



# The Porthole

Volume 18 No. 9 September 2018

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

PO Box 1, PORT ADELAIDE, SA 5015

Branch Patron: His Excellency the Honorable Hieu Van Le AC



## Branch Master's Comments

Good day once more to all our members,

I was going to regale you all with the contents of our Federal telephone meeting, supposed to have been held on the afternoon of Friday, 21st September, just past. Unfortunately, my Wi-Fi allocation for this month ran out a few days ago, thanks to Telstra, and it wasn't until ten minutes before the meeting was due to start that I found out that it had been postponed due to the unfortunate happenstance that our Federal Secretary, Stuart Davey, had been hospitalized for tests to investigate for a possible cranial blood clot, which is a fairly serious state of affairs. I have of course offered our good wishes for a speedy recovery, but this leaves me with very little to say for this month. From what Frank has recently sent by e-mail, it would seem that Joanne, our editor emeritus, has been aiding our new editor Kate in preparing the next edition of 'Master Mariner', and one of the subjects that was going to be discussed at the postponed telephone hook-up was the possible promotion of new advertising in the magazine. Anyway, I will look forward to seeing many of you at our monthly meeting at the Largs Pier Hotel on Wednesday.

Happy Sailing

Bob W (BM)

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**Speaker: There will be no speaker this month.**

**The next Branch meeting will be held at the Largs Pier Hotel, 198 The Esplanade, Largs Bay, on Wednesday, 26th September, 2018, at 1145 for 1200.**

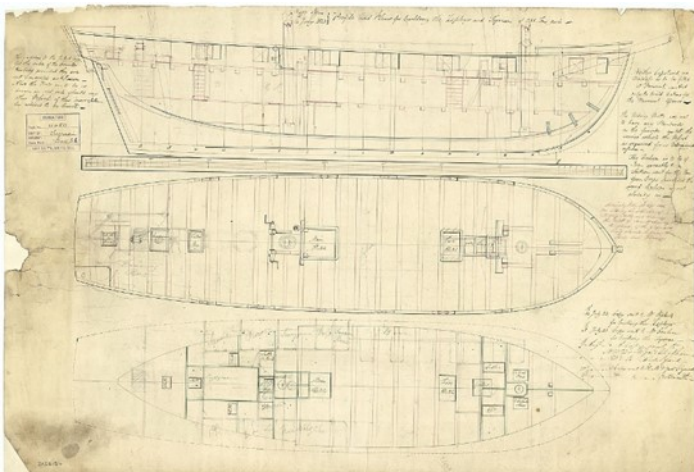
**Please confirm your attendance at the lunch or register your apology before 1200 on Monday, 24th August 2018 with Bob Westley (0427 644 947) or David Holmes (0417 444 742)**



The Company of Master Mariners of Australia Ltd. is a Company established to promote and further the efficiency of the Sea Service generally, and uphold the Status, Dignity, and Prestige of Master Mariners in particular.

## Location of the wreck of the *South Australian* in Encounter Bay

Summary of a talk given by Kevin Jones, Director of the South Australian Maritime Museum, to the members of the South Australian Branch of the Company of Master Mariners of Australia at the Largs Pier Hotel on 29 August 2018.



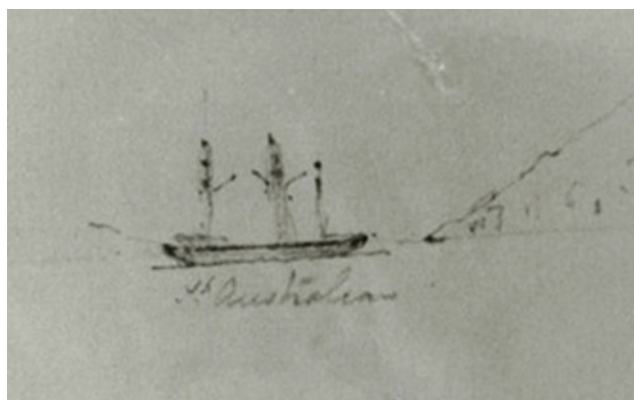
Plan for Royal Navy 10-gun brig-sloops Zephyr (1823) and Tyrian (1826). HMS Swallow would have been similar in appearance

Kevin Jones prefaced his talk by stating that, as a result of a recent archaeological search (in which Kevin participated), the site of the first documented wreck in South Australia, that of the barque *South Australian*, had been discovered in Encounter Bay.

