. Out of the approximately 2,400 service members killed that day, more than 1,500 were killed in the first 15 minutes on board the USS *Oklahoma*, USS *Utah*, and USS *Arizona*.

On 24th November it was announced from the US Seventh Fleet in Yokosuka, that the USS *George Washington* carrier strike group joined Republic of Korea (ROK) naval forces in the waters west of the Korean peninsula from 28th November to 1st December, in order to conduct the next exercise in the series announced in July 2010. This exercise was

defensive in nature. While planned well before the previous day's unprovoked artillery attack, it demonstrated the strength of the ROK-US Alliance and commitment to regional stability through deterrence. US Navy ships scheduled to participate included USS *George Washington*, with an embarked carrier air wing, USS *Cowpens*, USS *Lassen*, USS *Stethem* and USS *Fitzgerald*. US and allied operations are built on an already strong foundation of co-operation, and the exercise was intended to further enhance interoperability. The US and ROK forces conducted air defence and surface warfare readiness training. The US Navy routinely operates in the waters off the Korean peninsula, and has conducted numerous operations and exercises in this area. In October 2009, the *George Washington* strike group conducted similar operations in the international waters west of the Korean peninsula. US aircraft carriers frequently visit the Korean peninsula and conduct port visits in Busan.

Matson Navigation Company announced towards the end of November that it was to raise its rates for the company's Guam and Micronesia services by $120 for both westbound and eastbound containers, effective from 30th January. The rate increase will also apply to the Commonwealth of the Northern Marianas Islands, the Republic of Palau, the Federated States of Micronesia and the Republic of the Marshall Islands. In addition, Matson will raise its West Coast terminal handling charge by $175 for both westbound and eastbound containers, effective from the same date. "*This rate increase will help offset rises in operating costs and support ongoing investments in our Guam and Micronesia services*," said Dave Hoppes, Senior Vice President, Ocean Services. He continued, "*Given the essential role ocean transportation has in supporting this region's economy, Matson has continued to make significant investments in upgrading its fleet. Since 2003, Matson has invested over $600 million in four new containerships, fleet enhancements, new container equipment, information technology and upgrades to its terminal facilities. In addition, Matson is investing in Guam infrastructure improvements, such as the Polaris Point off-dock facility, to support the military buildup. All of these investments will ensure that Guam's economy is supported by a modern, reliable ocean transportation infrastructure that will efficiently accommodate the projected growth in coming years, particularly as it relates to the military build up in the region*." Matson's terminal handling charge was first implemented in 2003, and is designed to recover a portion of the costs associated with the movement of cargo through terminals. This charge is standard in the industry, and appears as a separate line item at the bottom of the company's freight bills. "*Terminal handling costs comprise over 40% of Matson's operating costs*," added Hoppes who concluded with, "*Matson continues to absorb most of the costs associated with terminal operations, the majority of which are driven by factors that are outside of our control, but needs to pass on some of the expenses to our customers*."

There was also a rate rise for the company's Hawaii service of $120 per westbound container, and $60 per eastbound container with effect from 2nd January. Matson estimates that this increase will raise rates by an average of

3.8%. In addition, Matson will raise its terminal handling charge by $175 per westbound container and $85 per eastbound container. Over the past several years, Matson has been diligently implementing cost reduction measures across-the-board, without undercutting the quality of its service. These initiatives have included workforce reductions and laying up of two Matson vessels to ensure the company provides the most economical service possible. Since 2003, Matson has invested over $600 million in four new containerships, fleet enhancements, new container equipment, information technology and upgrades to its terminal facilities.

Earlier, the United States Department of Agriculture announced that it had awarded the Port Authority of Guam $54.5 million in loans to complete the funding for Phase 1-A of the Port Modernization Program. The USDA loans will be combined with the $50 million appropriation given to the port by the Department of Defense to complete Phase 1-A of the project. "*This is great news for the Port Authority and the people of Guam*," said Port General Manager, Enrique J. S. Agustin, who added, "*We are humbled by the faith USDA and DOD have in our port and our project, and we are honoured they have joined us on this journey to overhaul our commercial sea port*." The Port Modernization Program, as authorized by the Guam Legislature, spans a 30-year planning horizon and is valued at a little more than $260 million. Phase 1-A and Phase 1-B of the programme should be accomplished over the next five years, and are focused on critical maintenance and repair of waterfront facilities and the dredging and uplands expansion needed to handle near-term cargo demands of the military buildup. Phase II of the programme will occur 30 years into the future, and focuses on the expansion needed to address the cargo demands of the long-term organic growth of Guam and our neighbouring islands. Phase 1-A will be funded by the $50 million appropriation from the Department of Defense combined with the $54.5 million awarded today by the USDA. Funding for the Phase 1-B project has yet to be identified. Phase 1-A includes reconfiguration and expansion of the cargo terminals, creation of a new gate complex, reconfiguration and expansion of selected buildings, upgraded utilities and security features, and state-of-the-art terminal and gate operating systems. Phase 1-B includes wharf repairs, dredging, cranes, and additional security equipment. The Port Authority of Guam now joins with their federal partner, the US Maritime Administration (MARAD) and their Program Management Team, EA Engineering, Sciences and Technology, to launch the implementation.

The death of a Moran Towage barge captain, Grover A. Sanschagrin, was announced in October. He was the son of a barge captain and was born on the water, then went on to become the most esteemed of the pilots guiding large vessels through New York Harbor. He was said to have docked more ships in New York than anyone else, a record unlikely to be surpassed. Sanschagrin, who retired in 1996, was 90. He berthed 40,331 ships, it was reported, and continued to work part-time as a consultant for Moran until a few months before his death. Sanschagrin's reputation was

such that he was featured in a History Channel documentary, and the shipping line Cunard insisted he dock its liners. It was natural for Sanschagrin to pursue a maritime career. His grandfather was a seaman and his French-Canadian father was an upstate canal tug and barge captain. The family moved to New York City when Sanschagrin was about 10. He went to work on barges for his brother-in-law at 14, getting his formal education in Manhattan during the winters. He worked his way up to barge captain, then became a deckhand and mate on tugs. He was a Navy torpedoman in 1942 when an explosion resulted in a medical discharge and his return to tugs. By 1943 he was a tug captain, and began working as a docking pilot. He said he liked docking because it was the most challenging part of piloting where, in his words, "*inches count*."

The Port Authority of New York & New Jersey operates many of the busiest and most important transport links in the region. They include John F. Kennedy International, Newark Liberty International, LaGuardia, Stewart International and Teterboro airports; AirTrain JFK and AirTrain Newark; the George Washington Bridge and Bus Station; the Lincoln and Holland tunnels; the three bridges between Staten Island and New Jersey; the PATH (Port Authority Trans-Hudson) rapid-transit system; Port Newark; the Elizabeth-Port Authority Marine Terminal; the Howland Hook Marine Terminal on Staten Island; the Brooklyn Piers/Red Hook Container Terminal; the Port Authority-Port Jersey Marine Terminal and the Port Authority Bus Terminal in midtown Manhattan. The agency also owns the 16-acre World Trade Center site in Lower Manhattan. The Port Authority is self-sufficient and receives no tax revenues from either state. In the first week of December, the port authority released a preliminary $7.2 billion budget for 2011 that called for a third consecutive year of zero growth in operating expenses, and reduces manning by 200 positions to the lowest level in 40 years. PANYNJ's 2011 preliminary operating budget include funding for the Port Jersey-Port Authority Marine Terminal redevelopment ($81 million) and a channel-deepening programme for the Port of New York and New Jersey ($70 million).

Before the US entered the Second World War, 22 American citizens crossed the Atlantic and volunteered with the Royal Navy. They were commissioned between September 1939 and November 1941, and fought in the Battle of the Atlantic and in other theatres. While the history of Americans serving in the RAF is well known, the story of the US naval volunteers has not been previously told. Most trained at the Royal Naval College, Greenwich, but since foreign military service was against US law, their names were never made public. After years of research, their identities and the details of their contributions are now known in *Passport not required: US Volunteers in the Royal Navy, 1939-1941*. Published by the Naval Institute Press and written by Commander Eric Dietrich-Berryman, Charlotte Hammond, and Ronald "Chalky" White, this 186-page volume, with 30 black and white photographs, was launched in Britain early in December, where the price is £19.99 (ISBN: 978 1 59114 224 9).

To close the first epistle of the year, I thank our readers for the many Christmas and New Year messages received, as well as those that came in at the time of Thanksgiving a few weeks before. All are duly reciprocated. Let us hope that 2011 is kind to us.

Tanker – The modernisation of Turkmenistan's merchant fleet continued in mid-December, with the introduction of a chemicals tanker of 4,450 tons capacity at the port of Turkmenbashi on the country's Caspian Sea coast. The Turkmen President has emphasised the importance of the fleet in contributing to the development of the Turkmen economy. Turkmenistan has also recently received delivery of several oil tankers, according to the Turkmen government's website.

Storm – Stormy weather off the coast of southern Vietnam's Khanh Hoa province caused major problems for shipping in late December and early January. At least one vessel became stranded on rocks in the region, while another vessel sank. Efforts were being made to rescue sailors and cargoes from the stricken vessels. Several vessels were lost in the same region due to storms earlier in December.

Port of Riga Gains – Cargo throughput of Free Port of Riga (Latvia), in January-November, rose by 2.1% from the same period of 2009, to 27,816,500 tons, the Port Authority statistics said. In the 11-month period, the port handled 15,954,300 tons of bulk cargo, a 9.5% drop, 5,907,800 tons of liquid bulk cargo (−1.5%), while general cargoes surged 49.9% from January-November 2009, to 5,954,400 tons. The increase in freight handling in the reporting period was fuelled by coal and petroleum products, which rose by 38.4% and 21.1%, accordingly. The share of timber cargo was 14.7% of the total turnover, container volume – 8.4%, fertilizer – 4.5%.

Released – Euroseas Ltd announced that M/V *Eleni P*, a 72,119 dwt, 1997 built Panamax bulk carrier, was safely released along with all of its 23-member crew members from Somali pirates on December 11, 2010. The vessel was originally seized by the pirates on May 12, 2010, while on passage from Yuzhny, Ukraine, to China fully loaded with a cargo of Iron Ore. All the crew were reported to be as well as it can be expected after their ordeal, and they were to be re-united with their families a few days after arrival at a port of refuge.

Sale – TORM has entered into an agreement to sell *Faja de Oro II*. The vessel has been sold for a consideration of USD 12 million. *Faja de Oro II* will be delivered to the new owner in the first quarter of 2011, where the effect of the transaction will be recognised in the financial statements. The sale implies an accounting loss of USD 6 million. The sale of *Faja de Oro II*, built in 1995, is said to be due to TORM's strategy to own and operate a modern fleet.

International Nautical News

By PHAROSCRIBE

Northrop Grumman Corporation announced early in November the introduction of a new family of X-Band Coherent Radar (XBCR) systems, designed primarily for offshore patrol vessels and other smaller combat ships. The SeaGuard XBCR systems are being developed by Northrop Grumman's Sperry Marine business unit, in co-operation with the Australian company, CEA Technologies Pty Limited, and are expected to be available for deliveries in early 2012. The system's Doppler signal processing enables detection of aircraft and helicopters at ranges of 20 nautical miles over sea or land at altitudes up to 6,000 feet, as well as high- and slow-speed surface targets such as rigid-hull inflatables or periscopes. It also provides superior clutter suppression, increasing the probability of detection of small targets under extreme weather. Multiple user-selectable operating modes provide optimum performance for different mission requirements, such as berthing, short- or long-range surface or air search, and periscope detection. Special navalized features include red first strike to identify fast-moving targets, helicopter control vectors and search-and-rescue operations.

Northrop Grumman Corporation went on to report on 2nd December that it had received orders to supply advanced electronic navigation systems for two new 37,000 dwt bulk carriers, to be built in the Republic of Korea for Italian shipowner, d'Amico Dry Limited. The orders were awarded to Northrop Grumman's Sperry Marine business unit through Telemar, the sales and service representative for Northrop Grumman Sperry Marine products and services in Italy. Telemar will oversee the installations and provide technical support and service for the shipboard navigation systems. Each of the ships is being fitted with a complete Sperry Marine VisionMaster FT™ integrated bridge system (IBS), including electronic chart display and information system (ECDIS), X- and S-band radars, autopilot, voyage data recorder and other navigation sensors and subsystems. All the components are tied together in an Ethernet network, providing a high level of system integration. The two bulk carriers are on order from Hyundai Heavy Industries shipyard in Ulsan, Korea, and are due for delivery to the owner later this year. d'Amico Dry is a fully owned subsidiary of the d'Amico group. Established in the late 1990s, the company operates a fleet consisting of owned and time-chartered tonnage, mostly employed in transporting bulk commodities, including cement products, grain, sulphur, coal and iron ore. The group is headquartered in Dublin, and its chartering and operations offices are in Monaco and Singapore.

On 30th November the European Commission launched a pilot project designed to reduce administrative burdens in shipping. Short sea shipping is

an environmentally friendly way of transporting freight within the European Union, but complex procedures hamper its full development. These could be overcome by creating a "blue belt" for maritime transport, in which ships could operate freely within the internal market, with a minimum of administrative burden, by using the latest technology to monitor maritime transport. Substantial work on the one-year pilot project will be carried out by the European Maritime Safety Agency (EMSA). The project should help in assessing which services the European vessel traffic monitoring system – known as SafeSeaNet – can offer customs authorities to support their mission, while reducing the administrative burden on short sea shipping. SafeSeaNet will make it easier for authorities to distinguish between ships engaged exclusively in internal EU-trade and other ships, offering ships engaged exclusively in intra-EU trade a regime comparable to road haulage. The SafeSeaNet system monitors vessel movements and permits the exchange of vessel data between Member States.

It was announced towards the end of the year that BIMCO and the International Shipping Federation (ISF) have published the results of their latest comprehensive study of the worldwide supply and demand for seafarers, presenting their conclusions, to governments attending the IMO Maritime Safety Committee in London. Worldwide supply of seafarers in 2010 was estimated to be 624,000 officers and 747,000 ratings, while the worldwide demand for seafarers was for 637,000 officers and 747,000 ratings. Chairman of the project's Steering Committee, Douglas Lang of Anglo Eastern, explained, "*Our results suggest a situation of approximate balance between demand and supply for ratings, with a modest overall shortage of officers of about 2%. This does not, of course, mean that individual shipping companies are not experiencing serious recruitment problems, but simply that overall supply and demand are currently more or less in balance. This is perhaps not surprising, given the sharp contraction in the demand for sea transport in 2009, combined with significant growth in total seafarer numbers*." The BIMCO/ISF study highlighted that shortages are more acute in specialized sectors such as tankers and offshore support vessels. With regard to certain nationalities, there is an underlying concern about the current and future availability of senior officers. But while there is some evidence of continuing recruitment and retention problems, these are not as severe as envisaged by the last update produced by BIMCO and ISF in 2005. Encouragingly, the data suggests a notable improvement in supply side numbers over the past five years, notably in China, India and the Philippines, but also in several OECD countries. The 2010 Update also presented various global supply/demand balance scenarios for the next decade. In conclusion Lang remarked, "*There are many uncertainties, but our results indicate that the industry will most probably face a tightening labour market, with recurrent shortages for officers, particularly as shipping markets recover. Unless measures are taken to ensure a continued rapid growth in qualified seafarer numbers, especially for officers, and/or to reduce wastage from the industry, existing shortages are likely to intensify over the next*

decade. Supply appears likely to increase in many countries, but the positive trend that has been established for training and recruitment over the past few years must continue to be maintained to ensure a suitable future pool of qualified seafarers.'' The 2010 Update has been based on data collected from questionnaires sent to governments, shipping companies and crewing experts. It also incorporated the views and perceptions of senior executives in shipping companies and maritime administrations, and detailed statistical analysis provided by the Warwick Institute for Employment Research. Importantly, for the first time, the study has been assisted by Dalian Maritime University in China, which has helped obtain input from Asian countries where it had previously been difficult to obtain definitive data.

