



# The Porthole

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

Branch Patron: Her Excellency the Honourable Frances Adamson AC



## Branch Master's Comments

Good Day to all once more,

It hardly seems like a month has passed since I last put pen to paper, but it certainly has. Very little has been heard from the Federal Office since my last report, and I still await details of the AGM to be promulgated as it is due in the next week or two.

Any happenings in the Maritime world seem to have been completely overlaid by the Russian invasion of Ukraine, which is mostly a land and air venture, and seems - to me at least - to be as ill-judged and reckless as Stalin's attack on Finland which history has dubbed 'The Winter War'. With the history of Russia's actions against Hungary, Czechoslovakia, and Afghanistan, I don't know why people were so surprised that it happened. I only hope that all relevant countries in the world keep a tight rein on their nuclear arsenals.

The news on the Covid 19 front is not encouraging either, with our local infections up. At least the mortality rate is down, and sensible vaccinated folk shouldn't worry too much. And with the loosening of international travel restrictions, the world's crew-change facilities should ease up too.

For those of you who are history buffs, or just shipping nostalgia aficionados, I include the YouTube address of a British documentary on Merchant Shipping of the past 100 years. This was originally put out by Roland Mason, so some of you will have already seen it, but it bears repeating. <https://youtu.be/xmBacWD4M4M>



[Documentary:  
100 Years Of  
British Ships](https://youtu.be/xmBacWD4M4M)

youtu.be

These fine old ships remind us of how our fleets used to be, and not as how they are today, and the least said about the decimation of P & O's local remaining crews on their cross-channel ferries the better.

Meanwhile, back in Australia, our branch of the CMMA is still maintaining a presence

despite our current plague, and will hold our monthly meeting at the Largs Pier Hotel at the usual time of 1145 for 1200 to which, of course, you are all very welcome.

Happy Sailing  
BobW (SABM)

**COVID-19 restrictions permitting,  
the next Branch meeting will be held at**

**The Largs Pier Hotel. 198 The Esplanade, Largs Bay,  
on Wednesday, 30th March 2022, at 1145 for 1200.**

**Please confirm your attendance at the lunch or register your apology  
before 1200 on Monday, 28th March 2022  
with Bob Westley (0427 644 947)  
or Ian Dickson (0418 807 788)**

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## Blow the man down

By Michael Grey

“We are a seafaring nation” remarked some eminent politician the other day, perhaps more specifically addressing the sentiments expressed by a parliamentary colleague who, demonstrating an acute grasp of geography, noted that we are “an island nation”. You can probably cavil at each of these observations. As to the first, I became a British seafarer in 1956, and I can honestly say it has been downhill ever since. And while we are an island, the Channel Tunnel and many thousands of aeroplanes tend to reduce the impact of such a statement, which would have resonated more fiercely a century and a half ago.

I should, of course, be able to cite the context of both these pretty meaningless statements, but I cannot entirely recall which was a loud hurrah for the UK government’s recently published shipbuilding strategy, and which represented an enormous raspberry for the behaviour of P&O Ferries at its offloading of 800 sea staff. It doesn’t really matter which as both observations suit either scenario.

Let’s face it, most of us have been preoccupied by the hideous war in Ukraine and its maritime implications, with some 75,000 Ukrainian crew and around 200,000 Russians employed in the international fleet. Some informative and serious reading about this tragic situation is contained in a pastoral letter from The Mission to Seafarers’ Revd. Andrew Wright, and it is to be strongly recommended. He cites the case of a ship in New Zealand with seven Ukrainians and six Russians aboard. Some have been on the ship for 9.5 months but cannot go home and no crew changes are possible. And there are such sad circumstances, with people trying to operate a ship while sick with worry, aboard hundreds of vessels, all over the world.

But let us move to something more positive with the UK Shipbuilding Strategy, which was reissued, in a “refreshed” edition, earlier this month. Fundamentally following the recommendations of Sir John Parker, whose practical and sensible ideas formed the pre-pandemic iteration in 2017, you have to admit that it is positive and optimistic. Its sub-title, “A refreshed strategy for a globally successful, innovative and sustain-able shipbuilding enterprise”, seems to offer some optimism that has been markedly absent in this sector for some time.