The *South Australian*, initially named *Marquis of Salisbury*, was built at Little Falmouth, Cornwall, in 1817 to 1819, as a Falmouth packet. She had an overall length of 87 feet, beam 25 feet, draft 6 feet and displaced 236 tons. The rig is not known but is likely to have been a brig. In July 1824 the vessel was purchased by the Royal Navy, converted into a 10-gun brig-sloop and renamed HMS *Swallow*. In September 1836, the vessel was sold to the South Australian Company, re-rigged as a barque, re-named *South Australian* and fitted out as a colonisation vessel. On 22 December 1836, she departed Plymouth for Kingscote, Kangaroo Island, with a contingent of mainly British and German emigrants, predominantly skilled tradesmen, and also breeding stock.

After arriving at Kingscote on 22 April 1837, the vessel was initially engaged in transporting provisions, supplies and cargo between Kingscote and the shore-based whaling station at Encounter Bay. However, because the rocky shore and expanse of reef exposed at low tide rendered it impossible for whale carcasses to be dragged ashore, the *South Australian* was required in Encounter Bay as an off-shore whale oil processing plant.

Encounter Bay is an unsafe anchorage as it is exposed to westerly swells and to southerly and easterly winds during the summer, and, on 8 December 1837, the *South Australian* was caught in a severe south-easterly gale. Her mooring lines parted, she was blown onto Black Reef, and, ultimately, washed over the reef into the shallows beyond it. There was no injury or loss of life, but the vessel was considered unsalvageable and abandoned. Eventually, the hulk disintegrated and disappeared and its site was forgotten.



Detail from a pencil sketch by Col. William Light, 'Rosetta Head and the vessels *South Australian* and *Cygnet*, 1837



Planking exposed in 2018

In the 1990s,

some unsuccessful attempts were made to locate the wreck site, however, in 2018, a collaborative venture undertaken by the Silentworld Foundation, South Australian Maritime Museum, South Australian Department for Environment and Water, Australian National Maritime Museum, MaP Fund and Flinders University, set out to locate the site. Armed with archival information as well as data from previous searches, a magnetometer and several metal detectors, the team walked, snorkelled and dived the assigned area, and, on the fifth day of the field work, located the wreck. So far, timbers and metal fittings have been located, but excavation is far from complete.

The above historical details are taken from an article by James Hunter and published by the SA History Hub.

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**Ordeal over:** the 18-month ordeal of the crew of the Indian flagged support vessel *Malaviya Twenty*, abandoned in the UK port of Great Yarmouth since February last year, has come to an end following the Admiralty Marshal's arrest of the ship. Proceeds from the sale will be used to pay their owed wages.

Source: *Flashlight 189*

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## First Ocean Plastics Cleanup System Launched from San Francisco

September 10, 2018 by Mike Schuler

The world's first large-scale ocean clean-up system was launched from San Francisco, over the weekend, to a location offshore California where it will undergo testing before its deployment to the Great Pacific Garbage Patch.



The Maersk Avenger sails below the Golden Gate Bridge with "System 001" in tow. Photo: The Ocean Cleanup

If all goes according to plan, the system, developed by the Dutch non-profit The Ocean Cleanup, will be the first of approximately 60 systems focused on the Great Pacific Garbage Patch over the next two years. According to The Ocean Cleanup, the fleet is enough to remove half of the plastic in the Great Pacific Garbage Patch within five years' time.