The ships' officers' union, Nautilus International, reported that the Turkish, Azerbaijani and Georgian crew of the substandard flag of convenience cargo vessel *Most Sky*, were still under detention in the port of Birkenhead, on 25th November, but they had finally received their owed wages and flight tickets home. Said Nautilus/International Transport Workers' Federation inspector, Tommy Molloy, "*Trying to convince the owners that they had to fulfil a number of outstanding obligations before the arrest of the vessel could be lifted was not an easy process. But the message finally got through and the money and tickets eventually turned up. The situation for the eight crew members the ITF were assisting has now been resolved. There does not seem to have been a lot of remedial activity going on since she was detained. The toilet and shower facilities remain the same and we are not aware of much work being carried out in the engine room. It was reported at one stage that portable heaters had been brought on board for the crew, but it turned out that these were only for the captain, the chief engineer, and another man on board who is described as the owner's father. The crew went without and were still using rigged-up lighting and old kebab makers for heat, until we threatened to take them off the vessel to a hotel at the owner's expense. More heaters then materialized.*'' The Panamanian-registered ship had been detained since failing a port state control inspection on 8th November. The Maritime & Coastguard Agency surveyor had publicly described the engine room as the worst he had seen. Other problems included no fresh fruit and vegetables onboard and no heating. Molloy said companies and individuals have contacted ITF to make donations of food and other essentials for the crew. He added, "*The generosity of ordinary people in this neck of the woods towards visiting seafarers who find themselves in difficulties through no fault of their own never ceases to amaze. I think it harks back to the days when almost every family around here had at least one seafarer. But once we had secured the arrest for the crew last week, the Admiralty Marshall took on the responsibility of maintaining fresh food and provisions for the crew.*'' He concluded by saying, "*It is hard enough being a seafarer at the best of times. You know you are going to be away from your family for long periods of time, the hours are long and hard and the seas can be rough. But when your living conditions are akin to a squat and you do not receive any wages into the bargain, you are going to wonder what you have been tricked into. Given this*

company's record over a long period of time, I do not think it will be long before this crew start to call for help.'' At the time of writing, shortly before Christmas, it was still not known when the vessel would leave the port, as the detention could not be lifted until the deficiencies discovered had been rectified. It is also believed that a second arrest in relation to damaged cargo also has to be settled. A new crew was set to join the vessel and Molloy did not think they would be impressed with what they found.

Cargotec's MacRack solution for side-rolling hatch covers has won the *International Bulk Journal*'s (IBJ) environment protection award. IBJ Awards judges were impressed by the MacRack system, which is based on environmentally-friendly electric-drive technology that offers shipowners energy savings, and eliminates hydraulic oil leaks along with the need to fit hydraulic pipework on board. Traditionally, large bulk carrier side-rolling hatch covers use two types of drive/lifting systems for opening/closing operations. MacRack unites lift and drive operations and so makes separate hatch cover lifters obsolete. This reduces maintenance work for the shipowner, and the shipyard's installation work is also simpler because fewer components need to be installed on the coaming. Another significant feature is that the actuators are installed on the hatch sides only, which ensures that the drive unit is well protected from cargo spills during loading and discharging. Detailed technical checks as well as prototype tests have been carried out, and a patent is pending. Reliability has also been a key focus. If a problem in position control arises, the system goes into safety mode, which allows a panel to be driven, but only at low speed. If electrical power cannot be used, panels can be operated with a simple pneumatic tool. Electric drives are also ideal for remote diagnostics technology, and by using the latest diagnostics tools it is now possible to offer real-time equipment condition analysis and reporting via telephone or satellite communication.

Significant changes in the Port State Control system were due to take effect on 1st January in the European Union, and by extension the Paris MoU region. The new initiative is aimed at rewarding good-performing ships, and targeting poor-performing ships, and forms part of the "third maritime safety package" adopted by the European Parliament in March 2009. Legislation behind the new scheme, Directive 2009/16/EC on Port State Control, entered into force on 17th June 2009, and applies to all Member States of the European Union, plus Norway and Iceland as part of the European Free Trade Agreement. The text of the Memorandum has been revised accordingly, allowing the same Regime to be applied by all members of the Paris MoU. The regime on Port State Control until the change allowed the Member State considerable freedom in selecting ships for inspection. This caused ships being over inspected without clear reason and other ships slipping the net. The new Directive makes the application of the New Inspection Regime (NIR) legally binding on all the EU Member States, including a new commitment to cyclically inspect all the ships visiting the ports and anchorage areas in the Paris MoU region. The idea to retain a harmonized and fair approach was essential when drafting the Directive.

EMSA, representing the European Commission, played the role of task force leader within the Paris MoU in charge of developing the NIR. EMSA's insight into the day-to-day practicalities of Port State Control, in providing technical assistance to the European Commission, made it possible for most provisions in the NIR and in the Directive to be identical. In short, common standards, Paris MoU-wide. As those in the shipping industry know, the majority of shipping is carried out in a professional, safe and secure manner, yet problems can be caused by a minority which may seek to cut corners, and disrespect standards. A correct balance is to ensure safety, while subjecting ships to an appropriate level of inspections, which can be time-consuming and costly. So the NIR contains improved mechanisms for targeting such substandard ships. While all ships visiting the region will be inspected, the inspection frequency depends on a "risk profile" assigned to each ship. While this is bad news for poor-performers, there is good news for the majority who perform well: the NIR also recognizes the need to pose a lesser burden on good operators who, under the new regime (and provided that a number of other conditions are met), can enjoy a time window of up to 36 months without inspections. Conversely, it imposes tougher enforcement on substandard ships that, in the worst case scenario, may be forced to leave the region. A ship's risk profile will be based on criteria such as its type, age, flag, class society, inspection history and notably, managing company (the ISM manager). In addition to the development of the NIR, EMSA is also engaged in facilitating the regime's correct introduction and smooth functioning. In particular, the Agency has developed a new supporting information system, and is providing training to users in the national administrations and the PMoU Secretariat. It is also developing other tools to support the daily work of the Port State Control officers (PSCOs) across the PMoU region. The PSC Targeting and Information System (THETIS) is the new information system to support the NIR. The system, currently at the latest stages of development, contains all the functionalities stemming from the NIR requirements. EMSA is the project manager of THETIS, and the Agency has made substantial investment in the tool. THETIS is the most advanced system of its kind. It is capable of calculating and attributing to each ship in the database a risk profile which is continuously updated. Furthermore, it calculates the "achievement level" of the inspection commitment of each Member State (i.e. ensuring that promises to inspect are kept). THETIS also monitors missed inspections, and at the same time allows for recording of the reasons for missed inspections. An important new feature of THETIS is the direct processing of ship call information. The system receives ship arrival and departure information from the Member States through SafeSeaNet, the EU's vessel traffic monitoring and information system. THETIS will then use the ship call information received from SafeSeaNet to automatically indicate the ships due for inspection in all ports and anchorage areas of the PMoU region. All EU Member States are required through the Directive to have in place the necessary arrangements to facilitate the collection and reporting

of ship arrival and departure information through their own national systems. Shipowners, masters, agents or operators of ships calling at ports of members of the PMoU will have an important role as initiators of ship call information.

The IMO Award for Exceptional Bravery at Sea was established by the organization to provide international recognition for those who, at the risk of losing their own life, perform acts of exceptional bravery in attempting to save life at sea, or in attempting to prevent or mitigate damage to the marine environment – and, by so doing, help to raise the profile of shipping and enhance its image. Towards the end of last year a ceremony took place at IMO, during which rescuers were presented with their awards at IMO Headquarters. A 72 year-old survivor from a yacht that sank off Australia in appalling weather in 2009, was reunited with his rescuer in an emotional ceremony held on 24th November 2010 at IMO. Dr Jerome Morgan, of the United States, was on hand to thank personally Fijian seafarer, James Fanifau, when the latter received, from IMO Secretary-General, Admiral Efthimios E. Mitropoulos, the 2010 IMO Award for Exceptional Bravery at Sea for his part in plucking Dr Morgan from the sea in a highly dangerous rescue operation. The survivor, who was accompanied at the ceremony by his two sons, said, "*I would not be standing here before you today if it were not for the courage and bravery of James Fanifau. James braved the violent storm that dark night to reach out for me and deliver me from the certain jaws of death, so that I would be able to see my beloved family again.*" Mr Fanifau, who was, at the time, Fourth Engineer of the Singapore-flagged general cargo ship *Scarlett Lucy*, received the Award for his part in the dramatic rescue of two survivors, including Dr Morgan, from the yacht *Sumatra II*, in May 2009, amid severe weather in the Tasman Sea. A panel of eminent maritime professionals adjudged James Fanifau to have displayed extra-ordinary bravery and humanitarian concern far beyond the normal call of duty. *Scarlett Lucy* had responded to a broadcast from the Australian Maritime Safety Authority's Rescue Co-ordination Centre, alerting ships in the vicinity to a distress call some 350 nautical miles east of Brisbane. There were two people in the yacht, which was taking on water and sinking, Weather at the time was very poor, with heavy seas, waves up to eight metres and low visibility. The distance offshore meant that a rescue helicopter could not be deployed. As the rescue unfolded, Dr Morgan's fellow yachtsman was able to scramble up a boarding net to reach safety aboard *Scarlett Lucy*. But Dr Morgan drifted in the water for some 45 minutes as the crew of *Scarlett Lucy* attempted to use life buoys to bring him on board. Finally, Fanifau, placing himself in great danger and exhibiting little regard for his own personal safety, went over the side of his ship to pull the exhausted elderly man from the water and carry him to the safety of the vessel. Having been nominated for the Award by the Government of Australia, Fourth Engineer Fanifau accepted it with heartfelt thanks and said that it was wonderful to see Dr Morgan again. He commented, "*I had no idea that it would come to this when I climbed down the side of our ship to*

give Dr Jerome a helping hand. I just acted instinctively, like anyone else, and I would do the same all over again if I had the chance.'' Admiral Mitropoulos said that presenting the Award to James Fanifau had particular resonance in 2010, during IMO's Year of the Seafarer. He added, "*May James' act inspire others who may find themselves faced with the same dilemma he was put to: to risk or not to risk. Let him become a role model for young people: for his decisiveness, his gallantry, his sense of self-sacrifice, his professionalism and his modesty. And let those who aspire to make a career at sea be motivated by James' example when honouring one of the highest and noblest traditions at sea: to risk your life so that others may live*.''

The Award takes the form of a silver medal depicting, on one side, a search and rescue operation with a sinking ship in the background, and a helicopter rescuing survivors from the sea in the foreground, with the IMO logo on the reverse. In addition to the Award, certificates were also presented during the ceremony to the following highly commended nominees or their representatives: The crew of the fishing vessel *Zhe Ping Yu 2325*, nominated by China, for their speedy response, with limited search and rescue experience, in recovering four crew members from a liferaft of the sunken cargo ship *Dong Hai 1818*, in heavy seas and bad visibility, in September 2009. They then continued the search operation until the remaining three crew members had also been rescued. Petty Officer (PO2) Samuel B. Boniol, PO3 Anifer S. Bucao, SN1 Oliver S. Cogo and SPO3 Loreto F. Justo, Task Force Sea Marshals (TFSM), nominated by the Philippines, for their actions while on duty onboard *Super Ferry 9*, when she capsized and sank in September 2009. Following the order to abandon ship, they assisted with the evacuation and disembarkation of the passengers, shepherded them to their rescue, and were the last to leave the severely listing ferry. Coxswain Myck Jubber, Crewmember Kobus Meyer and Crewmember Kim Germishuys of the rescue boat *Spirit of Rotary-Blouberg*, of Station 18, Melkbosstrand, National Sea Rescue Institute of South Africa, nominated by South Africa, for assisting in the rescue of the crew of the bulk carrier *Seli 1*, which was being swept to shore by heavy seas in Table Bay, after her anchor cable parted while the vessel was awaiting engine repairs, in September 2009. Operating in extreme sea and weather close to the operational limits of their craft, the nominees succeeded in evacuating the stricken vessel's crew of 25 to the safety of another rescue craft. AST3 Michael C. Romano, a helicopter rescue swimmer and emergency medical technician, from Air Station Atlantic City, United States Coast Guard, nominated by the United States, for his actions in April 2009 in preventing a crew member of the fishing vessel *Andy II*, from drowning in freezing seas after a hoist parted during a medical evacuation, in hazardous night conditions, dropping the patient overboard. Mr Romano swam to the immobile patient and kept him afloat in stormy seas until the helicopter crew were able to make an emergency repair and hoist the two out of the water. Furthermore, letters of commendation were sent to the following nominees: Officers of the patrol vessel *31321*, of the Changjiang Maritime Safety

Administration, nominated by China, for persevering for some 20 hours to rescue five crew members from the capsized cargo ship *YuLuoHe 1111*, in severe weather, in June 2009. The team of rescue swimmers of the Israel Defence Force (IDF), nominated by Israel, for the rescue of six persons from the sea, after the general cargo vessel *Salla 2*, had foundered, by swimming to the survivors and hoisting each one individually, in conditions of poor visibility, floating debris and extremely heavy weather, in December 2009. The Master and crew of the merchant vessel *Dorian*, nominated by Liberia, for the rescue, in heavy weather, of 77 people from the sinking small coastal passenger/cargo ship *L'ile D'Anjouan*, some 120 miles south east of Dar es Salaam, in an area known for pirate activity, in April 2009. Negeri Sembilan Fire and Rescue Department, Malaysia (FRDM), nominated by Malaysia, for effective fire fighting and search and rescue response measures by 80 fire fighters, who succeeded in putting out a fire in the oil tanker, MT *Formosa Product Brick*, which had been seriously damaged by an explosion and fire, following a collision with a bulk carrier in August 2009. AB (Maritime Police) Gustavo Castrillon and AB (Maritime Police) Juan Almada, Sub-prefecture, Port of Santiago Vázquez, Coastguard of the Oriental Republic of Uruguay, nominated by Uruguay, for the rescue of three children aged six, seven and eleven, and two adults, suffering hypothermia and panic, after their yacht capsized, requiring the two officers to leave their rescue craft to reach the survivors and rescue them one by one over a rocky seabed, in poor weather conditions, in September 2009.

The United Nations Climate Change Conference (COP 16/CMP 6) meeting in Cancún, Mexico, from 29th November to 10th December 2010, once again noted the progress made by the IMO on its work plan to limit or reduce the emissions of greenhouse gases from international shipping. IMO was invited to continue informing future Conferences and their subsidiary bodies of the Organization's progress on this issue. Commenting on the outcome of the Cancún Conference, Admiral Mitropoulos stated that, in his view, "*the Conference should, with good reason, be considered to be a success overall as it was able, under the exemplary leadership of the Mexican Presidency, to move forward several of the items on its agenda, building on the positive outcomes of the Copenhagen Conference of 2009, in particular, through agreeing on enhanced adaptation and mitigation actions, on the issue of climate change financing to give effect to the relevant provisions of the Copenhagen Accord, and through the establishment of the Green Climate Fund*." As to the objectives pursued at the Conference by IMO, namely: (a) that the Organization should continue pursuing the reduction or limitation of GHG emissions from international shipping; and (b) making the UNFCCC Parties aware of progress made since the Copenhagen Conference on all three pillars of the Organization's work plan (i.e. technical, operational and market-based measures). Admiral Mitropoulos added that, "*although the Cancún Conference did not make specific decisions on the international transport sector, the indications are that the IMO position and progress has been duly taken into account, which, whilst responding to*

the first of the above objectives, augurs well for the outcome of next year's COP 17/CMP 7 in Durban, South Africa. In the meantime, the status quo of the Kyoto Protocol concerning the pursuance, through IMO, of efforts to reduce or limit GHG emissions from international shipping remains unaltered." The Secretary General said "*to the positives of the outcome of the Conference, as far as IMO is concerned, should be added the suggestion that, within efforts aimed at raising climate change financing through the international transport sector, further work on market-based measures should be taken forward in IMO and the International Civil Aviation Organization* (ICAO)". He added, "*It is now up to IMO to redouble its efforts to make further progress on its work plan, through intensive and meaningful deliberations and decisions at the July 2011 session of the Marine Environment Protection Committee. A successful outcome to that session will enable IMO, when the Durban Conference convenes in December 2011 (to consider adopting a legally binding instrument under the United Nations Framework Convention on Climate Change, as its final agreed outcome, that will enable full, effective and sustained implementation of the Convention), to present tangible results demonstrating its Members' commitment and determination to add the Organization's contribution to the world efforts to combat climate change*." Commenting at the end of the Conference, Admiral Mitropoulos reflected, "*Could the outcome of the Cancún Conference have been better? Undoubtedly, yes, but I believe that, in the circumstances, the Conference, having adopted a balanced and substantive package of decisions that now constitute the Cancun Agreement, achieved what was realistically possible. Time and again, delegates stressed that seeking optimum results should not jeopardize the achievement of good results. Having realized that it was not possible for a Conference of the size of the Cancún one to satisfy, to the full, the interests, needs and aspirations of all the 193 Governments attending, the Conference sought to make progress, as much as it was reasonable and possible to do in the circumstances, on issues that would pave the way for a successful outcome of next year's* (2011) *Conference in Durban. Another positive outcome of the Conference was its re-affirmation of support for the multilateral approach to matters of global interest*."