It is heavily defence related, with the strategy presented to Parliament by the Secretary of State for Defence, who perhaps unfortunately is now termed our “Shipbuilding Tsar”. They may want to revisit that title. But a National Shipbuilding Office has been established and there were encouraging words from the Prime Minister, who suggests that the strategy is “building on our maritime heritage”. Seriously, we really ought to forget about our heritage, of which there is altogether too much in this country, as it is the present and future that should be concerning us. It was a German comedian who observed, a few months ago, about the strange fact that the Brits do more shopping than practically anyone else in Europe, but they don’t make anything.

But we must make something in the shipbuilding sector, because the report claims that the industry supports 42,600 jobs and is worth £2.8bn annually and that is surely worth building on.

It is a readable and pragmatic report, but it is a real challenge to see it moving from words on the page into ships under construction, components, designs and worthwhile employment for those active in the industry, with the proposed 150 ships to be built in the next 30 years. There will have to be some real changes in the whole ethos of naval procurement, with less gold-plating, a smoother flow of orders to the yards, faster processes to move from concept to delivery and less Treasury stop-start interference, all of which ensures that ships are effectively redundant when delivered, at multiples of the original cost.

There are optimistic noises made about non-military ships, but there is no point in ignoring issues of competitiveness and the difficulties of tendering and delivering one-off sophisticated ships, when there are muscular competitors all around Europe, let alone in the East. Obviously, we can build lighthouse tenders, research vessels and other ships that don’t run to series – goodness, we put together two mighty aircraft carriers – but it is important that these one-off ships don’t bankrupt the builders, in which case the exercise is a bit pointless. All of which was observed by Sir John Parker, even if the admirals and shipbuilding policy people may have shuddered at his views.

We mustn’t, of course, forget the ship we cannot any longer term as the Royal Yacht, but is now referred to as the “Government Ship” (I prefer to call it “Seaforce One”, which more accurately spells out its terms of reference). This vessel has the potential to cause more trouble than a squadron of Dreadnoughts, with already controversy building about who will crew the blooming vessel, and what on earth it will do when not showing the flag, carrying VIPs, or flogging things we actually make in Blighty. My own view is that she should fly the Red Ensign, be managed by the RFA, with accommodation for a Royal Marine Band. The RN, even though they are to be heavily investing in autonomous craft, will have enough trouble recruiting for the warships they operate.

Finally, returning to our “seafaring nation” theme, it took some doing to unite all political parties in this divided nation, but P&O Ferries, with their HR and PR joint disaster producing 800 seafaring job losses, managed it on steroids. It will be a long time before we are treated to such unity again.

*Michael Grey is former editor of Lloyd’s List.*

*Source: Maritime Advocate 800*

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## Memories of Odessa

By Michael Grey

“They are lovely people who are going through hell”. It was a surveyor from DNV, whom we happened to meet at Odessa airport, as we clutched our cardboard exit documents in the queue for what served as a departure lounge, whose words came back to me this week. It was a freezing December in 1994 and he was returning home after attempting to instil some order into ship

construction in a chaotic Black Sea shipyard, where the legacy of Soviet inefficiency was dying very hard. He seemed glad to be leaving.

We were a BIMCO delegation, which had been providing a training course to the Black Sea Shipping Company. Our two experts had been tasked to provide what can best be described as some lessons in best commercial shipping practice, to people whose entire policies had been prescribed 1000 miles away, by the ministry in Moscow. Now, Blasco was a limb without a heart, having to learn the basics in order to keep its inherited 300 unit fleet, with its 26,000 employees, trading and earning for their newly independent country. Much of the fleet was technically redundant or impractical, in the new commercial maritime world in which it now floated. They were trying to sell some of the uneconomic units, and I recall a series of 28 knot gas turbine propelled container ships, which had been built to suit the requirements of some Soviet Navy directive, rather than commercial utility, and drank 280 tons of fuel per day. They were not optimistic of an early sale.