The first clean-up system, named System 001, is being towed from the San Francisco Bay by the vessel Maersk Launcher, which has been made available to the project by A.P. Moller-Maersk and DeepGreen, its current charter holder.

It will be towed to a location 240 nautical miles offshore for a two-week trial before continuing its journey toward the Great Pacific Garbage Patch, 1,200 nautical miles offshore, to start the clean-up.

Hundreds of scale-model tests, a series of prototypes, research expeditions and multiple iterations have led to The Ocean Cleanup having sufficient confidence in its technology to launch its first full-scale clean-up system.

System 001 consists of a 600-meter-long (2000 ft) U-shaped floating barrier with a three-meter (10 ft) skirt attached below. The system is designed to be propelled by wind and waves, allowing it to passively catch and concentrate plastic debris in front of it. Due to its shape, the debris will be funnelled to the centre of the system. Moving slightly faster than the plastic, the system will act like a giant Pac-Man, skimming the surface of the ocean.

The system will be deployed in the Great Pacific Garbage Patch, the world's largest accumulation zone of ocean plastics. Situated halfway between Hawaii and California, the patch contains 1.8 trillion pieces of plastic, and covers an area twice the size of Texas.

The Ocean Cleanup anticipates that the first plastic will be collected and returned to land within 6 months after deployment. This will mark the first time that free-floating plastic will have been successfully collected at sea. After returning the plastic to land, The Ocean Cleanup plans to recycle the material into products and use the proceeds to help fund the clean-up operations.

While the main objective of System 001 is to prove the technology and start the clean-up, a secondary goal is to collect performance data to improve the design for future deployments. Hence, the system is equipped with solar-powered and satellite-connected sensors, cameras and navigation lights to communicate the position of System 001 to passing marine traffic and enable extensive monitoring of the system and the environment.

After delivery of the system to the Great Pacific Garbage Patch, the Maersk Launcher will remain active as an observation platform for several weeks.

"Maersk contributes to the protection of the ocean environment through our sustainable activities in both ocean and land-based activities. As a responsible maritime operator, we are committed to ensuring that the oceans remain a healthy environment for generations to come. We are therefore very pleased to contribute with services and equipment to The Ocean Cleanup." says Claus V. Hemmingsen, Vice CEO of A.P. Moller – Maersk and CEO of the Energy division.

Boyan Slat, Founder and CEO of The Ocean Cleanup, stated: "I am incredibly grateful for the tremendous amount of support we have received over the past few years from people around the world, that has allowed us to develop, test, and launch a system with the potential to begin to mitigate this ecological disaster. This makes me confident that, if we manage to make the technology work, the clean-up will happen."

Slat first conceived the idea for the clean-up system in 2013 when he was just 20 years old, studying aerospace engineering at TU Delft in the Netherlands.

Upon the first system's launch, Slat added, "Today's launch is an important milestone, but the real celebration will come once the first plastic returns to shore. For 60 years, mankind has been putting plastic into the oceans; from that day onwards, we're taking it back out again."

If successful, and dependent on available funding, The Ocean Cleanup aims to scale up to a fleet of approximately 60 systems focused on the Great Pacific Garbage Patch over the next two years – and that could be just the beginning.

The Ocean Cleanup's ultimate goal is to reduce the amount of plastic in the world's oceans by at least 90% by 2040.

Source: gCaptain 180911

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## US Navy Seizes Aden Pirate Booty

September 9, 2018 by gCaptain

MANAMA, Bahrain

The guided-missile destroyer USS *Jason Dunham* seized an illicit weapons shipment found aboard a stateless skiff in the international waters of the Gulf of Aden on Aug. 28, 2018, now counted at 2,521 AK-47 automatic rifles.



Sailors stack a cache of more than 1,000 AK-47 automatic rifles aboard the guided-missile destroyer USS *Jason Dunham*. US Navy Photo by Jonathan Clay.

