



# The Porthole

Volume 18 No. 10 October 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

Greetings and a very good day to all our readers,

Another month has passed and again there has been no Federal meeting to report on, so I can only assume that all is well with the Company, and nothing of importance has occurred. On the home front, I am somewhat isolated from the world here on my farm, with only the television and the internet from which to garner news, and only around half of that is actual news, the rest being journalistic interpretation and opinion. There still hasn't been enough rain this year to start the creek flowing, and probably won't be now until after this summer. It's likely to be pay-back for all the uncharitable things I said about the weather while trying to get my hatches closed in the pouring rain to prevent my cargo liquidising or worse. In the bad old days, I have endured two hold fires in fishmeal cargoes, probably caused by spontaneously combusting damp sacks. It was a long time ago, but I will never forget the residual smell! Anyway, I apologise for rambling on. Ships progress, time moves on, and never again will we have to struggle with derricks and slab hatches in the middle of the night.

The monthly luncheon meeting will be held next Wednesday at the Largs Pier Hotel, and I invite all members to attend. My bride and I will be in Fiji at this time, so I will be an apology, but I look forward to seeing you again in November for the last meeting of the year.

Happy Sailing

Bob W (BM)

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**Speaker: Unfortunately, Paul Phillips is unable to attend the meeting, so there will be no speaker**

**The next Branch meeting will be held at the Largs Pier Hotel, 198 The Esplanade, Largs Bay, on Wednesday, 31st October, 2018, at 1145 for 1200.**

**Please confirm your attendance at the lunch or register your apology before 1200 on Monday, 29th October 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.

## Engineer Recounts How Indonesian Tsunami Beached His 500-Tonne Ship

October 4, 2018 by Reuters

By Kanupriya Kapoor and Tom Allard WANI, Indonesia, Oct 4 (Reuters)

Ship's engineer Charles Marlan had the unsettling sensation his vessel was being sucked out to sea, the tell-tale sign of an imminent tsunami, just minutes after a major earthquake struck the Indonesian island of Sulawesi on Friday.

His passenger and cargo vessel, the 500-tonne *KM Sabuk Nusantara 39*, was docked in Wani, east of the city of Palu, which suffered the brunt of the disaster.



FILE PHOTO: Local residents affected by the earthquake and tsunami stand next to the *KM Sabuk Nusantara 39* ship stranded on the shore in Wani, Donggala, Central Sulawesi, Indonesia, October 3, 2018.

REUTERS/Athit Perawongmetha/File Photo

which sits balanced precariously, its propeller and rudder exposed, hanging dusty meters above the ground.

No one on the boat was hurt.

Now Marlan and 20 crewmen are stranded, awaiting a decision on what should be done from the national ferry operator, which owns the vessel.

They survive on handouts from passing ferries and while away the time, attending a roll-call every now and then and chatting with neighbourhood kids who climb up on board.

Marlan said he was thankful his ship had not killed anyone when it was hurled onto the land, as far as they knew. "What is important is we are alive and for that we should be grateful." (Editing by Robert Birsell and Nick Macfie)

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Source: gCaptain 181005

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"The whole ship was shaking, everything in our bunks started falling," Marlan said.

The ship was picked up by the tsunami rushing in from the sea and slammed onto land, crashing into a dockside settlement.

And that's where it lies, high and dry, nearly a week after the earthquake and tsunami devastated the area, killing at least 1,424 people. Marlan and his fellow crewmen knew they were in trouble when they felt the ship being pulled back out to sea from the dock, as the sea receded, heralding the arrival of a tsunami.

They had no sooner scrambled into life jackets when a five-meter wave bore down on them.

"I could hear the waves coming," Marlan said, describing how he was gripped by fear.