We stayed at a sort of holiday complex which had been built for Sovcomflot where merchant mariners and Soviet shipping company workers could have enjoyed some sun and seaside attractions. We lived in an elegant villa where the top people (there had been no "classlessness" in Soviet society) had been housed, in some luxury, although the lights and heating were apt to be extinguished for several hours every day. On the other side of the road was a more impressive and heavily secured complex, which, we were told, had been operated for the KGB, where the torturers and their families had enjoyed relaxing holidays by the seaside.

The BIMCO course was well attended, although it developed into a sort of surgery, where the speakers, hugely experienced, spent a large amount of time trying to sort out real commercial disputes and problems brought along by our "clients". For people, whose every move had been dictated by Moscow, it was almost a matter of getting back to basics, with every crook in Christendom beating a path to bits of the former Soviet Union with their "attractive offers".

After the formal events, we would spend time with our hosts and it became clear just how difficult their problems were, as they attempted to change the old Soviet mindset after so long, when every decision was not your own. Where were any incentives for decision-making in cradle to grave communism, where there was no perceived need for punctuality, alertness and the sort of virtues young brokers learn practically in their prams? They were, as the DNV surveyor said, "lovely people", but they were indeed going through hell as they attempted to make sense of their post-Soviet legacy. "It will take two generations to sort our problems out", said a visibly exhausted senior Blasco manager, with every day bringing forth new crises, as they struggled to find the working capital for the paint and canal dues and pensions and the pitiful wages they were all paid. But with the currency crashing and ships being arrested for detentionable defects and financial defaults, the company's legacy seemed positively toxic. One of our hosts, a cheerful ex master who told us he was making \$50 per month, told us, as well he might, that he was beginning to doubt the manifold advantages of the new world of capitalism.

Odessa, the "pearl of the Black Sea" was a beautiful city, designed by the same French architects who had given the world Paris 200 years before and the loveliness showed through the years of neglect, with stately buildings, and tree-lined avenues. Somehow they had managed to renovate the opera house and we were taken to a performance of Giselle, with a full house of people who were able to forget their problems for a few hours, in a wonderful setting. But half the population in this beautiful European city was starving, after the disappearance of the welfare net. And there were some bad signs: the local mafia with their sunglasses and BMWs, openly in the streets. A group of them warned us away, meaningfully patting their pockets, as we watched them unloading a beaten-up freezer trawler with a cargo of oranges, at the foot of the Potemkin Steps, in some twisted derivation of international trade on their terms.

All that was 28 years ago and it has come flooding back, with the appalling scenes from Ukraine this week. Blasco, of course, is long gone, but maritime Ukraine has developed a reputation for fine ships' officers in the global fleet. Progress was being made. There were pictures of beautiful Odessa, its centre lovingly renovated, as its inhabitants erected makeshift defences against the anticipated invasion in the tree-lined avenues, and you cannot but fear the worst. After all the invasions, revolutions, wars, pogroms, genocides and mass deportations, over the ages, they deserve something better in this so-called civilised century. Your heart must surely go out to these poor, lovely people, as they go through their latest sort of Hell, as Putin blasts their country apart.

*Michael Grey is former editor of Lloyd's List.*

*Source: Maritime Advocate 799*

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### **Very Hazardous Substance**

Imagine trying to live in a world dominated by dihydrogen oxide, a compound that has no taste or smell and is so variable in its properties that, while generally benign, it can swiftly be lethal.

Depending on its state, it can scald or freeze. In the presence of certain organic molecules it can form carbonic acids that strip foliage and scour masonry. In large amounts and when agitated it is dense and strong enough to destroy large buildings or indeed any human construction.

For those who learn to live with it, the Bounding Main or Sea can be a murderous substance.

Water is everywhere. A potato is 80 % water, a cow 74 %, a bacterium 75 %. A tomato at 95 % is little but water. Even humans are 65 %, making us more liquid than solid - by two to one.

Water is strange stuff. It is formless and transparent with no taste and yet we love it. We travel great distances to see it and

frolic in it even though we know it is dangerous and drowns tens of thousands of us each year. Because it is ubiquitous, we tend to overlook what an extraordinary substance it is. Almost nothing about it can be used to make reliable predictions about the properties of other liquids. If you knew nothing of water and based your assumptions on the behaviour of compounds most chemically akin to it – hydrogen selenide or hydrogen sulphide – you would expect it to boil at minus 93°C and to be a gas at room temperature.