The count follows an initial estimate of over 1,000 rifles. The skiff was determined to be stateless following a flag verification boarding, conducted in accordance with international law. The origin and intended destination of the skiff have not yet been determined.

"We are actively involved in searching for illegal weapons shipments of all kinds," said Vice Adm. Scott Stearney, commander of U.S. Naval Forces Central Command, U.S. 5th Fleet, and the Combined Maritime Forces. "Ensuring the flow of commerce for legitimate traffic continues to be paramount to the U.S. Navy and its regional partners and allies."

The seizure comes after four weapons seizures in 2015 and 2016 accomplished by Combined Maritime Forces and U.S. 5th Fleet assets.

The first seizure was by Royal Australian Navy's HMAS *Melbourne* on Sept. 27, 2015, when it intercepted a dhow containing 75 anti-tank guided munitions, four tripods with associated equipment, four launch tubes, two launcher assembly units and three missile guidance sets.

The second seizure was by the Royal Australian Navy's HMAS *Darwin*, which intercepted a dhow on Feb. 27, 2016, confiscating nearly 2,000 AK-47 assault rifles, 81 rocket-propelled grenade launchers, 49 PKM general purpose machine guns, 39 PKM spare barrels and 20 60mm mortar tubes.

The third seizure was by the French Navy destroyer FS *Provence* on March 20, 2016, and yielded again almost 2,000 AK-47 assault rifles, 64 Dragunov sniper rifles, nine anti-tank missiles and six PK machine guns with bipods.

The fourth seizure was by U.S. Navy coastal patrol ship USS *Sirocco* (PC 6) operating as part of U.S. 5th Fleet March 28, 2016, when it intercepted a dhow containing 1,500 AK-47s, 200 RPG launchers and 21 .50 calibre machine guns.

The United Kingdom-based investigative organization Conflict Armament Research studied and linked three of the caches to weapons that plausibly derive from Iranian stockpiles.

Based on crew interviews, a review of onboard records and an examination of the arms aboard the vessel, the United States concluded that the arms from the four interdictions in 2015 and 2016 originated in Iran and were intended to be delivered to the Houthis in Yemen in contravention of United Nations Security Council Resolution 2216.

Source: gCaptain 180910

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## First female skipper of world's last ferry of its kind

A 21-year-old has qualified as a skipper on the world's last sea-going, manually-operated, turntable ferry. Isabelle Law worked summer jobs on the MV *Glenchulish*, which is almost 50 years old and serves the oldest crossing to Skye from the mainland. Ms



Isabelle Law began working on the ferry during her school summer holidays

Law, from Skye, is the first woman to take charge of the boat. She said: "It is quite unique for a woman to be a skipper, so hopefully it will encourage other people to follow their dreams." The Troon-built MV *Glenchulish* crosses the Kylesha Straits between Glenelg and Kylesha on Skye. A



car ferry has crossed the straits since 1934. The current service has been run by a community-owned company since 2007. It took over the route after

long-time ferryman Roddy MacLeod retired. Ms Law realised that she wanted to help to keep the ferry service going while working on the MV *Glenchulish* during her school holidays. She said: "To be the skipper would help them out in years to come." About her job she said: "It is not intimidating, but it is a huge task to take on" "You are in charge of this vessel and you are in charge of the passengers' safety." "But I've got amazing helpers that have helped me to achieve this, and they are constantly helping me out to learn how to handle the vessel."

Source: BBC/MNA Circular 2018-16

## French Navy Ready to Act if Scallop War Clashes Erupt Again

September 4, 2018 by Reuters

PARIS, Sept 4 (Reuters)

The French Navy is ready to intervene if clashes between French and British fishermen over access to scallop-rich seabeds erupt again on the open seas, Agriculture Minister Stephane Travert said on Tuesday.



French and British fishing boats collide during a scrap in English Channel over scallop fishing rights, August 28, 2018. Still image taken from a video. France 3 Caen/via REUTERS

Travert said he had spoken to his British counterpart and that talks between the two sides were due on Wednesday after French vessels chased their rivals out of the Baie de Seine last week.