At 2200 on 6th February 2009, a coastal pilot boarded the product tanker *Atlantic Blue*, for an intended eastbound transit of the Torres Strait. The ship was nearly fully laden with a cargo of unleaded petrol and was bound for Townsville, Queensland. Passage progressed normally, and at 0130 on 7th February, *Atlantic Blue*'s heading was altered to 066º (T). However, no allowance was made for the 25 knot north-westerly wind abaft the port beam and the east-going tidal stream. Consequently, the ship made good a course of 070º (T) and, by 0235, it was one mile south of the planned track. At 0237, 0246 and 0256, the pilot made heading adjustments until the ship's heading was 059º (T). These small adjustments did not bring *Atlantic Blue* back on track as she progressed towards Kirkcaldie Reef. After 0307, as the ship closed on a shoal about one mile ahead, the pilot began altering the heading further to port. This course alteration was too little, too late and, at

0312, *Atlantic Blue*'s bow grounded on a sandy shoal. The hull remained intact and there was no pollution. At 0700, the ship refloated on the flooding tide and was manoeuvred clear of the reef. Investigation by the Australian Transport Safety Bureau (ATSB) followed, and its report published in December found that the ship grounded because her progress and position were not effectively monitored by the bridge team, and inadequate action was taken to bring her back on track. Bridge resources were not managed effectively, off-track limits were not defined, and the bridge team did not have a shared mental model of the passage. ATSB's report identified safety issues in relation to the ship's passage planning procedures; the coastal pilotage check pilot regime and the coastal vessel traffic service's monitoring system. Safety actions to address all the issues have been taken or proposed by the relevant parties.

Shortly before 0540 on 28th September 2009, a fire started in the steering gear compartment of the Marshall Islands-registered anchor handling tug supply vessel *Petra Frontier*, when she was en route from the Timor Sea to Darwin, Northern Territory, Australia. According to a summary from the ATSB at the end of 2010 the vessel's crew were unable to extinguish the fire using portable fire extinguishers. By about 0640, all of the compartments' access doors and vents were closed, the electrical power supply to the machinery in the space was isolated and the deck above was boundary cooled. As a result of these actions, the fire eventually burnt itself out. Investigation found that the fire probably started when rags, which had been soaked in oil that was leaking from a hydraulic unit, were ignited by heat generated by, or a spark emanating from, an electrical solenoid. The Bureau's investigation also found that the vessel's crew had not identified the numerous deficiencies that existed in the ship's emergency equipment, they were not familiar with the use of the emergency equipment, and the on board response to the fire was not well managed. Investigation identified two safety issues: while *Petra Frontier* had undergone a series of flag State inspections and class surveys, neither authority was aware that the ship was unseaworthy in relation to critical safety equipment; and the ship's safety management system contained some contradictory information relating to the scheduling of fire and abandon ship drills.

The International Shipsuppliers' & Services' Association underlined its commitment to quality ship supply by introducing new membership criteria, which will ensure more companies meet the terms of its enhanced 2010 ISSA Quality Standard. It is understood from a press release received shortly before Christmas that, from 1st January, all companies joining as associate members will have to be audited under ISSA's expanded quality conditions. The same applies to any full ISSA members renewing their membership of the ISSA quality standard. Quality of supply service has long been a cornerstone of ISSA's work to improve the image of the industry and enhancements to its existing Quality Standard take into account a number of fresh initiatives such as catering standards onboard ship; security aspects in light of ISPS and many environmental considerations, such as avoiding the

excessive use of packaging and better control of the disposal of toxic and carcinogenic material in port. ISSA has received the finest endorsement to date of its efforts to improve the quality of global ship supply, after the World Customs Organisation praised the progress it is making in upgrading its 2010 ISSA Quality Standard.

An ambitious global taskforce charting a course to a sustainable future for the shipping industry received a major boost shortly before Christmas with the announcement of six new members. The Sustainable Shipping Initiative (SSI) has been joined by: Cargill, which runs a charter fleet of more than 300 vessels; South Korea's Daewoo Shipbuilding & Marine Engineering, one of the world's biggest shipbuilders; Rio Tinto Marine, the shipping arm of the mining giant; RSA, one of the world's top four marine insurers; the high-profile Greek tanker operator, Tsakos Energy Navigation; and Wärtsilä, one of the world's top providers of marine engineering equipment. These new members join SSI founders, ABN Amro, BP Shipping, Gearbulk, Lloyd's Register and Maersk Line, which are working with Forum for the Future and the WWF. It is understood the SSI will focus on the strategic direction which will profoundly affect the industry, including: climate change and new weather patterns; oil shortages and carbon taxes; changing markets and cargoes; labour standards and skills shortage; piracy and marine governance; new ship designs and other technological developments. It will help participants to prepare for, influence, and take advantage of these trends, and play a leading role in shaping the future of the industry. Members, drawn from throughout the sector, will explore how best to react to these topics and prepare a case for action as a resource for the entire industry. This will set the agenda for creating a vision of a sustainable shipping industry, and a plan to create a step change in its social, environmental and economic sustainability.

Replaced – India-based Great Eastern Shipping Company has taken delivery of the *Jag Prachi*, a 1991-built general product tanker, weighing 28,600 dwt. The company has been selling its single-hulled carriers over the past year, and it is thought that the double-hulled *Jag Prachi* is to replace a single-hulled vessel.

Restructured Order – Hyundai Mipo Dockyard (HMD) has cancelled two ship orders, lowering the value of its order by KRW79bn ($69.34m) to KRW684bn ($600m). The South Korean shipyard secured an order for 14 petrochemical product carriers from an unidentified shipowner in Asia, in 2007 and 2008. Hyundai Mipo said the contract for 14 product tankers has been scaled down to 12 following the order restructure.

Stena Blaze – A major alert was sparked after the *Stena Pioneer* sent out a mayday call, following an engine-room fire while on passage to Fleetwood. Lifeboats were sent out to the ship and a helicopter was put on standby, but the crew managed to put out the blaze with onboard equipment.

San Diego's Nautical Heritage

By KEITH GREGSON

Keith Gregson visited the Southern Californian port on a general writing trip and discovered much of interest for regular readers of *Nautical Magazine*

San Diego is quite a place! A bustling city, port and naval base, its maritime heritage and consequent success are firmly founded on geography. The city and port stands on a huge natural harbour made the more interesting by a large inner harbour created by a spit of sand linked to the isthmus of Coronado.

The city itself started life slightly further inland at a place now called Old Town. First Spanish then Mexican, it became part of the USA half way through the nineteenth century. Soon after, the move "bayside" began. It was then that its reputation as a major port began to grow – now the first port of call on the West Coast of the USA for those who had survived the Horn.

In 1914 the Panama Canal was opened, speeding the passage from east to west (and vice-versa) and with the age of the steamer well under way, San Diego really began to flourish. The rest, as they say, is history with the establishment of a major naval base and centre for the training of the naval "seals" a well known part of it.

From its very early days, San Diego formed a strong and fascinating link with British seafarers and there is documentary evidence for this predating Californian membership of the USA. This I discovered when researching other records in the San Diego Historical Society.

Two English seamen in particular seem to have made a mark on early San Diego. Joseph Francis Snook was a master mariner who came ashore here from the brigantine *Catalina* in 1835. He married locally and inherited huge swathes of land. He died in San Diego in 1854 "aged 55" and his burial is recorded locally A great deal of local research has been carried out on Snook and his English roots which can be traced back to Dorset.

The other mariner was Edward Stokes who classed himself as a "captain" although this qualification has yet to be verified. Stokes frequented the route between Britain and the Spice Islands before coming ashore at San Diego in 1843 when the settlement was still in Mexican hands. He married locally and within a few years was owner of over 30,000 acres of land. He died of a heart attack during the mid 1850s. The significant town of Ramona stands on land he once owned.

Modern San Diego is also a haven for the maritime historian and boasts a number of important historic vessels moored to the harbour. From a personal point of view the most interesting is the one known for most of the

twentieth century as *The Star of India*. A three masted bark, it started life as the *Euterpe* and was constructed on the Isle of Man in 1863.

It is currently "crewed" by a number of volunteer experts and the ship's carpenter told me that he had visited the Isle of Man where he met descendants of both Gibson the builder and the original ship's carpenter.

It was in Ramsey that the *Euterpe* started life – a full rigged ship of just less than 1,200 tons. At first she saw service on the Liverpool to India run as part of the tea and cotton trade. One of her early masters was Captain W. Storey.

In 1871, under new owners, she embarked upon a career in the emigrant trade, carrying passengers from the UK to New Zealand. Round trips lasted up to a year at a time and she managed over 20 round-the-world trips during the latter years of Victoria's reign – a remarkable feat.

By 1902, she was in American hands and soon had her name changed to the one she possesses today; she was also rigged down to a bark. For 20 years she was used in the fishing trade, taking fishermen and canners to the far north and returning with timber and/or canned fish.

Ever a popular vessel, she has been saved from the breaker's yard by a number of people over the last 80 years and stands today a fine example of the age of sail (in which my own ancestors were heavily involved – therefore the interest).

One unusual feature of the *Star of India* comes in the shape of two large holes placed above the waterline to ease the entry of large logs in the days she served as a timber carrying ship. They logs were simply too large to go directly into the hold.

Today, the *Star of India*'s main claim to fame is that she still takes to the sea as the oldest iron hulled sailing vessel afloat. The vessel is packed with displays and mementoes relating to its history and to other ships of its type, and is particularly informative on the nature of sail and the trials and tribulations of those travelling on emigrant vessels.

Moored not far from the *Star of India* and part of the same maritime museum is the *Berkeley* – a large and stately vessel. A steam ferry of the late nineteenth century, it is almost 280′ in length and has a beam of 64′ plus a gross tonnage of 1,883 and a triple expansion steam engine of 1,450 HP. In a country famed for its ferries and riverboats, the *Berkeley* is claimed to be "the finest example of a nineteenth century ferryboat afloat".

For more than half a century, she operated in and around San Francisco with her main claim to fame being that she rescued many people during the San Francisco earthquake of 1906. Recently refurbished, she is held up as a role model of preservation and her massive interior is used to good effect. Inside are a number of maritime topic related theme displays (connected to the navy, etc.) and the engine can be shown in operation – only under hydraulics and compressed air rather than the original steam.

Equally fascinating is the yacht *Medea* – a spick and span vessel with a real history and very tastefully kept and decorated. It is 134′ in length with a two cylinder 254 HP steam engine weighing in at 143 tons. It was launched

on the Clyde in August 1904 and was built at the behest of William Macalister Hall of Torrisdale Castle in Argyll. She was used initially to serve the owner's interest in hunting, plying her way up and down the Scottish Coast and taking guests to a variety of hunting grounds.

The *Medea* also saw significant service in both major conflicts of the twentieth century. During the First World War, she became part of the French navy – used in anti submarine work and as a base for an observation balloon. During the Second World War, she was used by both the Royal and the Norwegian Navy, serving as a home for a barrage balloon and also acting as accommodation for Norwegian commandos. Between the wars, she was under a British flag.

The *Medea* came into the hands of the San Diego Museum in the 1970s and still takes to sea occasionally though now oil fired. She is a pure delight to explore, set out as she might have been in her early days with magnificent wood features throughout.

There are three other historic vessels of twentieth century construction within walking distance of each other "bayside'', although only two of them come under the wing of the Maritime Museum. These are the pilot vessel *Pilot* launched in the summer of 1914 and the Soviet attack submarine B-39 commissioned in 1974.

The *Pilot* is of particular interest to San Diegans as it was seen around the bay for over 80 years and was built in the city itself. One of her former captains described her as a tough and durable old girl, her only purpose being to get pilots on and off larger vessels whatever the weather. If slamming into that vessel was necessary then slamming it was!

During the Second World War, the *Pilot* served a military role and was ultimately taken out of service in the 1990s.

The Soviet diesel powered Foxtrot class attack submarine was built in 1974 near Leningrad. This vessel was a Cold War warrior, shadowing the US navy across the oceans of the world. They were essentially larger and more powerful versions of the German U-Boats and earlier versions were around at the time of the Cuba Missile Crisis and the Vietnam War.

A trip round this submarine is well worth it for anyone who has never experienced it before, but not recommended for anyone who is either claustrophobic or not particularly supple.

Dominating all the vessels bayside is the mighty aircraft carrier *Midway*. Though not part of the Maritime Museum and needing another ticket for entrance, the *Midway* is in many ways the main focus of San Diego's maritime heritage. Nearby is an engaging larger than life modern statue depicting an American sailor greeting his wife on return from duty and the carrier, which served the nation for around half a century, is a further symbol of the city's massive links with the US navy.

With its decks packed with various planes and flying machines, the *Midway* is well worthy of a visit – especially if there are youngsters involved.

The Maritime Museum is also guardian to a number of full-scale replicas

that might not suit the purist, but must still be of some interest to those with a maritime bent.

The "earliest" of these is a sixteenth century Spanish longboat of the type in which the original Spanish landed to claim the territory for their monarch (although settlement didn't actually take place until the eighteenth century).

The second started life as HMS *Rose* when launched almost 40 years ago. It was a faithful reproduction of a 24-gun frigate from Nelson's time. It is full rigged and of 179′ length, 22′ beam and 13′ draft weighing in at 500 tones. For a number of years, the vessel was used as a training vessel out of ports on America's East Coast. It was then turned into HMS *Surprise* for the award winning feature film *Master and Commander: The Far Side of The World.* In 2004, it came into possession of the museum and the intention is to get her afloat again at some time in the future.

Finally, *Californian* is a faithful reproduction of a nineteenth century revenue cutter and was built locally to be part of the 1984 Olympic games held just up the coast at Los Angeles. With a sparred length of 145′, this topsail schooner has been the official tall ship of the state of California for the last few years. It is based on a cutter, which started life in the 1840s, patrolling the coast during the early years of the Gold Rush. Built for speed, the *Californian* displays 7,000 square yards of canvas and carries four deck guns. She is to be frequently seen under sail.

Overall the Maritime Museum of San Diego, which oversees nearly all of the vessels mentioned, is a real treasure chest and worth visiting – not only for the vessels but also for its library and research facilities. The Macmullen Library and Research Archives are based in a few rooms on board the pleasure boat *Berkeley*. Here is a massive and highly eclectic collection of books related to all aspects of maritime history. There is also a large collection of maps and photographs plus numerous documents connected to ships in the museum's care and to the *Euterpe/Star of India* in particular. The Museum also produces its own well respected and peer reviewed quarterly magazine in an attempt to "encourage and enhance the study of maritime history".

My visit to San Diego was initially for general exploration and tourist purposes. The city's massive interest in maritime history and legacy came as a genuine surprise and I hope readers feel that the fruits of these extra "special trips" were worth the sharing.

Shenzhen Chiwan Wharf Up – Shenzhen Chiwan Wharf Holdings cargo throughput for last year reached 64.18 million tonnes, up by 24% on 2009. The Shenzhen-listed firm container throughput was 6.15 million TEU last year, increasing 29% YoY. The report says that, at Chiwan District alone, Shenzhen Chiwan Wharf container throughput rose 26.6% YoY, to 4.16 million TEU, and bulk cargo throughput reached 10.21 million tonnes, up by 24.8% YoY. In the month of December, the company cargo throughput totalled 5.63 million tonnes, increasing 12.3% YoY, while container throughput jumped 10.1% YoY, to 497,000 TEU.

Treasure of the SS *Egypt*

By PHILIP BOWRON

The search for and recovery of a large gold and silver shipment aboard the P&O Liner SS *Egypt* in 1932 was to prove an example of man's ingenuity to overcome what appeared at the time an impossible obstacle. The *Egypt* had sunk at the bottom of the Atlantic at a depth of 125 metres. Twice that reached by any diver at the time.