Most liquids when chilled contract by about 10 %. Water does too, but only down to a point. Once it is within whispering distance of freezing it begins – perversely, beguilingly, extremely improbably – to expand. By the time it is solid it is almost a tenth more voluminous than before. Because it expands, ice floats – an utterly bizarre property. If it lacked this splendid waywardness, ice would sink, and lakes and oceans would freeze from the bottom up. Without surface ice to hold heat in, the water's warmth would radiate away, leaving it even chillier and creating even more ice. Soon even the oceans would freeze and stay that way for a very long time – hardly the condition to nurture life. Thankfully, water seems unaware of the rules of chemistry or the laws of physics.

Everyone knows that water's chemical formula is H<sub>2</sub>O, which means that it consists of one large oxygen atom with two smaller hydrogen atoms attached. The hydrogen atoms cling fiercely to their oxygen host, but also make casual bonds with other water molecules. The nature of a water molecule means that it engages in a kind of dance with other water molecules, briefly parting and then moving on, like the ever-changing partners in a quadrille. A glass of water may not appear terribly lively, but every molecule in it is changing partners billions of times a second. That's why water molecules stick together to form bodies like puddles and lakes, but not so tightly that they can't be easily separated as when, for instance, you dive into a pool of them. At any given moment only 15 % of them are actually touching.

In one sense the bond is very strong – it is why water molecules travel uphill when siphoned and why water droplets on a car bonnet show such a singular determination to bead with their partners. It is also why water has surface tension. The molecules at the surface are attracted more powerfully to the like molecules beneath and beside them than to the air molecules above. This creates a sort of membrane strong enough to support insects and skipping stones. It's what gives the sting to a belly-flop.

I hardly need to point out that we would be lost without it. Deprived of water, the human body rapidly falls apart. Within days, the lips vanish – as if amputated, the gums blacken, the nose withers to half its length, and the skin so contracts around the eyes as to prevent blinking, according to one account. Water is so vital to us that it is easy to overlook that all but the smallest fraction of the water on Earth is poisonous to us – deadly poisonous – because of salt.

We need salt to live, but only in very small amounts, and Sea Water contains way more – about seventy times more salt than we can safely metabolize. A typical litre of sea water will contain 2.5 teaspoons of common salt but much larger amounts of other elements, compounds and dissolved solids, which are collectively known as salts. The proportions of these salts and minerals in our tissues are uncannily similar to those in sea water – we sweat and we cry sea water – but curiously we cannot tolerate them as input. Take a lot of salt into your body and your meta-bolism quickly goes into crisis. From every cell, water molecules rush off like so many volunteer firemen to dilute and carry off the sudden intake of salt. This leaves the cells dangerously short of water they need to carry out normal functions. They become, in a word, dehydrated. In extreme situations this leads to seizures, unconsciousness and brain damage. Meanwhile, the overworked blood cells carry salt to the kidneys, which eventually overwhelm and shut down. Without functioning kidneys you die. Why we don't drink sea water.

With 1.3 billion cubic kilometres of water on Earth that is all we're ever going to get. The system is closed: practically speaking, nothing can be added or subtracted. The water you drink has been around doing its job since Earth was young. The oceans achieved their present volumes 3.8 billion years ago, when Earth first formed 14.3 billion years ago.

The water realm is known as the hydrosphere and is overwhelmingly oceanic. Ninety seven percent of all water on Earth is in the seas, the greater part in the Pacific which is bigger than all the land masses put together and holds just over half of all ocean water (51.6 %); the Atlantic has 23.6 and the Indian Ocean 21.2, leaving 3.6 for all the other seas. Average depth of the ocean is 3.86 kilometres with the Pacific 300 metres deeper than the Atlantic and Indian.

Sixty per cent of the planet is ocean. We would better call our planet not Earth but Water.