British fishermen accused the French of ramming their vessels and hurling projectiles. Disgruntled French fishermen, unhappy that their British rivals can dredge for scallops year-round while they are barred from doing so during summer months, said they came under a violent counter-attack.

“We can’t keep going on like this, we can’t keep having skirmishes like that,” Travert said in an interview on CNews. “The French Navy is ready to step in if more clashes break out, as well as carrying out checks.”

The row highlights problems between European member states over fishing rights, a subject that is likely to become increasingly sensitive as Britain negotiates its future trade relationship with the European Union.

Scallops – known as Coquille Saint Jacques in France – are one of just a few species whose catch is governed by national rather than European Union regulations.

France bans all scallop dredging between May 15 and Oct. 1, but Britain allows its vessels to operate year-round.

While British ships have no access to French territorial waters up to 12 nautical miles (22 km) off the coast, they can legally operate in the expansive Baie de Seine that stretches from Cherbourg to Dunkirk.

After the row – dubbed the Scallop Wars – flared up five years ago, French and British fishermen brokered yearly agreements that saw the British limit their scallop dredging in the Baie de Seine in exchange for some French scallop permits.

But those agreements have foundered in the past two years, French fishermen say, citing Britain’s exit from the EU as a possible reason.

(Reporting by Simon Carraud and Richard Lough; Editing by Angus MacSwan)

(c) Copyright Thomson Reuters 2018.

Source: gCaptain 180904

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## Statements by Job Candidates as reported by Fortune Magazine

I demand a salary commiserate with my extensive experience.

I have lurnt Word Perfect 6.0 computer and spreadsheet progroms.

Received a plague for Salesperson of the Year.

Reason for leaving last job: maturity leave.

Wholly responsible for two (2) failed financial institutions.

Its best for employers that I not work with people.

Lets meet, so you can ooh and aah over my experience.

You will want me to be Head Honcho in no time.

Am a perfectionist and rarely if if ever forget details.

I was working for my mom until she decided to move.

Failed bar exam with relatively high grades.

Marital status: single. Unmarried. Unengaged. Uninvolved. No Commitments.

I have an excellent track record, although I am not a horse.

Source: Maritime Advocate 727

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## The Unburied Stone

By Matthew Komatsu

August 30, 2018

Hanōkizawa-san tells me to stop the car, and from the backseat points at an anonymous granite cliffside ten meters away.



Manazuru Peninsula, Japan

“There,” he says. “That’s where it came from.” We are driving south along a paved road built against the cliffs that fall into the Pacific outside the Japanese village of Yoshihama. He wants to show Yu Wada-Dimmer, our interpreter, and me the origin of the *tsunami ishi*, or “tsunami stone” that appeared on Yoshihama’s beach when the high waters of the 1933 tsunami receded. The stone, once used as a warning to low-living villagers, was then buried by man in the sixties, only to be unburied when the ocean surged inland once more on the afternoon of Friday, March 11, 2011.

I can just barely discern the scar of a large boulder ripped clean from the crag, but it could be the former home of any rock that has since tumbled to a saline grave. Eighty-five years have passed since 1933. Hanōkizawa is now 89, which means he was a child, four or five, when it happened. “How do you know this is where it came from?” I ask. “Because my father told me,” he replies.

The ocean defines Japan’s Sanriku coastline, from the lush green pine cascades into the blue Pacific to the maritime livelihoods that coalesced humans into the hamlets, villages, and cities dotting the coast of the modern-day north-eastern prefectures of Miyagi, Iwate, and Aomori. But the same sea that sustained these communities also destroyed them. In 869, and then again in 1611, Sanriku shook and the ocean roared across land to claim lives. The apocalyptic power of the latter event birthed a new word to describe it: *tsunami* (“harbor wave”).