The *Egypt* was a 500-foot long Edwardian passenger liner of just under 8,000 tons launched by Caird & Co. Ltd of Greenock and owned by the P&O Steam Navigation Company. The *Egypt* was the third of a five strong India class that made up the last of the company's single screw passenger liners. Her maiden voyage was to Bombay in September 1897. Subsequent to this many of her early days were spent on the Australia run.

During 1910 she transported the Princess Royal home from Egypt and then continued to cruise the Mediterranean up to the time of the First World War. In August 1915 the *Egypt* was converted into a hospital ship able to accommodate up to 461 patients at a time. The ship carried on in this capacity until June 1919 when it was converted back into a passenger liner capable of transporting 301 first class passengers and 208 second class.

On 19 May 1922 the *Egypt* departed Tilbury Docks London bound for Bombay. The ship was under the command of Captain Andrew Collyer and carried 44 passengers and a crew of 294. The *Egypt* was due to stop at Marseilles to pick up most of her passengers. At the time she was carrying a general cargo plus a large consignment of gold and silver. This consisted of five tons of gold ingots, ten tons of silver ingots and a large quantity of gold sovereigns held in 37 boxes all stacked in the ship's strong room. This was valued at £1,054,000 and was insured by Lloyds of London. At present day values this equates to around £36 million.

The *Egypt* made her way through the channel before turning south into the Bay of Biscay on heading for Cape St Vincent and Gibraltar. Three days into her journey the ship was 25 miles off Ushant when she encountered dense fog that brought the ship almost to a standstill. The ship was now in a busy shipping lane and in danger of collision, and so the Captain ordered the ship to move ahead slowly sounding the ship's horn at three minute intervals.

Around 7 pm a ship's horn sounded closely on the *Egypt*'s port beam and out of the fog appeared a large cargo steamer travelling quickly. With no time to take any action to avoid the other ship the *Egypt* was rammed below the waterline. The other ship was the *Seine*, a French cargo steamer from La Pallice bound for Le Harve whose bows had been specially strengthened to deal with Baltic ice. Although badly damaged by the collision, the *Seine* steamed on although, as soon as her captain realised

what had happened he turned the ship around and headed back to the stricken *Egypt* to offer assistance and search for survivors.

The *Egypt* meanwhile had heeled over to starboard, water pouring into her lower decks from the massive rent in her side. Captain Collyer ordered the radio operator to transmit an SOS signal with the *Egypt*'s position. This was picked up by three ships – the *Akabo*, the *Andes* and the *Cahiraon*, none of which could reach the *Egypt*'s position before she sank. Orders were now given to abandon ship, but due to the *Egypt*'s list it was only possible to launch five of the ship's 16 lifeboats, one of which capsized drowning many of its occupants. Many of the ship's Lascar crew and a number of passengers rushed the boats as all orderly life saving efforts were forgotten. Others jumped into the sea and clung to wreckage and life rafts. The *Egypt* sank in 20 minutes with the loss of 86 lives. During these vital 20 minutes there were a number of instances of bravery such as that of an army officer who jumped into a lifeboat and forced its Lascar occupants to return to the ship, eventually getting 70 people away to safety. The survivors picked up by the *Seine* were conveyed to Brest.

At a subsequent enquiry into the disaster Captain Le Barzac, commander of the *Seine*, stated that: "About 7 o'clock without any previous warning, I saw bearing down on me a large steamer. It was the *Egypt* right ahead of my ship. We struck her in the side. She was going at great speed, and continued her course. I realised the danger which she ran, and although my ship was considerably damaged I went after her. Twenty minutes later I succeeded in catching her up. The scene was terrible. On all sides we heard fearful cries and calls for help. A man and a woman were struggling in the sea, which fortunately was very calm. I quickly launched several lifeboats. My men displayed great courage in rescuing the passengers. We remained on the spot for three hours."

Captain Le Barzac's version of events was refuted by the purser aboard the *Egypt* who stated that "the vessel was stationary at the moment of collision and was sounding her siren. The *Seine* was steaming at five knots and was also sounding her siren."

The *Egypt* had sunk to a depth of around 400 feet well beyond the current diving capabilities of the time. Lloyds underwriters paid out in full believing that recovery of the gold and silver onboard was unlikely.

In 1925 James Swinburne and Peter Sandberg successfully applied to Lloyds for the salvage concession to *Egypt*'s gold and silver. They contracted the Gothenburg Towing and Salvage Company along with the Salvage Association to undertake the search for the *Egypt*, their initial searches being carried out in an area south of Ushant. After two years of searching they had still found no sign of the lost ship.

Not deterred by their lack of success they approached the Italian salvage company Sorima with a contract to locate and recover the bullion from the *Egypt*. Sorima had recently developed new diving techniques that had been successful in salvaging the *Elisabethville*. Sorima agreed to take on the contract.

In 1924 Giovanni Quaglia, a former Genoese lawyer, had formed Sorima (Societa Ricuperi Marittimi) a salvage company working in Italian waters. Once terms were agreed the Sorima Organisation carried out a search of all records related to the loss of the *Egypt*. These included radio transmissions sent by various radio stations on the evening of the 20 May 1922 giving the *Egypt*'s position after the collision. From these they were able to narrow down the search to an area roughly ten miles by six miles.

The salvage operations began in June 1929 using two ships, the *Artiglio* and the support ship *Rostro*. Quaglia employed a number of novel methods in his search, including employing a Father Innocent who claimed to be able to locate the bullion using divining rods, however bad weather put an end to his efforts. It was to take 15 months before the *Egypt* was finally located in August 1930 by the traditional method of towing a suspended cable between two vessels over the seabed. Every time a contact was made with an object divers were sent down to investigate.

The ship was located at a depth of 360 feet lying on an even keel on a smooth seabed, her masts and funnels still standing. The strong room where the bullion was stored was three decks down at the bottom of the ship. Sorima was now faced by its greatest challenge yet to date. How to get to the strong room and bring the treasure back to the surface?

After many hours of discussion it was decided that the best solution to the problem was to use explosives to blast a way through the ship above the strong room and then use specially designed grabs and hooks to bring up the gold and silver. A patent diving suit known as the "Iron Man", which was an armoured diving suit of half a ton in weight, allowed a diver to be lowered to the wreck where he could direct operations via a telephone link to the salvage vessel *Artiglio*. Explosives were lowered to the wreck using cranes and winches, and steel grabs used to remove debris.

Recovery efforts were postponed around mid September until the next year as winter weather conditions hampered the salvage operations. During the winter the *Artiglio* was used on a different project in calmer waters salvaging munitions from a wreck. During this operation she blew up killing a number of her crew and divers.

For the following year's recovery efforts on the *Egypt*, a Newfoundland Bank's fish carrier was purchased and fitted out as a salvage vessel and named *Artiglio II*. Six concrete blocks each weighing seven tons were lowered to the seabed to ensure that *Artiglio II* would not be pulled from her moorings above Egypt. In all more than 11,000 lbs of T.N.T. were used to blast a way through the ship's superstructure and decks in tubes of various lengths and electronically detonated from the surface.

At one stage recovery efforts came to a halt when Quaglia ran out of money and was forced to seek more capital. On 22 June 1932 the first two gold ingots and sovereigns were raised to the surface. David Scott, a journalist on board the *Artiglio* who was later to write two books about the *Egypt* (Seventy Fathoms Deep and The *Egypt*'s Gold) described the scene: The grab rises out of the sea, a stream of silvery water pouring from it. It

swings high overhead, drenching heedless men to the skin. As the outer casing opens and the grab comes down, we see the usual jumble of wreckage in its jaws. They open with a rattle. Among the mud and wood and paper two bright yellow bricks fall with a double thump on the deck. They lie there shining, while a great shout bursts from the men of *Artiglio*. "Lingotti! Lingotti! Oro! Oro, ragazzi!"

Now the flood-gates are open. The months of waiting and striving are at an end. Pent-up hope and patience burst forth in a rush of emotions that sweeps us off our feet. They throw themselves on the golden bars, laughing and crying together, scrambling to touch them, embracing one another at the sight of them."

Quaglia arrived in London to report to Lloyds and received a hero's welcome as newspapers around the world ran the story of the recovery. By 1935 it was estimated that 95% of the treasure had been recovered leaving 14,929 sovereigns, 17 gold bars and 30 silver ingots unrecovered. The cost of the salvage effort had cost Sorima an estimated £200,000, but a great feat had been achieved and much had been learned about deep sea diving.

It was to be another 52 years before the wreck of the *Egypt* was again the scene of a commercial treasure hunting expedition. The Salvors this time were Consortium Recovery, who hoped to recover what bullion remained onboard. Operating from the salvage vessel Holga Dane they recovered one gold bar and five silver bars worth at the time around £100,000. Operations were brought to a halt when it was decided that the recovery was not cost effective with costs running at around £10,000 a day.

Seven Agreements – Excel Maritime Carriers Ltd announced that it has entered into new time charter agreements for seven of its Kamsarmax vessels to first class charterers. More specifically, the vessels, M/V *Iron Manolis* (2007, 82,269 dwt), M/V *Iron Anne* (2006, 82,220 dwt), M/V *Iron Brooke* (2007, 82,594 dwt) and M/V *Iron Lindrew* (2007, 82,598 dwt), were fixed under separate time charters for a period of 11 to 13 months at a daily rate linked to the Baltic Panamax Index (BPI) with a guaranteed minimum rate (floor). Additionally, the vessels, M/V *Iron Kalypso* (2006, 82,224 dwt), M/V *Iron Fuzeyya* (2006, 82,209 dwt), the M/V *Ore Hansa* (2006, 82,209 dwt), were fixed under separate time charters for a period of 12 to 14 months at a daily rate linked to the Baltic Panamax Index (BPI) with a guaranteed minimum rate (floor).

Tallinn Growth – Cargo handling at the port of Tallinn (Estonia) in January-November 2010 rose by 16.5%, to 33,203,400 tons, the Port Authority statistics said. Eleven-month container traffic increased by 17%, to 139,761 TEU. In the reporting period, the port handled 23,173,800 tons of liquid bulk cargo, up 11.6% over the same period last year, 5,057,300 tons of bulk cargo (+30.5%), 3,261,000 tons of Ro-Ro cargo (+32.4%). The number of calls in January-November was up 0.2% from last year's figure, to 6,126 ships.

Sea-speak

By TEEARE SCARROTT

One of the first things I was taught to say aboard ship was *aye-aye*. And even now, after *swallowing the anchor* (retiring from the sea), I still use it, in singular, out of habit. Indeed, it's quite common to hear landlubbers using nautical expressions such as "*batten down the hatches*". It's all good salty stuff, so here is a *pier head jump* – when the phone rings to tell you to join your next ship in *one bell* (15 minutes) – for a *trip* (voyage) through some of my favourites.

Studying for my *ticket* (an officer's certificate of competency) didn't include sea-speak, so if I get anything wrong you *sea lawyers* (pedagogs, pedants and plain mischief makers) can take a long walk off a short pier. It will save you from *throwing a wobbler* or coming down with that mysterious sea fever known as the *screaming abdabs*, for which a hefty dose of *black draft* (cure-all medicine) may be administered.

Better that than having to sail on *coffin ships* or *rust buckets* which continue to cost lives. Unscrupulous operators may *lie like a flatfish* to avoid compliance with statutory requirements and think nothing of *flogging the log* (making false entries in the ship's logbook) to keep ships running as cheaply as could be got away with. Such shipowners may want *money for old rope* and Jolly Jack may have to pay the price.

Unless the ship is *dry* (no alcoholic *bevvies* allowed) you can always drown your sorrows with a few cans of *amber nectar*, otherwise known as *rat's piss*, *panther piss* or *maiden's water*. In the 60s, Brocklebanks sold chilled Tennants lager on tap at 5p per well filled pint which tasted delicious in hot weather. If you overdid it once too often the *Old Man* (captain) could *stop your tap* indefinitely.

On today's ships, even the *smoko* (cigarette break) is under threat in the constant drive to make people adopt healthier habits. Now that obesity has become the number one killer, I wonder if food rationing will come into law. Past shipping companies such as *Hungry Hogarths* or *Two of fat and one of lean* (Harrisons, so nicknamed after their funnel colours) might become the new norm. *Scupper guts* (people who will eat anything and everything) beware. Even good old *conny-onny* (condensed sweetened milk) might be banned. And no more *double-duffies* (second helpings). We may all live longer or, as some say, it might just seem longer. All those happy memories of huge curries washed down with a few coldies followed by a fag and a bit of *kip* (sleep) may be gone forever, to be replaced by what? Robots?

Nowadays, you are most likely to come off watch and go straight to your *snatcher* or *snake pit* (bunk) only to *surface* (wake up) in time for your next watch. As you roll around in your lonely bunk you can always dream of getting a *good sea ship* (one that is comfortable in heavy weather). Not that

it matters much if you keep having to get up to *call for Hughie* (vomit from seasickness). *Tender* (marginally bottom heavy) ships are best whereas *stiff* (very bottom heavy) ships are likely to roll violently. Large bulk carriers in ballast are one of the worst for being very bottom heavy. On the other hand, you don't want to roll right over, so the degree of *tenderness* has to be carefully calculated. Anyway, comfortable or not, lack of proper *kip* and leisure time is a health problem yet to be solved for most seafarers.

Letters from loved ones used to be most welcome. Sadly, however, *Dear Johns* (letters from wives and girlfriends who had got fed up of waiting for your return) were not uncommon. Best place for such sob-stories was the good old *rosy* (litter bin). Perhaps it was named after a girl called Rose after she had penned one of those poison letters. Anyway, now that e-mail and mobiles are all the rage, you have the chance to try to cure a problem before it becomes a crisis. I once spent hundreds of pounds on such a phone-call and got nowhere at all. Instead, I should have waited for a suitable port and had a wonderful time ashore.

Once you *get to know the ropes*, sea-speak becomes as familiar as *Board of Trade Sports* (boat and fire or safety drills) except perhaps when faced with a *short arm inspection*. Frankly, I was baffled when I first heard that expression. Mine's a *middle leg* – as most men would likely claim – and an inspection might be needed to see if someone had *copped out* with a *dose* (sexually transmitted disease) while seeking solace in *any port in a storm* (usually with a lady of the night). All the more reason to take a *dreadnought* (condom) along on those increasingly rare trips ashore for a *quick dash across the prairie*.

Before the days of GPS, I did six times around the world in one tour of duty using *sights* (positions obtained from celestial bodies using a sextant). What a joy to get a fix from stars without a *cocked hat* (a triangular space between imperfect position lines) – in other words a perfect cross. A hard-won skill that might yet make a comeback.

It's a long time since I last had an attack of *The Channels*, the excitement of entering the English Channel after a long foreign voyage. Nowadays you are more likely to fly out to some distant port and then fly home again at the end of your tour of duty. Somehow "The Heathrows" doesn't have the same ring.

I once had my bags packed for relief in the States only to be told I would have to do another voyage – nothing worse for a lovesick sailor. Some *office bod* had made a mistake. However, not being a *panic merchant* (usually a nervous captain) I resigned myself to the philosophical *more days, more dollars*. Nevertheless, next time up, I was down that gangway *at a rate of knots* (fast).

With the wisdom of hindsight, perhaps I was in too big a hurry to get *spliced* (married). After all, being "married" to a ship doesn't help the real married life. Anyway, it turned out to be a short splice rather than a long splice. And as the lovely lady was from Liverpool, it was also a Liverpool splice in which the strands are tucked **against** the lay of the rope . . .

Being a *Company man* (on a company contract) is a bit like marriage, not so common nowadays. And like marriage it meant loyalty to one shipping company over many years. I was a Brocklebank *Company man*. Unlike some, they were *good feeders*. Their curries were particularly memorable. You could also rely on *fresh meat* (live weevils in your cornflakes or cockroaches with everything – it was a hot run). Rumour had it that we *Company men* wore blue and white knickers – as in keeping with the famous blue and white, halved vertically, house flag – but loyalty forbids me to reveal such Company secrets. But I can say that the House Flag was always proudly flown at the foremast truck, except in the good old US of A where the stars and stripes had to take pride of place. Never mind, we could still look forward to the famous *Queens*, *Queen Mary* and *Queen Elizabeth*, dipping their ensigns to Brocklebankers as the senior company in the Cunard Group. Rightly so too, because for several years after the *Queens* ceased to be profitable (due to air-travel) Brocklebank profits helped to keep them running. Now, with airlines in trouble, perhaps large passenger liners will make a comeback. I'll *push the boat out* (buy the drinks) to that.