Three per cent of our water is fresh and most exists as ice sheets. Only 0.036 per cent is found in lakes, rivers and reservoirs, and 0.001 per cent as clouds or vapour. 90 % of the ice is in Antarctica with most of the rest in Greenland. On the South Pole you will be standing on over two miles of ice, where the North Pole has just 15 feet of it. Antarctica, with 6 million cubic miles of ice, has enough to raise oceans by 200 feet, but if all water in the atmosphere fell as rain, it would only represent 2 centimetres.

Sea level is almost an entirely notional concept in that seas are not level. Tides, winds and Coriolis effects all alter levels considerably from ocean to ocean, and even within. The Pacific is 18 inches higher along its western edge, due to the centrifugal force of Earth's spin. The eastward spin piles up water against our oceans' western margins.

One of the great puzzles of oceanography was why the oceans don't grow saltier with time. Geophysicists have realized that deep sea vents act like large filters. Water is taken deep down into the Earth's crust, salt is stripped from it and clean water is blown out of the chimney stacks.

Now ICE in itself is another study!

Summarized from "A Short History of Nearly Everything" by Bill Bryson (c) 2003

## How Shackleton's Navigator Saved the Crew of the *Endurance*

Published March 11, 2022 at 10:28 AEDT

By Daniella McCahey, The Conversation

When the wreck of Ernest Shackleton's ship *Endurance* was found nearly 10,000 feet below the surface of Antarctica's Weddell Sea in March 2022, it was located just four miles from its last known position, as recorded by the *Endurance*'s captain and navigator, Frank Worsley in November 1915.



The wreck of the *Endurance*, courtesy of Falklands Maritime Heritage Trust and National Geographic

That's an astonishing degree of accuracy for a position determined with mechanical tools, book-length tables of reference numbers, and pen and paper.

The expedition looking for the ship had been searching an undersea area of 150 square miles – a circle 14 miles across. Nobody knew how precise Worsley's position calculation had been, or how far the ship might have travelled while sinking.

But as a historian of Antarctic exploration, I was not surprised to find out how accurate Worsley was, and I imagine those searching for the wreck weren't either.

### *Navigation was key*

The *Endurance* had left England in August 1914, with the Irishman Shackleton hoping to become the first to cross the Antarctic continent from one side to the other.

But they never even landed on Antarctica. The ship got stuck in sea ice in the Weddell Sea in January 1915, forcing the men off the ship into tents pitched on the frozen ocean nearby. The force of the ice slowly crushed the *Endurance*, sinking it 10 months later, and kicking off what would become an incredible – and almost unbelievable – saga of survival and navigation by Shackleton and his crew.

Shackleton's own leadership has become the stuff of legend, as has his commitment to ensuring that not a man was lost from the group under his command – though three members of the expedition's 10-man group in the Ross Sea did perish.

Lesser known is the importance of the navigational skills of the 42-year-old Worsley, a New Zealander who had spent decades in the British Merchant Navy and the Royal Navy Reserve. Without him, the story of Shackleton's survival would likely have been very different.

### *Marking time*

Navigation requires determining a ship's location in latitude and longitude. Latitude is easy to find from the angle of the Sun above the horizon at noon.

Longitude required comparing the local noon – the moment when the Sun was at its highest point – with the actual time at another location where the longitude was already known. The key was making sure the time measurement for that other location was accurate.

Making these astronomical observations and doing the resulting calculations was difficult enough on land. On the ocean, with few fixed land points visible, amid foul weather, it was nearly impossible.