"The waves carried us very fast and before we knew it, we were sitting on land," he said in an interview aboard the ship,



The *KM Sabuk Nusantara 39* ship seen stranded on the shore in Wani, Donggala, Central Sulawesi, Indonesia, on October 1, 2018, in this photo taken by Antara Foto. Antara Foto/Muhammad Adimaja/ via REUTERS

## Panama Revokes Registration of Last Migrant Rescue Ship in Central Mediterranean

September 23, 2018 by Reuters

MILAN, Sept 23 (Reuters) – The Panama Maritime Authority has revoked the registration of search and rescue ship, *Aquarius 2*, in a move that means there will be no charity rescue ships off the Libyan coast in the near future, unless the vessel can find a new flag to sail under.

*Aquarius 2*, the one remaining charity rescue vessel still operating in the Central Mediterranean area, is currently at sea with 58 survivors on board.



FILE PHOTO: Migrants are rescued by SOS Mediterranee organisation and Doctors Without Borders during a search and rescue (SAR) operation with the *MV Aquarius 2* rescue ship in the Mediterranean Sea, off the Libyan Coast, August 10, 2018. REUTERS/Guglielmo Mangiapane/File Photo

The decision by the Panama Authority (PMA) means that once the ship comes into port it will be de-flagged and will not be allowed to operate again unless it can find a new flag.

SOS Mediterranee, one of the charities that operates the *Aquarius*, said in a statement it was reeling from news of the revocation, which it said followed pressure from the Italian government.

"On Saturday ... the *Aquarius* team was shocked to learn of an official communication from the Panamanian authorities stating that the Italian authorities had urged the PMA to take 'immediate action' against the *Aquarius 2*," it said.

Italy's Interior Minister Matteo Salvini said the Italian government had applied no pressure on Panama.

A public backlash against the arrival of hundreds of thousands of seaborne newcomers in the past five years helped put Italy's anti-establishment ruling coalition into office.

Since his League party and the anti-establishment 5 Star Movement took office in June, Salvini has led a popular crackdown against immigration. He

has previously accused SOS Mediterranee and other charities of acting like a Mediterranean “taxi service” for the migrants.

Salvini said on Sunday that *Aquarius 2* had hindered the work of the Libyan coast guard, ignoring instructions.

He said that, according to newspapers, *Aquarius 2* was about to have its registration revoked by Panama because it was “illegal and does not respect procedures.” “They can change their name and flag another thousand times but Italy’s ports will remain shut to these gentlemen,” he said.

Italy has previously attacked the European Union for its lack of support on immigration and has threatened to refuse to back the bloc’s multi-year budget. (Reporting by Stephen Jewkes Editing by Edmund Blair and Catherine Evans)

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Source: gCaptain 180922

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## Why the United States Needs a Merchant Marine – A Historical Basis

October 23, 2018 by Sal Mercogliano

By Salvatore R. Mercogliano, Ph.D. (Editorial)

In 1917, President Woodrow Wilson addressed Congress and delivered a war message. In this speech he highlighted the main issue the United States faced with the Imperial German government, “Because submarines are in effect outlaws when used as the German submarines have been used against merchant shipping, it is impossible to defend ships against their attacks as the law of nations has assumed that merchantmen would defend themselves against privateers or cruisers...The intimation is conveyed that the armed guards which we have placed on our merchant ships will be treated as beyond the pale of law and subject to be dealt with as pirates would be.”

Nearly a quarter of a century later, President Franklin D. Roosevelt addressed similar trepidations against the nation’s merchant marine, “This was piracy – piracy legally and morally...These Nazi submarines and raiders are the rattlesnakes of the Atlantic. They are a menace to the free pathways of the high seas.”

In both World Wars, attacks on the nation’s commerce were key contributors to our entry into the conflict. Today, three legislative issues support the dwindling American merchant marine, an ocean-going fleet of only 180 ships – the Jones Act, the Maritime Security Program, and Cargo Preference.

Continued attacks on these programs threaten the existence of this essential national asset in a way that U-boats in both World Wars could not accomplish. Add to this, issues concerning the state of the Department of Defense’s ability to support the military with its fleet of government-owned and chartered merchant vessels, along with the inability of the Navy to properly escort such ships, one may reasonably ask themselves, will we achieve what the enemies of the United States attempted in two world wars, the destruction of the American merchant marine?