With crews getting ever smaller, *the crowd*, meaning the crew, has become a misnomer. Today, the "precious few" would be more apt. Even those most useful of chaps, called *Chips* or *Chippy* (ship's carpenters), who could turn their hands to such a wide variety of shipboard jobs have become largely redundant. Likewise, *Sparkies* (radio officers), abandoned in a flood of new technology. All of which begs the question will ships ever become unmanned? Personally, I doubt it.

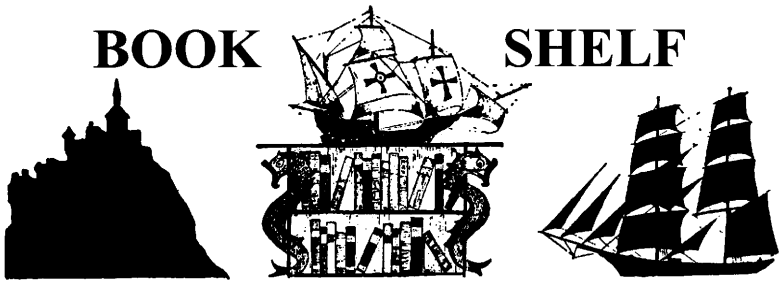
Lack of oil may cure *tankeritus* (that frustrating itch for more time in port to pop ashore) although a similar itch has now spread to most ship types. Ironically, it may also lead to a demand for more seafarers rather than less. It all depends on how we react to lack of oil together with climate change. After all, let's not forget that sailing ships were the greenest ever major form of transport. And could be again, even if only in part.

Saga Sale – The French cruise company, Croisières de France (CDF), has announced the sale of its 33,819 gt vessel, *Bleu de France*, to Saga Holidays. RCCL's French cruise subsidiary is to replace the ship with the 47,427gt Pullmantur Cruises vessel, *Pacific Dream*, whose extra capacity will enable CDF to double the number of passengers to some 60,000 a year.

Six Ordered – Chinese shipping, company Hua Yang International Marine, has placed orders for six bulk carriers with China-based Yangzijiang Shipbuilding. The contract, for which the pricing remains undisclosed, entails the construction of two panamax bulk carriers, two handymaxes and four 47,500 dwt bulk carriers.

Two Ordered – On 14 December 2010, OOCL was said to have entered into a Shipbuilding Contract with Hudong for the construction of two 8,888 TEU vessels.

BOOK SHELF



Historic Shipwrecks of the Central Coast of British Columbia, By RICK JAMES and JACQUES MARE, Vancouver, Published by UNDERWATER ARCHAEOLOGICAL SOCIETY OF BRITISH COLUMBIA

THIS is the ninth in a series of regional status reports produced by the UAC of British Columbia with the support of the British Columbia Heritage Branch. The Society is a non-profit volunteer organisation founded in 1975, dedicated to promoting the science of underwater archaeology and to conserving, preserving and protecting the maritime heritage lying beneath the B.C. coastal and inland waters.

The report uses text, maps, drawings and photographs to describe the historic shipwreck recourses found off the B.C. Central Coast. A preliminary section explains the methodology and logistics of the study and also the field conditions encountered.

An introduction briefly outlines how the Inside Passage developed as an economic region, a settlement area and as a commercial route. Chapters on 13 of the 16+ wrecks in the area describe where the vessel was built by the owners, what each did, how she was lost and what remains. Each chapter assesses the significance of the ship and any recommendations for further action to preserve the wreck or enhance public use of them.

An example is a chapter on the *Drumrock*, a former 4-masted steel barque, built in 1891 at Leith, Scotland, for Liverpool owners ("one of the finest sailing ships ever built" – Basil Greenhill). She even had a complete hospital under the poop and baths for all hands – an unheard of luxury aboard a windjammer. In 1894 she carried 5,000 tons of wheat from Tacoma to Europe. She became the *Persimmon* of the German "Flying P Line". After a number of changes she was sold to Vancouver to be cut down to a hulk and, under tow in 1927, she struck an underwater rock and was lost. The *Drumrock* is a splendid shipwreck to dive and well worth such extra measures to preserve her.

The UASBC assists archaeologists by undertaking worthwhile projects not currently addressed by professionals. Inventories of shipwrecks and other submerged cultural sites are an especially important contribution.

Information about the location, history and status of these resources is vital to their conservation and management. The provincial Archaeology Branch, in particular, needs such data in order to establish site-management policy before a user conflict or preservation crisis arises. UASBC reports are not just for government managers; they are also public education for the general reader. The ultimate goal of the Society is to complete a province-wide inventory of underwater heritage resources.

This book is well-written and presented, enabling the reader to clearly understand the work and ideals of the Society. There are errors such as the term deadweight used for gross/net capacity and a description of a 3-island ship with a photograph indicating otherwise, but they do not detract from the worth of the book.

Reeds Nautical Almanac 2011, London, Published by ADLARD COLES NAUTICAL (an imprint of A&C BLACK (Publishers) Limited). £39.99

THIS is the latest version of a trusted annual compendium of navigational data for sailing yachtsmen, motor yachtsmen and those who go about their leisure afloat. The volume provides all the information required to navigate Atlantic coastal waters around the whole of the UK, Ireland, the Channel Islands and the entire European coastline from Denmark to Gibraltar, plus the ports of Tangier and Ceuta in northern Morocco, and the Azores.

Announced by the publishers, A&C Black, for the first time this 2011 edition will come with a downloadable desktop version available free to purchasers of the paper version, and it is understood that once downloaded onto the user's computer all the information within the Almanac will be available without internet access, and so it may be used all over the world.

The printed edition continues Reeds tradition of year on year improvement and reliable presentation of the data required for safe navigation. There is an improved layout for ease of reference and said to be over 45,000 annual changes taken into account. This 2011 edition includes 700 chartlets, details of harbour facilities with tide tables and tidal streams, 7,500 waypoints and all the usually expected material required for such a volume: International Codes and Flags, Weather, Distance Tables, Passage Advice, Area Planning Charts, the Collision Regulations, Radio Information and Communications, Safety, First Aid and material on Documentation and Customs Requirements.

Major improvements this year have included restructuring chapters on Communications, Weather and Safety, to show data more logically and clearly. The section on Northern Ireland has been re-ordered to read clockwise, and coverage of the Azores has been doubled from four to eight pages. As with any almanac worth its salt, it is cheering to see that Adlard Coles Nautical welcomes suggestions for improvement or corrections.

In the pages of useful addresses, readers are provided with contact details, country-by-country of Belgium, Denmark, France, Germany, the Republic of Ireland, Morocco, The Netherlands, Portugal and Spain. Such data includes: (a) the national tourist office, (b) the British Embassy, (c) the

hydrographic office, (d) the maritime authority, and (e) the rescue service. Sadly, not all information is listed consistently, and there are omissions such that Belgium is only given (a), (b) and (c) yet Germany has (b), (c), (e) and (a) in that order, while Spain has (b), (c) and (a).

Unfortunately there is no ribbon to mark a page where one was studying, in fact more than one are required. They make life easier with reference works.

The Almanac Manager is Chris Stevens and he and Jamie Russell are responsible for the cartography. Andy Du Port and Rob Buttress are the Almanac's Editors. Free updates are available on the website: www.reedsalmanacs.co.uk where there is an opportunity for the owner to register.

With 1,026 pages (ten fewer than in 2010) this A4 paperback (265 mm × 192 mm) carries the ISBN 978 1 4081 2739 1.

Reeds Fishermen's Almanac and Fishing Industry Handbook for the UK and Ireland 2010/11, Edited by JASON HOLLAND and CHRIS STEVENS, London, Published by ADLARD COLES NAUTICAL (an imprint of A&C BLACK (Publishers) Limited). £60.00

THIS will prove an extremely useful volume for fishing vessel owners, skippers and crew in the UK and Ireland, and specifically addresses the needs of commercial fishermen taking the place, it could be said, of Olsen's Fishermen's Almanac, which was in print for over a century until its demise a few years back.

Produced in consultation with the Maritime and Coastguard Agency, the UK Hydrographic Office, the Irish Coast Guard and the Fishing Industry Safety Group, it is understood that this (slightly less than A4 format at 242 mm × 170 mm) publication satisfies the statutory requirement for an almanac to be carried in fishing vessels.

Provided here are navigational and layout details for UK and Irish fishing ports together with close range approach information. Tidal predictions are provided as well as extracts from *The Admiralty List of Lights* and *The Admiralty List of Radio Signals.* Safety information has been produced in collaboration with the MCA and the RNLI, and with regard to the fishing industry port statistics of landings and information on fishing vessels on the UK and Irish registers are provided. For those travelling through Irish and UK fishing ports, brief details are given of travel and accommodation along with other facilities and service contacts.

For the first time in a great many years, *Reeds Fishermen's Almanac* is bringing together in one volume required information which will be invaluable for commercial fishermen, port authorities, harbour offices, fishing agencies and those associated with the movement of commercial fishing vessels.

Years ago there was *Olsen's Fishermen's Almanac* which ran approximately each year in the 20th century until it went out of print around the year 2000. Unusually, and not available until *Reeds Fishermen's Almanac and Fishing*

Industry Handbook, the details required by researchers and those who needed to know of fishing vessels, their port letters and numbers and information about ownership, were not available except after correspondence with the Department of Transport and its predecessors. So this edition fills a valuable space on the shelves of those in the industry. This is the first edition and deserves to succeed. It must be made clear, too, that all fishing vessels over 15 metres are required by law to carry a suitable nautical publication. It is pleasing to note that the publication is dedicated by its publishers to the last of the great hunters: to all those brave souls, past and present, who put their lives on the line every day to bring us delicious, wild fish that are the envy of the world. Readers are reminded that there are 6,573 fishing vessels on the British Register and a further 2,000 on that of Ireland, some fleet.

Eleven chapters concern fishing through the ages, technical developments, seafood developments, safety at sea, tides and ephemera, fishing port profiles, more on UK and Irish fishing ports, the UK and Irish Register and fishing port accommodation. Within these are chapters are valuable definitive sections concerning such diverse subjects as ancient fisheries' law, the history of cod, trawl doors, Morecambe Bay shrimping, whaling, rigs, UK landings and consumption, catch values, processing at sea and in port, RNLI activities with regard to safety issues, stability and SOLAS.

It is in this reviewer's opinion that a copy of *Reeds Fishermen's Almanac and Fishing Industry Handbook* should be placed every year in the Library of each of the House of Commons and the House of Lords, in order that our law makers may hoist inboard much of what our fisher folk have to be familiar with in the most hazardous industry in the world.

Reeds Astro Navigation Tables 2011, By Lt Cdr HARRY J. BAKER, London, Published by ADLARD COLES NAUTICAL (an imprint of A&C BLACK (Publishers) Limited). £19.99

ACCORDING to the publisher's blurb, this has become one of the established annual reference works for ocean navigators, for it uses tables devised by practical ocean navigators and contains everything they need in order to navigate by the sun, moon, planets and stars without the bulk and expense of other publications.

There is no doubt that the publication is designed and written specifically for yachtsmen; it contains all the tables they need. It contains a helpful section on practising ashore, with worked examples as an *aide memoire.* Together with a sextant the tables will enable the sailor to navigate confidently and safely.

To commence the 68 pages in A4 format, Baker provides notes for the cruising yachtsman by way of introduction. Here the compiler tells that the slim volume is designed to open flat on the chart table with pages laid out such that two tables are printed side by side in A5 dimension, giving a spread of four tables per opened page. After the Editor's Notes there are four further parts. The first presents a comprehensive set of examples for use by the navigator. Then comes the ephemerides over 37 monthly pages, three for

each month plus one for the Pole Star. A necessary collection of tables follows to produce increments and corrections for the main tabulations of the ephemerides. There are notes here to help with identification and use of the planets. Finally there is a section including all the tables: versines, log cosines and ABC. These will enable the user to reduce sights, finding calculated altitude and azimuth. Of the other useful data are daily pages for sunrise, sunset, twilight, moonrise and moonset. Eclipses in 2011 are listed and notes on the phases of the moon are provided. There is an alphabetical index of the principal stars with their proper names and the name of which constellation they are part. At the end there is a star chart of the northern and the southern hemispheres.

This is the 15th year of publication of these tables.

Harry Baker, the author is a Member of the Royal Institute of Navigation, an astro-navigation expert, as well as a practical navigator and yacht skipper.

The A4 paperback (with laminated cover) 72-page publication carries the ISBN 978 1 4081 2336 2.

Nautical Training Ships (An Illustrated History), By PHIL CARRADICE, Stroud, Published by AMBERLEY PUBLISHING PLC. £17.99

A VERY interesting 190-page soft back book well illustrated, tracing the development of Nautical Training Ships through the nineteenth century in 12 chapters. We learn that the purpose of these schools was not just for the benefit of young wayward children, but also to provide a ready body of sailors for the Merchant Navy. It is no surprise to learn, therefore, that many of the benefactors were also those with an interest in shipping!

The reader is first given an insight into the sort of life that young children had in large cities, and in particular those like London, Glasgow and Liverpool in the latter part of the seventeenth century. Many of these children had been abandoned by their parents and were running wild and invariably turning to crime, and as a consequence they were totally uneducated. The punishments they received for what we see now as minor offences were horrendous.

Against this backdrop of the social history of Britain at this time, we see the start of Nautical Training Schools where philanthropists of the day formed such schools in order to give these boys a basic education fit for joining ships and going to sea. Thus the idea of Nautical Training Schools and Schools of Navigation was born, for example Dr Barnardo and Pangbourne started as Nautical Training Schools and still exist in a different form today.

The author then traces the development of Reformatory, Industrial and Charity schools. The first task these charitable organisations faced was to find suitable premises, and fortunately many of those involved held influential positions in society and Government, so they turned to the Admiralty for the use of de-commissioned vessels.

Names like *Indefatigable*, *Exmouth*, *Wellesley*, *Mercury*, *Conway*, *Foudroyant*,

and many other names familiar to most spring out of the pages, but suddenly the nostalgia with which we view them today takes on a more sinister background as a murky past is revealed. We learn of violence between the boys, rebellion against cruel and sometimes unscrupulous staff, and many cases of arson despite the strict enforcement of law and order on board such ships.

Of course, over the passage of time ships like *Conway* and *Vindicatrix* developed into much respected training centres for a life at sea, the latter eventually becoming the Nautical Sea Training College. The Royal Naval School for Boys was created in 1845 on the two-decker *Illustrious*, culminating in the Royal Naval College at Dartmouth in 1905. The training of cadets in sea going sailing ships is also covered up to the point where it ended as late as 1957, with the loss of the *Pamir*.

There is a wonderful selection of photographs to accompany the text, and the book provides an interesting look at society in general and training for a life at sea in particular. There is a comprehensive bibliography, but no index.

Beneath the Waves (A History of HM Submarine Losses 1904-1971), By A. S. EVANS, Barnsley, Published by PEN & SWORD BOOKS LTD. Hardback £25.00

THIS is a reprint of the book first published in 1986. The text is exactly the same, including a few unimportant spelling mistakes. The illustrations are exactly the same as before, but they are grouped in two groups where they were originally in ten small groups, spread throughout the book.

As its sub-title suggests, the book could be a long sad list of facts, and indeed Appendix 1 is exactly such a list. The four columns show the Name or Number, the Date, the Name of the Commanding Officer and the Cause of Loss. The last column can be definite, for example, DC (Depth Charged) by Japanese Destroyer is definite, but so many of the others are either Unknown or preceded by one of these words; Possibly, Probably or Presumed, such being the nuances of the English language. If there is to be a true account of any loss at sea, or under the sea, there must be something to examine such as a wreck or wreckage, or there must be a witness, preferably a survivor. Some of the stories such as the actions in the Sea of Marmora in 1915, have been told so many times that the reader can almost hear the nets scraping along the sides, as the submariners try to get through the anti-submarine boom to support the soldiers at Gallipoli.