In 1896, an 8.5-magnitude earthquake touched off what was then the tallest tsunami in the known history of the island nation. Measuring as high as 125 feet, it devastated Sanriku. More than 22,000 Japanese died, 204 of them in the low-lying village of Yoshihama in what is now Iwate Prefecture. Having seen nearly twenty percent of his people die, the community’s leader, Buemon Nīnuma, decided Yoshihama should relocate to higher ground. By the time the next tsunami struck Yoshihama, in 1933, the majority of the village had moved, and only seventeen died.

But as the waters retreated, a curious artefact appeared: a thirty-five-ton granite boulder, ripped from a seaside cliff and deposited a few hundred meters away, on the upper reaches of the beach at the head of Yoshihama Bay. The stone was a grim symbol of what would happen should the community return to lower lands. Yoshihama understood. Its residents etched the facts of how it came to be into the *tsunami ishi*’s surface. They completed their relocation, and rice paddies replaced their abandoned homes. Time passed, and with it, the lives and memories of 1933 and the meaning of the stone itself. It became simply an erratic object, carved with the story of a forgotten danger. An obstacle to a new coastal road. And so it was buried beneath the loose earth, paved over, and forgotten.

Yoshihama’s was not the only stone to inscribe the lessons of history upon the landscape. There are now thought to be hundreds of tsunami stones and markers along the Sanriku coastline. The oldest is a small rock that recorded a tsunami in 896 A.D. But they are, with the exception of Yoshihama’s, man-made. Which is to say that locals in tsunami-affected areas either built markers or used a stone with no physical connection to oceanic cataclysm. To Hanōkizawa’s knowledge, Yoshihama’s is the only one both tsunami-borne and man-inscribed.

When Yu and I pulled into the vacant parking lot of the Yoshihama train station one morning this May, we weren’t sure we were in the right place. We verified that the nondescript building, which doubles as a municipal office and community gathering place for the roughly 1,500 village residents, was in fact the location where we had arranged to meet Masao Hanōkizawa, the local octogenarian who seemed to pop up in every post-2011 report that mentioned Yoshihama and its stone.

Then, Hanōkizawa appeared through the glass doors. Stooped, shuffling, he wore a bucket cap and gold-rimmed glasses with squared lenses. He had on a light jacket to break the chill of a layer of maritime fog, and a leather belt held his slacks above some kind of slip-on walking shoe. Jowls pulled his mouth into a permanent frown over a jutting chin. He walked us to his home to talk. I seated myself at his *horigotatsu*, my legs stretching into the recessed floor beneath the low table. Masao Hanōkizawa covered himself with a blanket, offered us green tea, and told me the story of the 2011 tsunami and the unburied stone.

Most afternoons, he walks for an hour. But on Friday, March 11, 2011, he walked in the morning. Descending from the village, across the rice paddies at the mouth of Yoshihama Bay, he found two friends near the road built on top of the *tsunami-ishi* in 1961. They spoke about the history of Yoshihama, and the buried stone. One of the three, Kakizaki-san, made an off-handed comment, according to Hanōkizawa, “Perhaps someday a tsunami will return to uncover the stone.”

Hanōkizawa was alone in his home that afternoon, watching television, when the earthquake hit. He thought the shaking would stop, but when it did not, he struggled outside through the worsening temblor. He could barely stand. When the power lines stopped swinging and the world stopped moving, he knew a tsunami would follow. He walked to the train station and looked to the bay. Hanōkizawa called it *o-tsunami*, attaching the honorific prefix, as so many Japanese in the Sanriku region do when de-

scribing what they witnessed. He saw the sea dropping before the appearance of three distinct waves, the second reverberating around Yoshihama Bay before pitching the third into a massive wall. The wave looked stories high. Ships rolled and the ocean roared. “*Bashan*,” he said. The sound of water.