For most nations of the world maintaining a commercial merchant marine is not essential to their economic survival. Today, seventy percent of the world’s merchant fleet is registered under a flag that is different from the country of ownership. The top four registries – Panama, the Marshall Islands, Liberia, and Hong Kong – control over half the world’s commercial fleet. These nations are not commonly identified as maritime powers, while the United States, what many would argue is the greatest maritime power, while possessing the largest naval fleet in the world, has a merchant marine that ranks at twenty-second; a paltry 0.63 percent of the world fleet.

Can the nation endure in this capacity and what does history tell us about this situation?

In 1898, the United States went to war with Spain and found it necessary to project American forces into the Caribbean and across the Pacific. To do this, the new steel Navy of the United States, along with the Army, looked to the diminutive merchant marine of the nation, in decline since the Civil War. The Navy, through provisions of the Postal Act of 1891 that provided monetary subsidies to mail steamers, acquired the eleven best ships of the American merchant marine in the Atlantic and converted them into auxiliary cruisers. The Army chartered coastal vessels, that normally operated between the Gulf of Mexico and the American east coast, to convey its troops to Cuba. In the Pacific, both armed services chartered ships engaged in the China trade.

When the war ended, and as commercial ships returned to their normally scheduled routes, the military needed to sustain bases and forces globally. The Army and Navy purchased merchant ships and crewed them with merchant mariners, early precursors to today’s Military Sealift Command.

In World War One, with American merchant ships representing only eight percent of the world total, America found itself at the mercy of German cruisers, the British blockade, and eventually unrestricted submarine warfare. As the American economy languished and goods piled up on the docks in seaports around the nation, the government turned to a solution by passing the Shipping Act of 1916 and creating the U.S. Shipping Board. The aim was to build commercial ships for operation on key trade routes and ensure that foreign-flagged shipping and enemy raiders no longer had the ability to shut down the American economy.

The nation emerged from the First World War with a Navy and merchant marine second in the world. In 1920, a new Merchant Marine Act, known as the Jones Act, aimed to keep American ships on key trade routes and not let the nation experience a similar situation, while also protecting the coastal trade of the nation from being controlled by foreign powers.

As storm clouds gathered again and reeling from the impact of the Great Depression, as an element of the New Deal, the government authorized the Merchant Marine Act of 1936 which provided for differentials to offset the cost of construction and operation

of vessels, as compared to other fleets, due to the higher standard of living in America, the requirements for manning ships to certain levels, and with 75 percent American crews, as mandated by the Jones Act.

With a lack of available credit and idle shipyards, Title VII of the act permitted the government to begin a program to build 500 ships over the span of ten years. These ships leased to commercial firms, kept the shipyards active so that they could shift over to warship production with the passage of the Two Ocean Navy Act in 1940.

In the First World War, the lack of personnel to man merchant ships led to the militarization of commercial ships under the Navy.

In 1938, to prevent a similar occurrence, the US Maritime Service was formed to train the necessary mariners to sail the fleet built by the Maritime Commission. In 1942, the War Shipping Administration managed all American merchant ships, and utilized commercial firms, as agents, to operate the ships and work alongside the military in transporting the Arsenal of Democracy to the battlefield.

In the Cold War, a third Battle of the Atlantic was envisioned with American merchant ships once again braving the passage, but this time facing Soviet nuclear submarines. However, the first test of the merchant marine in the Cold War came in Korea, when the World War Two/Maritime Commission fleet, operated under a new Department of Defense agency – the Military Sea Transportation Service and renamed the Military Sealift Command (MSC) in 1970 – responded to the contingency in East Asia. Yet, fifteen years later, while the Navy remained the largest and most powerful in the world, the merchant marine began its decline.

By the time of Vietnam in 1965, it had fallen to fifth place, behind Liberia, the United Kingdom, Norway, and Japan. When the war ended a decade later, the merchant marine had fallen five more places, with Greece, Panama, France, Italy, and the Soviet Union eclipsing the U.S.