The losses of HMS *Thetis* and HMS *Truculent*, although years apart, had a number of things in common. The country was not at war, the submarines were close to their bases and they each had civilians on board. The picture of the *Thetis*'s stern out of the water in Liverpool Bay shown in this book was printed in newspapers all over the World. Surely we all thought, if the men in the whaler could touch the hull there must be something that could be done, but there was not.

The *Truculent* was returning to her base in Chatham Dockyard. At night,

in the Thames Estuary, she was in collision with a merchant ship and sank. The resulting Inquiry showed that, although they had sighted one another's lights, neither party had understood exactly what was approaching. This case is probably still being quoted to Rule of the Road students 60 years later.

Because the amount of material evidence is so variable, this is a very difficult book to read through from beginning to end. It deserves a place in reference libraries where the index and appendices will soon direct the enquirer to whatever is known about a specific submarine's loss. There may be a considerable amount of history of the ship and the personal stories of some of the officers and men. It is the uneven distribution of this information that somehow makes each situation poignant. If one man left a widow and two young children, how many of the others left families who are not mentioned?

Admiral Clanky Entertains (An Alternative Naval Memoir), By PATRICK MIDDLETON, Leicester, Published by TROUBADOR PUBLISHING LTD. £12.99

ON the glossy cover of this paperback we see a jovial figure with a glass in his hand, this is the author, Rear Admiral Middleton, C.B., who entertains his readers with "An Alternative Naval Memoir''. In a preface he explains that it is not a tale of high adventure, nor is it an exposé of what is wrong with today's armed forces. This memoir reports on the lesser quiddities and oddments that occurred during his 38 years of service as a Naval Officer.

He was born in Malta, his father was a Naval Officer in a destroyer of the Mediterranean Fleet and, as was usual in those days when a "posting'' was for two years at least, the officer's family moved with him. This applied in varying levels to "other ranks'' and to Dockyard managers who, as they rose in seniority, would circulate around Portsmouth, Devonport, Chatham, Malta, Rosyth and Singapore.

When father was appointed to a battleship and with war imminent, mother and child returned to Devon. Father's next appointment was as Chief Engineer of HMS *Hornet*, the Coastal Forces base in Haslar Creek on the Gosport side of Portsmouth Harbour. He gives a realistic view of a small boy's life at that time in Titchfield, a nearby village isolated between Southampton and Portsmouth, and free from the bombing of both these Cities, although he did watch air raids across the Solent on the Isle of Wight.

With Father's next appointment to a shore base, the family moved to Bath and, as the boy grew up, thoughts had to be given to his future, which meant going to a school which had a reputation as a good base from which to achieve Naval entry. Eight years at two boarding schools prepared him to enter Britannia Royal Naval College Dartmouth.

Throughout his career he had a mocking contempt for those in authority over him and also for those under him, if they did not come up to his expectations. He either damned them completely in the book or damned

them with faint praise. "Worthy rather than inspiring'' is one phrase he uses. Perhaps it does not matter, after all he had been retired for 18 years before he published the book, but he could have been more "generous''.

At the end of the book, instead of an index there is a calendar, in years, of the author's life from 1938 to 1992, which bears out his statement in the penultimate chapter, that "The corollary of 38 years in one job is to see how institutionalised one has become''.

Whilst the vignettes, as he calls them, may have gone down well at his retirement parties, the book's main thrust may be to show how much support there must be from family and friends, coupled with a degree of good fortune, if anyone is to rise to the top of any of our military services today.

First Rate, By RIF WINFIELD, Barnsley, Published by SEAFORTH PUBLISHING (an imprint of PEN & SWORD BOOKS LTD). Hardback £45.00

THIS book covers the period 1610 to 1850, and discusses over 60 different warships in the great age of sail. It is an immensely detailed reference work, and in its 11 chapters describes some of the navy's most impressive fighting ships. Seven of the chapters discuss the first rate ships of different historical periods. Thus there are chapters on The Pepysian Age that included the time of the Anglo-Dutch Wars, the Later Stuarts through the time of the Establishments to Anson's New Navy. Of course the period of the French Revolutionary War is not neglected as are the developments ensuing from these wars. Thus, design innovations resulted in the construction of the *Caledonia* and her descendents takes the story up to the 1840s.

During the 250-year period considered by this well researched book, a major transformation was made by the introduction of steam power. A separate chapter outlining the transition to steam deals exclusively with this major development. When HMS *Warrior* entered service in 1861, it marked the end of two centuries when the symbol of Britain's naval might was the mighty three deck first rate ship.

In this comprehensive account of the great first rate ships bristling with cannons, there is much of interest. Most chapters begin by giving an overview of the current Admiralty requirements in line with projected needs for peace and war. This discusses the ships that were to be constructed, ships to be rebuilt, or taken out of service, etc., while later in the chapter a more detailed description of the individual ships are given. This includes such detail as the vessel's dimensions, armament, date of construction and whether rebuilt or redesigned, etc. Additionally, with each ship considered, the text gives a history of the vessel's subsequent career, which battles it took part in, its commander and any other relevant historical detail of note. Much of this detail is recent research by the author, who is well qualified to write such a comprehensive reference work as he has made a study of this class of warships over many years.

An interesting addition to this fine volume is that the middle pages extend

to pull out into a four-page coloured diagram of the *Victoria*, a steam powered three-deck first rate of 1855. Other individual pages show the development of the bow and stern of the first rates changed over time using illustrations and captions.

It is also interesting to note that the basic design of the first rates did not change much over the period under discussion. However, the class was subjected to constant improvements as experience was gained. Chapters on the arrangement, structure and fitting of these vessels also give a fascinating insight into the technology of the period. This large sized book of 160 pages is therefore a prime reference work on the first rates and packed with masses of information and history. To complement all this interesting text, the publication is lavishly illustrated with magnificent coloured photographs, paintings and illustrations of models of the more notable vessels. Many illustrations are from the National Maritime Museum Archive and other major nautical institutions. While appealing to a general readership, this book will particularly attract the attention of anyone interested in this most symbolic of Britain's fighting warships.

The Grand Fleet, By DAVID K. BROWN, Barnsley, Published by SEAFORTH PUBLISHING (an imprint of PEN & SWORD BOOKS LTD). £16.99

THIS book is about warship design and development during the period 1906 to 1922. This particular period was one of rapid naval expansion, not only in Britain but also in continental Europe. Although many battleships and the like had been built to designs based on pre-war testing, the hard experiences of war led to significant changes to battleship construction techniques.

Therefore for convenience of narrative, the author has considered the subject in three major sections. Part I deals with Pre-War Developments, part II with Pre-War Design, and the final part discusses Wartime Experience and Design. There are also a number of appendices dealing with related subjects such as "Riveting" and "Stability of a Flooded Ship". Thus, this work covers an extensive range of themes associated with principally battleship design, and therefore is an important reference source for anyone interested in the Grand Fleet. However, it should not be assumed that battleships are the only vessels considered in this book. The period under consideration also had important developments to design of cruisers, destroyers, submarines and, of course, the early experimentation with naval aviation which ultimately led to the aircraft carrier.

Warship design is affected by many factors, and in the opening chapter a number of such factors are considered. These range from the need for high speed to catch a fleeing enemy, and therefore the developments in propulsion, use of turbines and oil fuel, etc., are discussed. Even the introduction of commissioned engineers played its part. An assessment of battle damage to both sides at Jutland makes for fascinating reading. As with the rest of the book, the text goes into quite technical detail, and it is this detail that gives

the work its authenticity. The author was a notable naval architect, and the range and scope of his knowledge is vast.

Readers will have their own favourite craft, but this reviewer found the evolution of the aircraft carrier to be of particular interest. The first purpose built aircraft carrier even had a sail on her mizzen, the only carrier ever to have this feature. Built in 1914 she was renamed in 1935 and, as the *Pegasus*, operated fighters in WWII. Another innovation was the carriage of observation balloons, fitted not only to battleships and cruisers, but also to destroyers, sloops and other craft.

Chapter ten of this interesting book deals with smaller vessels such as sloops, minesweepers, minelayers and patrol gunboats. Such craft were developed to meet the various new forms of warfare that the war had brought about. This chapter also has information on monitors, river gunboats, armed merchant cruisers and Q ships.

Altogether this is a comprehensive account of warship development in a period where the damage experienced in war led to imaginative and innovative design solutions to improve warship performance and survivability. There are extensive illustrations (many black and white photographs), but also with numerous diagrams, charts, graphs, outline drawings of ships, and tables of information to complement the written text. The captions accompanying the photographs, etc., are comprehensive. There is a lot of reading in this publication and masses of information for consideration, so some readers will find that by simply reading the captions, they will get a fair idea of the major themes of this fine book.

War Under the Red Ensign 1914-1918, By BERNARD EDWARDS, Barnsley, Published by PEN & SWORD BOOKS LTD. Hardback £19.99

AT the start of the First World War, Britain had 43% of the world's shipping, all of it protected by a powerful Royal Navy. The Navy itself was a massive organisation that included 50 dreadnaught battleships and 550 destroyers and many other types of craft, including submarines. Yet it was to be the German submarines, or U-Boats, that were to dominate the lives of the merchant seaman over the four years of the conflict. It appeared that there was little the Royal Navy could do to stop the slaughter of merchant ships and men.

In this important work the author has redressed the lack of information about the heroism of the Merchant Navy in the First World War. He describes how, initially, it was surface raiders that were the major threat to the MN. Raiders accounted for 40 ships in the first five months of the war. Operational U-Boats at this time concentrated their attacks on RN ships and had major successes. As the author explains in chapter two, the Naval High Command of German U-Boats insisted that they operated under Prize Rules. This meant that intercepted merchant ships had to be stopped, their crews given an opportunity to reach safety before the vessel could be torpedoed or shelled. Such actions of course placed the attacking U-Boats in a vulnerable position to a counter attack.

In a chapter entitled "The Pace Quickens", the writer describes how almost by accident individual German commanders chose to ignore these Prize Rules, and thus unrestricted warfare became the norm. Certainly, by February 1915 compliance with the long established Prize Rules was effectively abandoned. The Germans were in their stride and, having new and improved U-Boats, British Merchant ship losses increased at an alarming rate. German U-Boat tactics became more aggressive as unrestricted warfare was formally adopted following stalemate on the western front. The Germans concluded the only chance of victory was to strangle British sea trade by destroying her Merchant fleet and basically forcing starvation on the civilian population.

It is now well known that the use of convoys considerably reduced the chances of U-Boat attack, but the Admiralty resisted convoying for a long time. By April 1917, with an average of ten ships being lost a day and food supplies at a dangerously low level, something had to be done. Convoys were introduced in May 1917 and shipping losses immediately began to fall. Prior to this the war at sea had become vicious and cruel. In a chapter entitled "Slaughter of the Innocents" the author details the harrowing experiences of the crew of the SS *Torrington* when it encountered U-55.

As expected in a book by this author, the attention to detail and meticulous research is evident. He gives details of the ships, their voyage plans, type of cargo and whether carrying passengers, etc. There are a number of black and white photographs in this 208-page book that give a poignant but balanced representation of the ships and men on both sides of this conflict. Many books have been written on the U-Boat campaigns of the Second World War, but not so many on the First War. This book therefore fills an important gap, and clearly demonstrates the courage and steadfastness of the crews of merchant ships faced with an unexpected and ruthless form of warfare.

The Dog Watch 2010 No. 67 – The Annual Publication of the Ship Lovers Society, Australia, Published by THE SHIP LOVERS SOCIETY OF VICTORIA. Annual subscription A$40.00 (£25.00)

THIS fascinating publication contains a collection of relatively short factual maritime stories, all with an Australian theme. British and indeed Northern European readers will be at home, as many of the ships covered in the articles were built in the UK or North Europe. Most of the Masters and Chief Engineers originally came from the UK or North Europe.

The cover and back piece are lovely colour prints of one of the P & O Straths on a 1930s' cruise and the back cover shows the majestic Danish training barque *Kobenhavn*. An article on this magnificent and very well found vessel commences on page 10, she was unfortunately lost in 1928 somewhere in the Southern Ocean, just disappearing whilst on passage to Australia. The author covers all the extensive searches and touches on the resultant Danish enquiry. A fascinating but tragic story with her many young Cadets.

The contents page shows numerous other articles, 17 in all, including a most thoughtful editorial. All the articles are of great interest to the maritime reader. The editorial team led by HB Hutchinson have put together a thoroughly interesting magazine/publication which has been published annually since 1943, the society being founded in 1930, celebrating its 80th anniversary in 2010.

''Dog Watch'' is well produced in soft back format, with many ship photographs backing up the excellent narratives. Those of us who have been part of the Australian maritime scene, especially in the 1950s and 1960s, the heyday of the cargo liner before containerisation, will find the varied articles interesting and bring back many happy memories of the Australian coast. Many young Brits left the dull and dismal UK shores in this period to lose their little wages in the sunny Australian ports with the strike prone wharfies. The Chief Mate often cursed these people, whilst the younger officers found the "down time" a great holiday.

Prospective readers may think that only the 1950s/60s are covered, but a wide date spectrum from the 1860s to the present day is immersed in this most readable publication.

Many interesting vessels are noted in the booklet which generally sailed out as new builds from UK yards, often Scotland, to trade around the vast coastal distances and the sparsely populated shores especially away from the eastern seaboard.

A subscription of £25.00 (A$40.00) is well worth it just for "The Dog Watch'' plus the quarterly newsletter "The Watch Below''.

Messrs. Brown, Son & Ferguson, Ltd., 4-10 Darnley Street, Glasgow, G41 2SD, will make every endeavour to obtain books of other British publishers that are in print, upon receipt of the published price and postage plus any additional charges.

Sovcomflot Sale – The Russian government's latest privatisation move involves the sale of a 25% stake in the country's biggest shipping company, Sovcomflot. The publicly owned fleet of 148 ships chalked up a US$216m profit last year, but the Russian government says it is planning to eventually reduce its stake to 50% plus one share.

STCW Bar – The European Commission has withdrawn the recognition of STCW certificates issued by Georgia. The decision was made after checks by the European Maritime Safety Agency revealed a number of deficiencies in Georgia's training and certification systems which had not been satisfactorily rectified.

Stowaway Search – A search and rescue operation was mounted in Falmouth Bay, after two stowaways jumped overboard from the UK-flagged general cargoship *Thuleland*. A man from Cameroon was rescued, but extensive searches failed to find the second stowaway.

ACQUIRED – Drybulk and tanker owner and operator, NORDEN, has acquired the 2007-built, 37,159 dwt Handysize product tanker *Payal*. She is one of Hyundai Mipo standard Handysize product carriers, with a capacity of 41,132 cu m. She was due to join the fleet in January. The new acquisition is of Ice Class 1A, and will likely be employed in the Baltic, a NORDEN spokesman said.

ACQUIRED – During first half of 2011, Odfjell and their partner, National Chemical Carriers Ltd Co. (NCC) of Saudi Arabia, will bring four newbuildings into their joint coated pool. Odfjell has entered into an agreement with SLS Shipbuilding Co. Ltd, Korea, to acquire two coated 44,000 dwt IMO II parcel tankers. The agreed price per vessel is about USD 42 million. The vessels are scheduled for delivery February and April 2011. The vessels have 29 tanks, some are epoxy and some zinc coated, and a total cargo capacity of 48,700 cbm. Furthermore, NCC will bring two newbuildings into the joint pool, as they will acquire two coated 45,000 dwt IMO II parcel tankers, also from SLS. These vessels have a cargo capacity of 54,400 cbm, comprising 22 zinc/epoxy coated tanks and 20 full segregations.

ACQUIRED – Pakistan National Shipping Corporation has acquired a third bulk carrier ship, enhancing its fleet to 9. The ship has been acquired by the PNSC for its subsidiary company, M/s. Malakand Shipping (Private) Limited. The M/V *Malakand* is 76,830 dwt with a gross tonnage of 40,040, and has a length of 225 m and breadth of 32.20 m. This Panamax Bulk Carrier was built in 2004 by Sasebo Heavy Industries Co. Ltd, Japan. The vessel was purchased from Nafmar Maritime Limited of Marshal Island, a subsidiary of Target Marine SA, Greece.

AHTS ALARM – An investigation into a fire onboard a Marshall Islands-registered anchor-handler off the coast of Australia, has revealed serious safety defects that were not spotted by the flag state, classification society, managers or crew. The Australian Transport Safety Bureau found that the *Petra Frontier* sailed from Singapore with critical safety equipment in an unseaworthy state, and said crew were not familiar with the use of the emergency equipment.