When the sea retreated, his friend Kakizaki returned to the beach. Acres of rice paddies had been wiped clean from the earth, as if they’d never existed. The seawall lay scattered in sections, some of them meters from where they’d once guarded the fields. And the road—only pieces remained. The part where he’d thought the tsunami stone might be buried was gone. There, in what was once a gentle, paved curve, he saw what could have been mistaken for just another rock in a landscape scoured and reeking of salt.

He returned a few weeks later with Hanōkizawa, some shovels, and a bucket. They excavated as much of the stone as they could. As it emerged from the earth, it seemed to match their memories of the tsunami stone’s shape. They filled a bucket from the nearby river and washed away the dirt. *Kanji* characters appeared in the rock surface: *tsunami ishi*.

Yoshihama, which suffered only one death in the 2011 tsunami, has since rallied around the stone as a community. Led by a descendant of Buemon Nīnuma, Hanokizawa and other locals raised 900,000 yen (~8,000 USD) to supplement a government grant of 1.2 million yen (~10,000 USD) to fund the partial excavation of the thirty-five-ton rock. A local author wrote a tsunami awareness book that features a hand-drawn children’s story about the stone alongside adult-oriented material, and it is not uncommon for schoolchildren to make field trips from across Sanriku to see “the miracle village” and its stone. But the word *miracle* obscures the decades it took for just a few hundred residents to complete what would seem like a common-sense move to high ground in a tsunami-prone area. It conveniently obscures the fact that the stone, the only enduring symbol of the lesson of 1896, reinforced once again in 1933, was forgotten by the very people who had inscribed meaning into its surface. It was paved over, lost to the comfort of a nationwide warning system and the swell of technology that supported it, and engulfed by that most human fallibility: memory.

It’s hard not to contrast Yoshihama with Tōni, a village one stop north on the singular rail line that winds up the Sanriku coast. The 1896 tsunami killed eleven hundred out of twelve hundred residents there, but the village didn’t relocate until after the 1933 tsunami. For a few decades, no one lived low. Then someone built among the rice paddies once more. Then another and still one more and again until the village had repopulated the once-abandoned ground. In 2011, history inevitably repeated itself. I can find no record of a tsunami stone, man-made or otherwise, in Tōni prior to 2011. Several have been built since.

We step from the car upon the surface of what I suppose is a parking lot but is really nothing more than the littoral hardscrabble of driven-upon beachhead: weeds, gravel, dirt. To our east, the sea; to our west, the rebuilt road upon its thirty-foot embankment; to the north, the river that separates us from the reconstructed seawall gleaming white-gray.



Hanōkizawa (left) and Matthew Komatsu at the Yoshihama *tsunami ishi*

The village had initially sought to completely excavate the stone and move it to high ground, but the cost was prohibitive, so they settled on preserving it in its place. A small concrete pad littered with rocks and dirt surrounds it. The signpost nearby tells the story. Gulls keen while an onshore breeze pushes wisps of the persistent offshore fog over the ground. And here is the thing itself—an enormous boulder whose base rounds into the earth. Its lines suggest movement, as if interrupted mid-roll. I feel the cool friction of granite crystal against my palm and fingertips, and I cannot comprehend the force that rent this immovable thing from its home eighty years ago. I am made breathless by its gravity.

Yu cranes to place a hand atop the stone and asks Hanōkizawa something. He nods. This is where he sat. As children, he and Kakizaki would gather rose hips from the wild bushes nearby, then clamber up the stone to dangle their legs over one side. Kakizaki is now dead, leaving Yoshihama with one fewer resident who remembers the stone’s arrival. Hanōki-

zawa will someday die as well. Before long, the stone will cease to exist as a physical thing anchored in the memories of the living and pass into the ambiguous terrain of interpreted landscape. A history lesson, up for revision.

The risk of collective memory unmoored — this is what I see in the barren surroundings of the Yoshihama stone. For if there is a surety, it is this: the tsunami will return. The stone, the story passed from father to son, even the newly constructed markers nearby that record the Yoshihama *tsunami ishi* in verse and prose: they all must compete with the massive inertia of human memory and behaviour, a tide rising in slow motion to remake the world around it.