In 1990 and again in 2003, the US called upon an ever-dwindling commercial fleet (down to 408 and the 246 vessels, respectively), an aging reserve fleet, an uncertain commercial marketplace to meet its military needs, and many hesitant shippers not willing to risk their ships in a war zone. Today, the Military Sealift Command would meet a contingency with a finite fleet of ships.

First to sail would be two squadrons, one from Diego Garcia in the Indian Ocean and the other from the Marianas. These squadrons would include a mix of government-owned ships and those chartered from the merchant marine.

Next would sail the ships held in reserve by MSC and the Maritime Administration in the Ready Reserve Force (RRF) as part of the surge of continental US forces to the theatres of action. Many of these vessels are well past their prime as indicated in recent DOD Inspector General and General Accounting Office reports.

The eight Fast Sealift Ships, which provided key support in past conflicts, were built in the early 1970s. Additionally, the number of ships is limited, MSC has 15 and there are only 46 in the RRF. These vessels require mariners to bring them out of their reduced operating status and to crew them for an indeterminate amount of time. According to the heads of the U.S. Transportation Command and the Maritime Administration, there are currently insufficient numbers of qualified mariners, particularly in the more senior levels, to man all the ships for such a contingency.

Finally, to sustain the forces overseas, the military, principally the U.S. Transportation Command, would utilize commercial shipping firms to maintain continuity of supplies, ammunition, and fuel. With less than 180 ships in the ocean-going American merchant marine, largely maintained by operating either in the coastal trade (and protected by the Jones Act), operating internationally by transporting government preference cargo, or receiving funding so as to maintain themselves if needed for war (the Maritime Security Program), the merchant marine would be hard pressed to sustain an operation the size and scale of Korea, Vietnam, or the Persian Gulf War, let alone a world war.

Since the World Wars, American merchant ships have operated under the shield of the U.S. Navy. In only a few instances have commercial ships found themselves at the mercy of an enemy – such as running the gauntlet of the Rung Sat to Saigon in the Vietnam War or tankers in the Persian Gulf in the late 1980s. In 2009, when MV Maersk Alabama was seized by Somali pirates, the Navy responded with a destroyer, amphibious assault ship, a frigate, and Navy SEALs to free the master of the vessel, while ships flying foreign flags languished off the shores of Somalia waiting for ransoms to be paid. While the U.S. Navy is the most powerful force afloat, its assets are finite.

With eleven battlegroups and a similar number of amphibious ready groups, the 22 cruisers, 66 destroyers, and 12 littoral combat ships are enough to protect them, but little remain for commerce escort. By allocating two cruisers to each battlegroup, removing destroyers assigned to ballistic missile defence, and spreading the rest among the carrier and amphibious groups, the merchant ships would be left with littoral combat ships, which are equipped more for point rather than area defence, once they are fully operational and integrated into the fleet.

If the nation is serious about being a true maritime power, then it requires not only a viable Navy, but also a commercial fleet. A recent report from the Seafarers' Rights International identified 91-member states of the United Nations with cabotage laws that regulate their coastal and domestic trades. This means continued support for the Jones Act is not out of the ordinary, as many claim, but necessary to ensure that a fleet of American-built, American-owned, and American-operated ships is available to support the nation, and their crews. The Maritime Security Program provides for sixty commercial ships to sustain American forces overseas.

Cargo preference ensures the global presence of American ships on the world's seas, establishes infrastructure and support in ports, and needed employment on key trade routes for American companies to operate. The debate should not be whether we

need the Jones Act, the Maritime Security Program, or Cargo Preference, but how should they be sustained and expanded.

As the government debates the recapitalization of the Ready Reserve Force, thoughts should be given to the creation of an active RRF in conjunction with the Maritime Administration's Marine Highway Program to provide coastal service. This would alleviate the burden on American highways, stimulate ship construction in the United States, bring jobs to American mariners, and revenue to the nation's ports. With six state maritime academies and the federal U.S. Merchant Marine Academy at King's Point producing officers every year, and the with the ability to fabricate the most advanced warships afloat, the construction of a merchant marine should be the centrepiece of any new national maritime strategy.