BUILDING COLLAPSE – The volume of tonnage built in Europe has plunged dramatically over the past decade, despite the growth in new orders over the period. New figures from the Community of European Shipbuilding Associations (CESA) show that the EU's share of world deliveries has slumped from 25% in 1999 to 8% in 2009. While European yards notched 22% of all new orders in 1999, 10 years later this had fallen to just 3%, CESA added.

CHARTER PAYMENT TRIPLED – CSAV will pay nearly triple its current ship charter rate to extend use of a medium-sized container ship for 12 months, a stark sign of rapidly rising in the market for chartering vessels. The Chilean ocean carrier will pay Singapore-based Rickmers Maritime Trust $23,888 a day to charter the 5,060 TEU ship for a year from March 25, 2011, compared with the current daily rate of $8,288. The willingness of CSAV to almost triple the payment for the 2004-built ship highlights the strong recovery in the charter market as carriers scramble for tonnage to keep pace with strong cargo demand.

CHINESE CAPACITY – Over-capacity in Chinese ports is estimated at 40% – with observers warning that it could take up to three years to attain adequate traffic levels. The country extended ports and built new terminals during the economic boom between 2000 and 2008, and its 14 major ports have an annual capacity of more than 100m tonnes.

CMN ADDITION – The France mainland-Corsica operator, CMN, reports the launch of its state-of-the-art 750-passenger capacity ferry *Piana*. Capable of carrying up to 200 cars and 180 lorries, the ro-pax ferry is being built by Brodosplit, in Croatia, and is due to come into service between Marseilles and Bastia, Corsica, in June.

CONTRACT – Sinopacific Shipbuilding Group has secured newbuild contracts to build 16 Handymax bulkers, with the first ship scheduled for delivery in 2012. The 63,000 dwt vessel will increase load capacity by 9% after lengthening the existing 58,000 dwt bulker by 10 m and deepening the draft by 0.35 m. The company also claims the vessel will cut fuel consumption by 13% compared with 58,000 dwt ships, according to asiasis.com

DAEWOO US$1.3 BILLION – Daewoo Shipbuilding & Marine Engineering Co. said that it has won a US$1.3 billion order to build an offshore platform. Under the deal with Chevron Corp., Daewoo Shipbuilding will deliver the offshore facility during the second half of 2014, the company said.

DELAYED – Korea's Hyundai Heavy Industries is postponing the delivery of eight containerships at the request of Germany's Nordcapital. The yard group said an unnamed European company has pushed back completion of the order to 29 June, 2012, from 31 March, 2011. Nordcapital confirmed it was the owner behind the move.

DELAYED – Orient Overseas (International) Ltd said the delivery of four new ships had been postponed, partly because of production delays. The delay, linked to the supply of parts, won't trigger any penalties or other financial consequences, Stanley Shen, a spokesman, said. The shipping line is also pushing back handovers to avoid adding new vessels in traditionally quieter parts of the year, he said. The four ships are now expected to be delivered in 2013 after delays of as much as two quarters.

DELIVERED – Hyundai Heavy Industries handed over a 317,000 dwt VLCC to Oman Shipping Company. The ship, measuring 333 metres in length, 60 metres in height and 30.4 metres in depth, is the first VLCC with

the new electrolysis ballast water treatment system that can treat as much as 100,000 ton ballast water.

DELIVERY – Great Eastern Shipping Company has announced that the company's subsidiary, Greatship India, has taken delivery of *Greatship Rohini* – a Platform/ROV Support Vessel – from Colombo Dockyard Plc, Sri Lanka. *Greatship Rohini* is a Class II DP vessel, and has been built complying with the new SPS Code 2008 and Environmental Protection & Crew Comfort notations of Lloyd's Register of Shipping, capable of supporting offshore exploration and production.

DELIVERY – Navios Maritime Holdings Inc. announced that the Capesize vessel *Navios Bonheur*, of 179,204 dwt, was delivered from a South Korean shipyard to Navios Holdings' owned fleet on December 17, 2010. The vessel is chartered-out for 12 years at a net rate of $29,356 per day, with 50/50 profit sharing above a BCI Time Charter Average of $37,500.

DELIVERY – NewLead Holdings Ltd announced that on December 3, 2010, the new geared Kamsarmax vessel *Newlead Tomi*, of 79,224 dwt, was delivered from Cosco Dalian Shipyard Co. to NewLead's owned fleet. The *Newlead Tomi* is one of the two geared Kamsarmaxes that NewLead is building at Cosco Dalian Shipyard Co. The second Kamsarmax vessel is expected to be delivered in the fourth quarter of 2011.

DELIVERY AND CHARTER – Excel Maritime Carriers Ltd announced that it has taken delivery of the Newbuild Capesize, M/V *Mairaki* from the STX Shipyard, in South Korea. The vessel has a carrying capacity of 181,000 dwt. Upon its delivery, the M/V *Mairaki* commenced its 5-year time charter with a first class European Charterer, at a gross base rate of $28,000 per day with a 50% profit sharing above the base rate, based on the monthly AV4 BCI time charter rates as published by the Baltic Exchange.

EIGHT ORDERED – China Navigation Company has ordered eight 31,000 dwt multipurpose vessels for delivery between January and August 2013, from Zhejiang Ouhua Shipbuilding. The contract, which is valued at a total of US$300m, also contains provisions for up to an additional eight optional vessels in continuation. The newly-ordered vessels, which are fuel efficient and environmentally friendly, are rated to carry 2,082 TEU (147 refrigerated), but are also designed to carry general cargo, steel, project cargo, agricultural products and dry bulk cargoes. They will carry 31,000 dwt on 10.5m draft, with a design speed of 15.5 kts, but with capability of 19 kts on 20,000 dwt. The LOA is 199 m, beam is 28.2 m and depth 15.5 m.

FITNESS CONTEST – Maritime health consultancy, The Physical Initiative, has launched its Lifeguard Award to find the fittest seafarer and ship in each month of 2011. The vessel recording the highest level of crew activity over the year – from walking the decks to playing football – will win a prize of exercise equipment. To enter, visit the website: www.physicalinitiative.co.uk

FIVE CHARTERED – Stealthgas Inc. announced the following new charter arrangements for the *Gas Arctic*, *Gas Czar*, *Gas Icon*, *Gas Emperor* and *Gas Moxie*. Commencing in December 2010, the *Gas Arctic* will

commence a one-year time charter to a chemical company. Commencing in December, the *Gas Czar* commenced a 30 to 90 days time charter to a Far Eastern trading house. Commencing in December, the *Gas Icon* commenced a series of short time charters to an international LPG trader. These will run until mid February or mid March 2011. Commencing in December, the *Gas Emperor* commenced a series of short term time charters to an international LPG trader. These will run until mid February or mid March 2011. Commencing in December, the *Gas Moxie* commenced a two-month time charter to a Far East trading group. The charter has the option to extend for a further month. The average time charter equivalent rate for the above five charters is $249,338 per calendar month, or $8,202 per day.

FIVE CONTRACTS – China Shipping Development Co., Ltd, posted an announcement that the company and its solely owned unit, China Shipping Development (Hong Kong) Marine Co., Ltd, inked USD 351.2 million contracts to manufacture five oil carriers for independent third parties. In detail, China Shipping Development Co. clinched USD 159.84 million contracts to build three 110,000-tonnage finished oil and crude oil tankers for Dalian Shipbuilding Industry Co., Ltd, and China Shipbuilding & offshore International Co., Ltd. The vessels are expected to be delivered in August, October and December 2012. China Shipping Development (Hong Kong) Marine Co. signed USD 191.36 million contracts to build two 320,000-tonnage crude oil tankers for the two companies. The carriers are scheduled to be delivered in June and September 2013.

FREED – Somali pirates have freed a Saudi-owned tanker, *Al Nisr al Saudi*, after receiving an unknown sum in ransom for the ship seized in March, a maritime official said. The 5,136-deadweight tonne tanker had been on its way from Japan to Jeddah with one Greek and 13 Sri Lankan crew members.

GOING SLOW – 90% of containerships sailing between Asia and northern Europe are slow steaming, according to a new report. The Paris-based consultancy, Alphaliner, said the average speed of containerships has fallen from 25 knots to 17 knots, in response to the economic slowdown.

HIJACKED CREW UNHARMED – The crew of a ship that was hijacked in the Indian Ocean by pirates in the early hours of Christmas Day were believed to be unharmed, according to a piracy watchdog group. The 20,377-tonne cargo ship, M/V *Thor Nexus*, was on its way to Bangladesh from the Jebel Ali port when it was hijacked. It was taken just five days after the M/V *Orna*, a vessel owned by a UAE-based company, was captured by pirates about 400 nautical miles north-east of the Seychelles islands. It is believed the 27 crew on board are from Thailand. Ecoterra said the crew did not seem to be covered by an International Transport Workers Federation agreement that aims to safeguard the rights of ship employees. The M/V *Thor Nexus*, which is Thai flagged and owned, is managed by Thoresen & Co. Bangkok Ltd for Thor Nexus Shipping, in Bangkok. Its protection and indemnity insurers are the West of England Shipowners.

ISRAELI PORTS – Data released by the Israeli Shipping and Ports

Authority (S&PA) noted that, during November 2010 Israeli ports handled 189,000 TEU. Haifa port company Ltd handled 101,000 TEU, Ashdod port company Ltd handled 89,000 TEU. 94,000 TEU were unloaded at both ports and 95,000 TEU were loaded. The four Israeli ports handled a total of 3.546 million tons of cargo. Haifa handled 1.7 million tons, Ashdod 1.5 million, Eilat 227,000 tons and Israel Shipyards Ltd (ISL) 79,000 tons. In total, the ports unloaded 2 million tons and loaded 1.5 million. 26,712 motor vehicles were handled during November. Eilat port company unloaded 11,034 vehicles, Ashdod 15,640 vehicles and Haifa 38.

JINHUI CANCELS – Jinhui Shipping and Transportation cancelled a second bulker newbuilding in less than a week. Jinhui said it had cancelled an agreement made in July 2008 with Xing Long Maritime to purchase a 61,000 dwt supramax newbuilding for Yen5.35 bn. Jinhu forfeited a Yen535 m instalment payment as a result of the cancellation.

KOREAN PORTS UP – Cargo throughput of all South Korean ports achieved 106.79 m tons in November, an increase of 13.5% year-on-year and a new record for the month, according to the statistics of the Korean Ministry of Land, Transportation and Maritime Affairs (MLTM). Container throughput at the nation's ports in November was 1.65 m TEU, an increase of 10.3% year-on-year. Busan's throughput was nearly 1.21 TEU, accounting for 74% of the total. Elsewhere, at major ports such as Inchon and Ulsan, cargo volumes were boosted by soaring import and export volumes of iron ore and oil products. For the year to date, the cargo throughput of Korean ports reached 1,093 m tons, an increase of 11.5% over the first 11 months of 2009.

LA PORT UP – Container trade of the port of Los Angeles in January-November 2010 rose by 16.7% from the same period last year, to 7.21 million TEU, the LA Port Authority press release said. In November, container throughput increased by 14.95% y-o-y, to 666,097 TEU.

LAUNCH – The Pha Rung Shipyard Company Ltd has launched a 34,000-ton ship, PR 04, named *Four Emerald*. The PR 04 is 180 m long, 30 m wide, 14.7 m high and has a capacity of 45,500 cubic metres, and was built on order from the Italian ship-owner, Coedier Navegacao Ida, following the design by the Carl Bro A/S, Denmark. The corporation expects to hand over the ship in July 2011.

LAUNCH – The Yalova-based Turkish Besiktas Shipyard held an official launching ceremony of the 7,000 dwt *Mubariz Ibraimov*, a lead ship of newbuilds of project RST22M, on December 20th. The ship is being built for the Russian group of companies, Palmali.

MASTER ARRESTED – A Russian master was arrested in the Netherlands, after failing a breath test when the general cargoship, RMS *Libava*, grounded in the Westerscheldt, near Terneuzen. Police who boarded the vessel – which was sailing from Antwerp to the UK – said the master was found to be nearly four times over the alcohol limit.

NEW PROBE – Danish authorities are carrying out fresh investigations into the 1990 *Scandinavian Star* ferry disaster, in which 159 people died,

after new evidence about the sequence of fires onboard the ship was uncovered recently.

ORDER – Daewoo Shipbuilding & Marine Engineering Co. received a $1.1 billion order for a drill ship and semi-submersible rig, as demand for oil exploration recovers. The offshore structures, which can drill as deep as 40,000 feet (12,000 metres) below sea level, will be delivered by August 31, 2013, to a customer in the Americas, the Seoul-based shipyard said.

ORDER – Norwegian operator, Eidesvik Offshore, has placed an order with Wärtsilä for its fifth gas PSV. All Eidesvik's gas PSVs, including this latest order, are designed by Wärtsilä and utilize Wärtsilä's unique dual-fuel technology. In addition to the complete design of the vessel, Wärtsilä's scope of supply for the new PSV includes the dual-fuel main engines and generating sets, the electrical power and propulsion system, integrated automation, and the power management system. The vessel will be fitted for use in arctic waters with "winterization'' and de-icing solutions, and is to be built at Kleven Verft, in Norway.

ORDERS – Chilean liner, CSAV, has taken a two plus two option deal at Korea's Samsung Heavy Industries. The South American firm is paying $90m per 8,000 TEU ship. The two firm orders are due for delivery in June and July of 2012.

ORDERS AND BUYBACK – Hapag-Lloyd ordered four large vessels with a capacity for 13,200 standard containers (TEU) each from the Korean shipbuilding company, Hyundai Heavy Industries. It was also agreed that the six new vessels ordered in the beginning of 2008 should be upgraded to the same capacity. These ten large vessels are scheduled for delivery between mid-2012 and the end of 2013, and comply with all current environmental requirements. The vessels are intended for service on the Far East routes operated jointly with the partners in the Grand Alliance. Hapag-Lloyd has also bought back its company headquarters in Hamburg's Ballindamm, a building steeped in tradition.

PAIR ORDERED – Swissco Holdings has ordered a pair of offshore support vessels in China for S$20m. The Singapore company has ordered two anchor handling tug supply (AHTS) vessels from an undisclosed yard in Guangzhou. The two vessels are expected to be delivered in the first half of 2012.

POLLUTION PAYMENT – A French court has imposed a €500,000 bond on a Chinese-flagged ship suspected of polluting waters off Brittany. The master and operator of the bulk carrier *Tian Du Feng*, are expected to stand trial in June on charges brought after the ship was allegedly spotted trailing a 6 km-long slick.

Tanker Merger – Belgium based SEA-Invest has merged Pétromarine and Fouquet-Sacop, the two French companies that it purchased in 2007, into a single company, Sea Tankers Shipping. The new operation operates 28 product tankers, 16 of which are registered under France's RIF, and employs 700 seafarers and 60 land-based staff.

Current Notes and Comments

IMO Maritime Safety Meeting – Amendments to the International Convention for the Safety of Life at Sea (SOLAS) to make mandatory the International Code for the Application of Fire Test Procedures (2010 FTP Code) were adopted when IMO's Maritime Safety Committee (MSC) met at the Organization's London Headquarters for its 88th session from 24 November to 3 December 2010. The busy agenda also included discussion on piracy and armed robbery against ships off the coast of Somalia and the approval of a revised resolution on principles of safe manning.

2010 FTP Code adopted – The 2010 FTP Code, along with relevant SOLAS amendments to make it mandatory, was adopted, with an expected entry into force date of 1 July 2012. The Code provides the international requirements for laboratory testing, type-approval and fire test procedures for products referenced under SOLAS chapter II-2. It comprehensively revises and updates the current Code, adopted by the MSC in 1996. The Code includes the following: test for non-combustibility; test for smoke and toxicity; test for "A", "B" and "F" class divisions; test for fire door control systems; test for surface flammability (surface materials and primary deck coverings); test for vertically supported textiles and films; test for upholstered furniture; test for bedding components; test for fire-restricting materials for high-speed craft; and test for fire-resisting divisions of high-speed craft. It also includes annexes on Products which may be installed without testing and/or approval and on Fire protection materials and required approval test methods. The MSC also adopted: • amendments to SOLAS regulation V/18 to require annual testing of automatic identification systems (AIS); • amendments to SOLAS regulation V/23 on pilot transfer arrangements, to update and to improve safety aspects for pilot transfer; • amendments to safety certificates in the SOLAS appendix and SOLAS Protocol of 1988, relating to references to alternative design and arrangements; • amendments to the International Convention for Safe Containers, 1972, to include addition of new paragraphs in Regulation 1 Safety Approval Plate, specifying the validity of and elements to be included in approved examination programmes; the addition of a new test for containers being approved for operation with one door removed; and the addition of a new annex III Control and Verification, which provides specific control measures to enable authorized officers to assess the integrity of structurally sensitive components of containers, and to help them decide whether a container is safe to continue in transportation or whether it should be stopped until remedial action has been taken; and • a new chapter 9 of the International Code for Fire Safety Systems (FSS Code), related to fixed fire detection and fire alarm systems.