*Matthew Komatsu is an Alaska Air National Guardsman whose writing was recently anthologized in The Kiss: Intimacies from Writers and The Spirit of Disruption: Landmark Essays from The Normal School. This essay was one of a series of stories about the 2011 Japan tsunami made possible by a grant from the Pulitzer Center for Crisis Reporting and does not represent official policy or position.*

Source: *Maritime Advocate* 726/ *The Paris Review*.

## Carrier Ale, the Queen's Head Pub and the HMS Queen Elizabeth,

A quick two-question quiz —

**First question:** What do US aircraft carriers have that the newest British carrier, HMS *Queen Elizabeth*, lacks? The answer is aircraft. The UK's new aircraft carrier will be conducting flight trials with two borrowed US planes. Its own planes have begun to be delivered as of last June but are not expected to be deployed on the ship until 2019.

**Second Question** — What does the HMS *Queen Elizabeth* have which all US carriers lack? A proper English pub, of course. The pub, known as the Queen's Head, was christened recently aboard the *Queen Elizabeth* and will be available to officers and senior enlisted during the ship's maiden transit of the Atlantic.

As reported by the Military Times: *The Wiltshire-based Wadworth brewery, which created an ale specifically for the ship's December 2017 commissioning — a beverage appropriately named "Carrier Ale" — was instrumental in bringing the pub to life.*

*"It has been a long time in the planning, well before the carrier was commissioned last year," brewery CEO Chris Welham said in a Wadworth press release. "The Mess looks really great and will provide a relaxing environment along with some fine beer for the team on board when they have some downtime."*

By sometime next year, HMS *Queen Elizabeth* will have her planes, while the US Navy will still not have a single official pub aboard any of its ships. The ships of the U.S. Navy officially became dry under General Order No. 99, issued on July 1, 1914.

The post Carrier Ale, the Queen's Head Pub and the HMS Queen Elizabeth, appeared first on Old Salt Blog.

Source: MNA Circular 2018-16

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## Imagine a future where vessels could undergo surveys without surveyors onboard

At Klaveness that future is already here. Klaveness Ship Management (KSM) set out to explore the road towards condition-based maintenance, back in April 2017, with a working theory that ship owners could save substantial amounts by addressing maintenance tasks on vessels when needed, instead of makers' recommendation, which normally is maintenance at a set number of hours. In order to achieve class notation for condition monitoring, it is a requirement to have MPMS notation in place. For KSM, this meant that some vessels would have to undergo initial MPMS survey. Ship Manager Karl Uno Holm is excited to share that KSM completed the first ever approved remote initial MPMS survey on the caustic bulk (CABU) vessel MV *Ballard* in June 2018. The survey preparation and execution was done in close collaboration with DNVGL. The traditional engine room inspection was replaced with a video recorded by the use of GoPro camera, which was shared with the surveyor in advance of the survey. The survey was conducted with the surveyor located in Oslo, sharing screen and communicating with Chief Engineer Dorin Ichim, who was onboard the vessel during port call in Bahrain. Ichim presented the PMS and the onboard maintenance routines and answered all questions to the satisfaction of the surveyor. Remote surveys can reduce cost for the shipowner by eliminating travel expenses for surveyors, but most important can enable parts of, or entire, surveys to be completed while the vessel is at sea. This can ultimately reduce workload and fatigue for the crew, allowing them to focus more of their attention on safe cargo- and port operations. Going forward Klaveness will, together with DNVGL, investigate further survey elements that can be carried out remotely.

Source: Torvald Klaveness/MNA Circular 2018-16

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### The tug master's view

Extreme bow shape of UECC car carrier *Auto Energy* seen in Zeebrugge, inner port  
photo: Luc de Schutter ©  
Source: MNA Circular 2018-16