If the United States was not the leading world power, the need for a merchant marine could be questioned, but as the country aims to be a thalassocracy, it should look at the fact that the nation in second place, in terms of both military and commercial vessels, is the People's Republic of China. Twice in our history, the country had to fight shipping across a contested ocean; it is not clear if there will be the requisite merchant marine to even attempt it for a third time.

*Salvatore R. Mercogliano is an Campbell University in Buies Creek, North Carolina, and teaches courses in World Maritime History and Maritime Security. He is also an adjunct professor with the U.S. Merchant Marine Academy and offers a graduate level course in Maritime Industry Policy. A former merchant mariner, he sailed and worked ashore for the U.S. Navy's Military Sealift Command. His book, Fourth Arm of Defense: Sealift and Maritime Logistics in the Vietnam War, is available through the Naval History and Heritage Command.*

Source: gCaptain 181024

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## Petchem Company, NVOCC Found Liable for *MSC Flaminia* Fire

The U.S. District Court for the Southern District of New York has reached a decision in the case of the explosion aboard the container ship *MSC Flaminia* in 2012. According to the court, the fault for the casualty lies with the manufacturer and freight forwarder of a potentially hazardous cargo.



On July 14, 2012, as the *Flaminia* was under way from New Orleans to Antwerp, a cloud of smoke began emerging from Hold 4. The crew treated it as evidence of a container fire and released CO<sub>2</sub> to suppress it. When a seven-man team went forward to prepare firehoses alongside the hatch, an explosion followed. In the aftermath, three crewmembers were killed, two were severely injured,

the vessel was damaged, and most of the cargo containers aft of Hold 4 were destroyed. In an earlier opinion, the court found that the blast was the result of a runaway chemical reaction within three tanks of divinylbenzene (DVB) - a monomer additive that is used in making plastic resins - and a spark created by the crew's reasonable firefighting response. According to the court, the manufacturer of this cargo was aware of the substance's tendency to self-polymerize and generate large amounts of heat if exposed to temperatures over 85 degrees F for a prolonged period. The tanks of 80 percent DVB (brand name DVB80) were delivered to the New Orleans Terminal for shipment in June, where they were stored in the sun for 10 days before loading aboard the *Flaminia*. They were stowed in the vessel's hold next to a heated cargo of diphenylamine, and near to the ship's heated bunker fuel tanks, exposing them to a higher-than-normal temperature during the voyage. Based on expert testimony that the pre-loading and post-loading storage conditions were causal factors in the chemical reaction and the explosion that followed, the court found that only cargo manufacturer Deltech and NVOCC Stolt Tank Containers B.V. bore responsibility for the casualty. It specifically found that shipowner Conti, vessel operator NSB, and ocean carrier MSC were not at fault and bore no liability. The court assigned Deltech the greatest responsibility for the accident. "Contrary to their own safety protocols developed after prior polymerization incidents that determined that shipping DVB out of New Orleans should be avoided in warmer months, Deltech booked the shipment of DVB80 out of New Orleans for late June. This fateful decision was the result of — at the very least — a combination of a considered decision at the highest levels of Deltech and managerial errors that followed," wrote presiding judge Katherine B. Forrest. She assigned Deltech a 55 percent share of the liability. Stolt was assigned the remaining 45 percent share for its role in arranging the shipment. "Stolt possessed extensive information regarding the heat sensitive nature of the DVB yet it:

- (1) failed to pass information to the ocean carrier, MSC, in an effective manner regarding the dangers of heat exposure . . . and
- (2) was responsible for arranging loading the DVB into ISO containers earlier than it should have and arranging for those to be transported to [New Orleans Terminal] and deposited in the open air at the terminal," Judge Forrest wrote. Source: MAREX

Source: MNA Circular 2018-18

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## New system for fighting box fires



A start-up Danish firm has developed a special firefighting system which aims to cut the risks for crews dealing with incidents on containerships. Rosenby Engineering's HydroPen System has been designed to help seafarers safely tackle fires high in container stacks. It can be hoisted into position and used to drill through a standard steel container door, then switch mode to spray water inside the box. The drilling and extinguishing process is carried out automatically, with minimal risk to crew. Viking product management and new building director Jørgen Holm described the system as a 'leap forward' for safety.