Lifeboat release mechanisms amendments postponed – The MSC agreed to

postpone the adoption of an amendment to SOLAS regulation III/1, which would require lifeboat on-load release mechanisms not complying with new International Life-Saving Appliances (LSA) Code requirements, to be replaced no later than the next scheduled dry-docking of the ship, following entry into force of the SOLAS amendment. However, the Committee reached agreement, in principle, to set 1 July 2014 as the date for implementation of the system of assessment, evaluation and replacement of existing release mechanisms. The whole package of measures addressing the safety of lifeboat release and retrieval systems, including the proposed SOLAS amendment, related amendments to the LSA Code and the draft Guidelines for evaluation and replacement of lifeboat release and retrieval systems, referenced in the draft amendment to SOLAS regulation III/1, were referred back to an intersessional working group, which will meet prior to the 55th session of the Sub-Committee on Ship Design and Equipment (DE) (21 to 25th March 2011) and will continue its work through the Sub-Committee. The SOLAS amendment is intended to ensure new, stricter, safety standards for lifeboat release and retrieval systems, aimed at preventing accidents involving lifeboats, and will require the assessment and possible replacement of a large number of release hooks for lifeboats, thereby requiring action from all involved parties, including flag States, manufacturers, shipowners and surveyors.

Guidance for company security officers on piracy agreed – The Committee approved an MSC Circular on Guidance for company security officers on preparation of a company and crew for the contingency of hijack by pirates in the western Indian Ocean and the Gulf of Aden, which supplements existing guidelines. The MSC also reviewed the latest statistics on piracy and armed robbery against ships, in particular in relation to the situation off the coast of Somalia and in the Gulf of Aden, where ships continue to be attacked and hijacked, despite the concerted efforts of the international community, spearheaded by IMO, navies and the industry, to protect shipping. The Committee was also updated on measures taken by IMO to assist States in implementing the Code of Conduct concerning the repression of piracy and armed robbery against ships in the western Indian Ocean and the Gulf of Aden (the Djibouti Code of Conduct). During the meeting, Eritrea became the 18th State to sign the Djibouti Code of Conduct. The Committee was also informed that, following the establishment of a distribution facility at IMO headquarters in London, for the provision of flag State Long Range Identification and Tracking of ships (LRIT) information to security forces operating in waters of the Gulf of Aden and the western Indian Ocean, the IMO Secretary-General has received requests from the North Atlantic Treaty Organization (NATO) and the European Union Naval Force (EU NAVFOR) for the provision of access to the distribution facility. Both security forces had indicated that the flag State LRIT information they would receive through the distribution facility would be used to enhance the protection of all ships navigating in the waters of the Gulf of Aden and the western Indian Ocean, irrespective of their flag, and for the protection of

ships delivering humanitarian aid to Somalia. The requests received a positive response and SOLAS Contracting Governments were invited (via IMO Circular Letter No. 3134) to consider providing flag State LRIT information to NATO and EU NAVFOR.

Safe manning draft resolution and SOLAS amendments approved – The MSC approved revised Principles of Safe Manning, with a view to adoption by the IMO Assembly next year as an Assembly resolution. It also approved amendments to SOLAS regulation V/14 relating to mandatory requirements for determining safe manning, with a view to adoption by MSC 90, which will be held in 2012. The aim is to ensure that a ship is sufficiently, effectively and efficiently manned to provide safety and security of the ship, safe navigation and operations at sea and in port, prevention of human injury or loss of life, the avoidance of damage to the marine environment and to property, and to ensure the welfare and health of seafarers through the avoidance of fatigue. These objectives can be achieved through the adoption of a goal-based approach; standard procedures for effective implementation; and effective enforcement. The proposed resolution includes a number of annexes giving detailed guidance on implementing safe manning, including: Guidelines for the application of the principles of safe manning; Guidelines for the determination of minimum safe manning; Responsibilities in the application of principles of minimum safe manning; Guidance on content and model form of minimum safe manning document; and Framework for determining minimum safe manning. The proposed SOLAS amendment would require Administrations to take into account the guidance on minimum safe manning adopted by IMO (with a footnote referring to the Assembly resolution on Principles of Minimum Safe Manning).

Correspondence group to finalize IMO Maritime Security Manual – The Committee established a correspondence group to finalize the IMO Maritime Security Manual in time for MSC 89, to be held next May. The manual aims at consolidating the work undertaken so far to address security matters and will serve as a valuable reference tool for practitioners in Administrations, as well as for the industry and those operating in the field.

LRIT status updated – The MSC was updated on the status of the establishment of the global LRIT system, including the establishment of the International LRIT Data Exchange by the European Maritime Safety Agency (EMSA), in Lisbon, Portugal. The Committee approved Guidance notes for the first modification testing phase of the LRIT system, and urged LRIT data centres to make the necessary provisions in order to complete the modification testing phase before 1 March 2011.

Future work to implement goal-based standards discussed – The Committee invited Member Governments and international organizations to submit detailed proposals in order to be able to finalize the draft Generic guidelines for developing goal-based standards at MSC 89, and agreed to consider any proposals regarding the future work on GBS at the next session. The

MSC noted information on the progress made with the implementation of the verification scheme for the International Goal-based Construction Standards for Bulk Carriers and Oil Tankers, which were adopted at its last session, along with the associated amendments to SOLAS Chapter II-1 making their application mandatory.

STCW Convention: independent evaluations to be considered – The list of Parties deemed to be giving full and complete effect to the provisions of the STCW Convention, as amended, was updated when the Secretary-General submitted his report on one country whose initial evaluation had been completed, as well as on those countries whose independent evaluations had been completed since the previous MSC meeting.

Other issues – In connection with other issues arising from the reports of IMO Sub-Committees and other bodies, the MSC: • adopted a number of new and amended ships' routeing systems and mandatory ship reporting systems, which had been approved by the Sub-Committee on Safety of Navigation (NAV); • adopted Revised Guidelines on the prevention of access by stowaways and the allocation of responsibilities to seek the successful resolution of stowaway cases, which will also be submitted to the Facilitation Committee for adoption; reviewed a series of recommendations submitted by the Sub-Committee on Flag State Implementation (FSI) associated with the consideration of possible ways in which the Code for the implementation of mandatory IMO instruments (which is used as the audit standard for the Voluntary IMO Member State Audit Scheme) could be made mandatory – in particular, the issue of how to introduce the Code and auditing into the annexes to some or all of the 10 instruments covered by the Code; • in the context of the above-mentioned Audit Scheme, reviewed the analysis of the first three consolidated audit summary reports; • reviewed the progress made in the development of a new code for recognized organizations; • approved draft amendments to the LSA Code to require lifeboats to "be of international or vivid reddish orange, on all parts where this will assist detection at sea", and to delete the reference to allowing "a comparably highly visible colour" with a view to subsequent adoption; • approved draft amendments to SOLAS regulation II-2/20, regarding fixed gas and water-spraying fire-extinguishing systems for vehicle, ro-ro, container and general cargo spaces, with a view to subsequent adoption; • approved draft amendments to SOLAS regulation II-2/9, concerning fire integrity of bulkheads and decks separating adjacent spaces of ro-ro spaces for passenger ships carrying not more than 36 passengers and cargo ships, with a view to subsequent adoption; • agreed to modifications to footnotes in the Performance Standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers, adopted by resolution MSC.215(82), and in the Performance standard for protective coatings for cargo oil tanks of crude oil tankers, adopted by resolution MSC.288(87); • approved amendments to chapters 5 to 8 of the International Code for Fire Safety Systems (FSS Code); and • approved supplementary advice on the IMO position on the World

Radiocommunications Conference 2012 agenda items concerning matters relating to maritime services.

Acquisition – Safe Bulkers, Inc. announced that it has entered into a shipbuilding contract for the construction of a Chinese-built, drybulk Capesize-class vessel of approximately 180,000 deadweight tons at a contracted price of $53 million, with an expected delivery date in the third quarter of 2012. The Company also announced that it has entered into a time charter agreement for the employment of the vessel upon delivery, for a duration of ten years at a gross daily charter rate of $24,810, less 1.25% total commissions. The Agreement grants the charterer the option to extend the time charter for an additional twelve months at a time, at a gross daily charter rate of $26,330, less 1.25% total commissions, which option may be exercised by the charterer a maximum of two times. The Agreement also grants the charterer an option to purchase the vessel at any time beginning at the end of the seventh year of the time charter period, at a price of $39 million less 1.00% commission, decreasing thereafter on a pro-rated basis by $1.5 million per year. Should the charterer decide to subsequently sell the vessel to a third party after exercising this purchase option, the Company has retained a right of first refusal to buy back the vessel.

Charters – Euroseas Ltd announced that three subsidiaries of the Company have entered into time charter agreements for the following vessels: M/V *Eleni P*, a 72,119 dwt, 1997 built Panamax bulk carrier, has been chartered for about two years' period at a gross daily rate of $16,500. The charter will commence in March 2011 upon the completion of the necessary drydocking works following her release from the Somali Pirates. This employment is expected to generate approximately $12 million of gross revenues during the period of the charter. M/V *Irini*, a 69,734 dwt, 1988 built Panamax bulk carrier, has been chartered for about two-and-a-half years' period at a gross daily rate of $14,000. The charter has already commenced since the 10th of December 2010. This employment is expected to generate approximately $12.7 million of gross revenues during the period of the charter. Both the above charters have been concluded with highly reputable European Charterers. Furthermore, the company announced that M/V *Aristides N P*, a 69,268 dwt, 1993 built Panamax bulk carrier, has been withdrawn from the service of her previous Charterers due to their performance, which raised concerns for the ability of the Charterers to further fulfil their obligations. The company has taken all necessary legal actions in order to protect its interests and rights. M/V *Aristides N P* has been chartered for a short voyage at market rates.

China's Shipbuilding – China completed shipbuilding work totalling 56.76 million dwt over January-November in 2010, up 55.4% year on year, data from the Ministry of Industry and Information Technology showed Monday. Overseas orders represented 82% of the total tonnage built. For

November, China completed shipbuilding work totalling 5.96 million dwt, up 19.7% from 4.98 million dwt in October, and up 33.6% from 4.46 million dwt in November 2009, Platts data showed. Chinese shipyards received shipbuilding orders for 63.98 million dwt over the January-November period, 2.8 times the ordered volume in the same period last year. Of this, overseas orders accounted for 77%. In November, Chinese shipyards received orders to build ships totalling 9.36 million dwt in volume, up 139.4% from 3.91 million dwt in October, and up 144.4% from 3.83 million dwt in November 2009. At the end of November, Chinese shipyards had orders totalling 199.36 million dwt, up 2.9% month on month and 5.9% year on year. Of that, 85.3% was export oriented.

Four Charters – Scorpio Tankers Inc. announced that it has entered into time charter agreements for four vessels. The vessels and terms are summarized as follows: • *BW Zambesi*, a 2010 built LR1 tanker (76,578 dwt), was chartered-in for one year at $13,850 per day. The vessel was delivered in December 2010. The agreement includes an option for Scorpio Tankers to extend the charter for an additional year at $14,850 per day. • *Krisjanis Valdemars*, a 2007 built Handymax ice-class 1B product tanker (37,266 dwt), will be chartered-in for 10 months at $12,000 per day. The agreement also includes a profit and loss sharing provision whereby 50% of all profits and losses (the difference between the vessel's pool earnings and the charter hire expense) will be shared with the owner of the vessel. The vessel is expected to be delivered in February 2011. • *Kraslava*, a 2007 built Handymax ice-class 1B product tanker (37,258 dwt), will be chartered-in for one year at $12,070 per day. The vessel is expected to be delivered in February 2011. • *Histria Azure*, a 2007 built Handymax product tanker (40,394 dwt), will be chartered-in for one year at $12,250 per day. The vessel is expected to be delivered in February 2011. The agreement includes an option for Scorpio Tankers to extend for an additional year at $13,750 per day or $12,250 per day with a 50% profit sharing agreement.

Dover Notes – The first of the two new superferries built for the Dover-Calais service is on her way to Dover. The *Spirit of Britain* left the shipyard in Finland on Wednesday 5 January after undergoing sea trials, and was due to arrive at Dover on Sunday 8 January at 11 am. An icebreaker accompanied the ship as far as Stockholm. The crew then encountered heavy snow and a 40-knot headwind, but Senior Master, Captain David Miller, said the ship was "Sailing serenely" towards Copenhagen. With the Finnish flag lowered and the Red Ensign raised in its place, the official handing over to its owners, P&O Ferries, took place before the ship set sail. The second ship, the *Spirit of France*, currently under construction, comes into service later this year. The ships cost more than £330 million. At 213 metres long and weighing 49,000 tonnes, they will be the largest ever to operate between Dover and Calais. They each have a carrying capacity of 180 articulated lorries plus 200 cars and 1,750 passengers. The ships are replacing the *Pride*

of Dover – already withdrawn from service – and the *Pride of Calais.* Ferry operators based in the Mediterranean are reportedly interested in purchasing the pair... *When launched* at the Bremerhaven, Germany, shipyard in 1986, ferry bosses hailed her as the death knell for the Channel Tunnel. Entering service between Calais and her homeport of Dover under the command of Captain John Martin on 2 June 1987, the *Pride of Dover* was in her time the largest ferry ever built for the Dover Strait and, along with her sister ship the *Pride of Calais*, cost £85 million to build. Although they may not have proved to be the Channel Tunnel destroyers, their owner Townsend Thoresen hoped they would be, the pair have become recognised as among the most successful ships to ply the waters of the English Channel. On Tuesday 14 December, the *Pride of Dover*, now operating under the flag of P&O Ferries, set sail from the Port of Dover's Eastern Docks for the last time. The facts are astonishing. Since 1987, she has carried more than 40 million passengers and logged about two million miles. In almost a quarter of a century, she has become one of the most easily identifiable ferries operating in British waters. However, time moves on and the ship must now make way for a new P&O ferry, the *Spirit of Britain.*

Singapore Throughput Up – The volume of containers handled by the port of Singapore increased 9.9% in 2010, to 28.4 million 20-foot equivalent units from 25.9 million in 2009, according to preliminary estimates released by the Maritime and Port Authority of Singapore. The port, which ranked as the world's biggest container port in 2009, also registered strong results in other maritime sectors, including the tonnage of vessel arrivals and bunker sales, reversing the declines it experienced in 2009. Vessel arrivals in terms of shipping tonnage reached 1.92 billion gross tons in 2010, an increase of 7.5% from the 1.78 billion gross tons achieved in 2009. Container ships and tankers were the top contributors, accounting for 32% and 29.7% of the total vessel arrival tonnage, respectively. The tonnage of container cargo throughput increased 6.4%, to 502.5 million metric tons from 472.3 million metric tons in the previous year. The total volume of bunker fuel sold in the port of Singapore grew 12.3%, to reach a record 40.9 million metric tons, compared to 36.4 million metric tons in 2009. This is the first time that bunker sales crossed the 40 million metric tons mark. Singapore's Registry of Ships grew 6.9% or 3.2 million gross tons in 2010. As of end December 2010, the total tonnage of ships under the Singapore flag was 48.8 million gross tons, putting Singapore among the top 10 ship registries in the world, the MPA said.

Two – SITC International Holdings has, through its wholly-owned subsidiary, inked contracts to build two container vessels for a price of $39m. SITC Development has contracted Dae Sun Shipbuilding & Engineering to construct two 1,040 TEU gearless container vessels. Delivery of a first vessel is scheduled on or before 30 September 2013, and a second on or before 31 December 2013, SITC International said.