'Traditionally, container fires at heights above the reach of the crew have been fought indirectly by dousing the burning container and its surroundings with water,' he added. 'It's a drawn-out approach and does not address the fire in the container directly.'

Source: Flashlight 190

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## Insurers call for action over container safety

Specialist marine insurers are pressing for urgent action to improve container safety, as the number of shipboard cargo fires and seafarers' deaths continues to rise.

The TT Club has presented proposals to the International Maritime Organisation (IMO) which seek to ensure greater 'cargo integrity' – the safe, secure and environmentally sound packing, handling and transport of all goods in containers.

The club warns that mis-declared dangerous goods are a key concern – with evidence that a major container fire occurs at sea roughly every 60 days. There have been several well-publicised incidents involving laden containers in the past few years. These include the MSC Flaminia, which caught fire in the Atlantic in July 2012 claiming three lives, and the Maersk Honam, which caught fire in the Arabian Sea in March this year, resulting in the deaths of five crew members. The club has analysed incident data and says it is particularly concerned about the mis-declaration of dangerous cargoes, with an 'alarming number of such non-compliances and examples of deliberate fraud by shippers to avoid additional charges.'

It wants to see more work done to recognise the goods not actually classified as dangerous, but which have led, or could lead, to incidents. To support this, it has presented the IMO with details of the 'top 10' problem cargoes responsible for incidents such as fire, container collapse and pollution.

The TT Club is urging the IMO to strengthen inspection programs and increase the reporting of results. Risk management director Peregrine Storrs-Fox said container inspections by member states are 'woefully few; just seven countries submitting reports this year'. Greater collaboration by all stakeholders in industry and government is needed to create consistent safety guidelines, he added, and the club wants the IMO to investigate the reasons for non-compliance with current rules and to consider ways to address the problem.

Source: Flashlight 190

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## Indonesian Teenager Adrift for 49 Days Rescued Near Guam

Posted: 25 Sep 2018 04:19 AM PDT

An Indonesian teenager working as a lamp keeper on a floating fish trap anchored off North Sulawesi was rescued off Guam after drifting for 49 days.



Aldi Novel Adilang, 19, had one of the loneliest jobs in the world. He worked on a rompong, floating fish trap anchored 125 kilometres offshore. Above the water, the rompong looked like a shed on a small floating platform. Every night Aldi turned on lamps suspended below the trap to attract fish. His only contact with people was a boat sent out weekly to harvest the fish and to resupply the rompong with food, gas for cooking, clean water and fuel for the generator.

On July 14th, the anchor rope of the rompong chafed through in high winds and Aldi found himself adrift with less than a week's supplies. He was blown north and east by the high winds. He drifted for 49 days and ultimately was able to attract the attention of the bulk carrier *Arpeggio*, in waters off Guam, on August 31st.

The Jakarta Post quotes the Indonesian consul general in Osaka, Mirza Nurhidayat, who oversaw the return of Aldi after his rescue, said that, since the device was not a boat, it did not have any paddle or engine.

As Aldi was drifting away, his supply was only enough for several days, so he caught fish to stave off hunger and drank sea water. "After he ran out of the cooking gas, he burned the rompong's wooden fences to make a fire for cooking. He drank by sipping water from his clothes that had been wetted by sea water," Mirza said.

"Aldi said he had been scared and often cried while adrift," said another diplomat of the consulate in Osaka, Fajar Firdaus.

"Every time he saw a large ship, he said, he was hopeful, but more than 10 ships had sailed past him, none of them stopped or saw Aldi," Fajar went on.

The bulk carrier *Arpeggio* was bound for Japan and carried Aldi to Tokuyama, Japan. He has since been returned to his family in Wori, Manado, Indonesia.

Thanks to Phil Leon for contributing to this post.

The post Indonesian Teenager Adrift for 49 Days Rescued Near Guam appeared first on Old Salt Blog.

Source: Circular 2018-18

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## Plastic Waste in the World's Oceans Could Double by 2030, IEA Warns

October 5, 2018 by Bloomberg

By Alexander Kwiatkowski (Bloomberg)

The International Energy Agency has a sobering warning about the health of the world's oceans.



The total amount of oceanic plastic waste is likely to more than double by 2030, and then keep getting worse, if action isn't taken now, according to projections by the Paris-based organization in a report published Friday.

Arresting images of strangled turtles and tropical waves clogged with garbage have helped raise awareness about the threat to oceans from plastic waste. But the IEA's projections suggest that efforts to curb that pollution — such as the movement to ban plastic straws — may prove futile unless there's a global revolution in recycling and waste management.

It's estimated that around 100 million metric tons of plastic waste has already "leaked" into oceans, an amount that's increasing annually by 5 million to 15 million tons, according to research cited by

the IEA. The infamous Pacific garbage patch, which covers an area three times the size of France and holds the equivalent of 250 pieces of plastic for each person on earth, may only contain as much as 79,000 tons, the IEA said.

Ultraviolet radiation from the sun breaks down plastic into microplastics, which are five millimetres or smaller. Microplastics are mistaken for plankton and ingested by marine life, leading to choking and starvation. Plastic microbeads used in cosmetics can get flushed into the sewer systems and end up in waterways. An estimated 80 percent of the plastic in the ocean is derived from land-based sources, as opposed to fisheries and ships. More than half of that can be attributed to China, Indonesia, Philippines, Thailand, and Vietnam. About 3/4 of plastic leakage in oceans that originates on land was never collected as waste; the other quarter leaks from waste management systems.

The problem is that recycling and waste management efforts aren't keeping pace with the massive growth in plastic production and consumption. Less than 20 percent of plastic waste is currently collected for recycling, according to the IEA.

"Although substantial increases in recycling and efforts to curb single-use plastics take place, especially led by Europe, Japan and Korea, these efforts will be far outweighed by the sharp increase in developing economies of plastic consumption (as well as its disposal)," the agency wrote in its report on the petrochemical industry.

Global plastics production has increased more than 10-fold since 1970, faster than any other group of bulk materials, according to the IEA, and demand has nearly doubled since the start of the millennium.

The agency projects that by 2050 production of a group of key thermoplastics, including polyethylene terephthalate (used to make plastic bottles), polyethylene and PVC could grow almost 70 percent from 2017 levels. Global production would increase almost 30 percent to more than 60 kg per capita.

The U.S., Europe, and other developed economies currently use as much as 20 times more plastic per capita than emerging economies, according to the IEA. Developing nations will increase their share of global consumption as their populations get bigger and wealthier, while use by developed countries remains stable or declines.

"Without ambitious action being taken globally, particularly in regions in which plastic demand is growing rapidly, current trends of plastic leakage are unlikely even to slow, let alone reverse," the IEA said.

The IEA's projections are according to its Reference Technology Scenario, or how things could develop based on today's policies and behaviour. The future is less bleak under its Clean Technology Scenario.

This model is based on the agency's Sustainable Development Scenario, which takes "a vision of where the energy sector needs to go and works back from that to the present, rather than projecting forward from today's trends."

Under this scenario, "environmental impacts decline across the board". Thanks to waste management improvements and a rapid increase in recycling, cumulative plastic waste in oceans could be halved by 2050 compared with the RTS scenario. This would require the elimination of materials that defy collection, such as microbeads and ultra-thin plastic films.

As well, "achieving this goal entails a transformation in waste management practices across the globe," the IEA said, "including widespread waste collection in regions that have poor systems in place at the moment, if at all."

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Source: gCaptain 181006

## Isle of Wight Ferry Collides with Yacht and Runs Aground in Dense Fog

October 21, 2018 by Mike Schuler (Edited)

The UK Marine Accident Investigation Branch has launched an investigation into the collision on Sunday in heavy fog between the passenger ro-ro ferry *Red Falcon* and a moored yacht, named *Greylag*, in Cowes Harbour, Isle of Wight, causing the yacht to sink. The ferry subsequently ran aground.



Credit: AdiSurreyEnergy/Twitter

The HM Coastguard said it received reports just after 8 a.m. that the *Red Falcon* ferry had collided with yachts and later grounded with 56 people on board. At around the same time, authorities also received a 999 emergency call from a member of the public reporting that they heard cries for help within the harbour.

An extensive search was launched involving a Cowes RNLI lifeboat, Calshot RNLI lifeboats and Coastguard Rescue Teams from Bembridge, Needles and Ventnor. A Coastguard search and rescue helicopter was also searching the area, but due to the low visibility it had to turn back.

The Coastguard later confirmed that there was nobody in the water or reported missing in Cowes Harbour, and the person who was heard crying has been confirmed safe.

Surveyors with the Maritime & Coastguard Agency have completed an initial assessment of the ferry and cleared it to be relocated to Southampton, without passengers, to undergo additional inspections. The vessel was being accompanied by two tug escorts and an MCA surveyor remained onboard for the short journey to Southampton.

The *Red Falcon* is operated by Red Funnel which provides regular ferry service between the English mainland and the Isle of Wight.

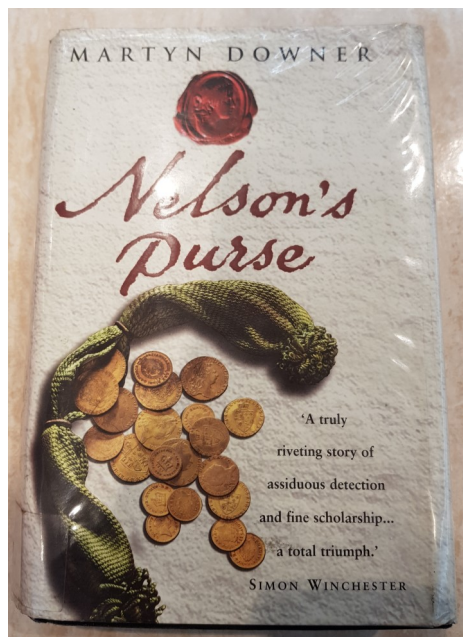
Source: gCaptain 181022

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### Book Review

**Nelson's Purse** by Martyn Downer

A biography of Alexander Davison (1750–1829) who was an English businessman and government contractor. Davison was born on 2 April 1750 at Lanton, Northumberland. His business career began as a merchant in the British colony in Quebec before and during the American Revolutionary War. At his pinnacle he owned various interests from textile factories to shipping. He also worked as a supply agent for the British government procuring coal and other supplies for the military. Additionally his close friendship with Admiral Nelson brought him business as a prize agent after the Battle of the Nile and the Battle of Copenhagen.



He was imprisoned for fraud in May 1804 as a result of his attempt to bribe the voters in Ilchester, one of England's rotten boroughs. He spent a year inside the King's Bench Prison in London. In 1809 Davison was again tried and found guilty on charges of fraud. This time, though, the accusations related to his activity as a supply agent for the British government. During these dealings he fraudulently (or at least carelessly) charged the government agency fees for goods supplied from his own factories. These fees were meant to compensate agents for the expense and effort of finding the cheapest supplier for the government's contract, but Davison earned them as well as the usual profit margins on the goods he supplied from his factory. He served a sentence of twenty-one months inside Newgate Prison starting in May 1809.

Davison is responsible for several acts that glorified Nelson's public image. These included the creation of a medal commemorating the victory at the Battle of the Nile and the creation of the Nelson Memorial at his estate at Swarland, Northumberland.

As a close friend of the Admiral he acted as an intermediary when Nelson's marriage to his wife, Frances Nelson, fell apart due in large part to his affair with Emma Hamilton.

Davison died in 1829 in Brighton, England.

Martyn Downer is a leading dealer of historic jewels, objects and artefacts, especially relating to the Royal Navy in the era of Admiral Lord Nelson. His book is meticulously researched and eminently readable, and, through correspondence, Nelson, his family, wife, mistress and Davison, reveals a meaner and more selfish aspect of Nelson's private persona.

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