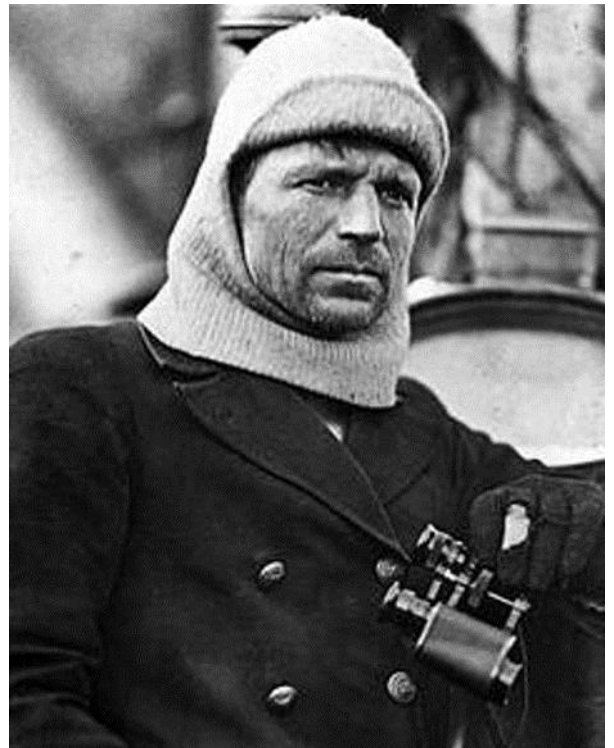
So navigation largely depended on "dead reckoning." This was the process of calculating a vessel's position using a previously determined position and incorporating estimates of how fast and which way the ship was moving. Worsley called it "the seaman's calculation of courses and distance."

### *Aiming for land*

When the *Endurance* was crushed, the crew had to get themselves to safety, or die on an ice floe adrift somewhere in the Southern Ocean. In April 1916, six months after the *Endurance* sank, the sea ice on which they had camped began to break up. The 28 men and their remaining gear and supplies loaded into three lifeboats – the *James Caird*, *Dudley Docker* and *Stancomb Wills* – each named for major donors to the expedition.

Worsley was in charge of getting them to land. As the journey began, Shackleton "saw Worsley, as navigating officer, balancing himself on the gunwale of the *Dudley Docker* with his arm around the mast, ready to snap the sun. He got his observation and we waited eagerly while he worked out the sight."

To do that, he compared his measurement with the time on his chronometer and written tables of calculations.



Frank Worsley

### *A last hope of survival*

Once they managed to arrive on a little rocky strip called Elephant Island, off the coast of the Antarctic Peninsula, they still faced starvation. Shackleton believed that the only hope of survival lay in fetching help from elsewhere.

Worsley was ready. Before the *Endurance* was crushed, he had “worked out the courses and distances from the South Orkneys to South Georgia, the Falklands and Cape Horn, respectively, and from Elephant Island to the same places,” he recalled in his memoir.

The men used parts of the other lifeboats to reinforce the *James Caird* for a long sea journey. Every day, Worsley “watched closely for the sun or stars to appear, to correct my chronometer, on the accuracy of which our lives and the success of the journey would depend.”

On April 24, 1916, Worsley got “The first sunny day with a clear enough horizon to get a sight for rating my chronometer.” That same day, he, Shackleton and four other men set off under sail in the 22.5-foot *James Caird*, carrying Worsley’s chronometer, navigational books and two sextants, used for fixing the position of the Sun and stars.

### *The boat journey*

These men, in this tiny boat, were going from one pinpoint of rock in the Southern Ocean to another, facing high winds, massive currents and choppy waters that could push them wildly astray or even sink them. The success of this voyage depended on Worsley’s absolute accuracy, based on observations and estimations he made in the worst possible environmental conditions, while sleep-deprived and frostbitten.

They spent 16 days of “supreme strife amid heaving waters,” as the boat sailed through some of the most dangerous sea conditions in the world, experiencing “mountainous” swells, rain, snow, sleet and hail. During that time, Worsley was able to get just four solid fixes on the boat’s position. The rest was “a merry jest of guesswork” to determine where the wind and waves had taken them, and adjusting the steering accordingly.

The stakes were enormous – if he missed South Georgia, the next land was South Africa, 3,000 miles farther across more open ocean.

### *As Worsley wrote later:*

“Navigation is an art, but words fail to give my efforts a correct name. ... Once, perhaps twice a week the sun smiled a sudden wintry flicker, through storm torn cloud. If ready for it, and smart, I caught it. The procedure was: I peered out from our burrow – precious sextant cuddled under my chest to prevent seas from falling on it. Sir Ernest stood by under the canvas with chronometer, pencil, and book. I shouted ‘Stand by,’ and knelt on the thwart – two men holding me up on either side. I brought the sun down to where the horizon ought to be and as the boat leaped frantically upward on the crest of a wave, snapped a good guess at the altitude and yelled ‘Stop.’ Sir Ernest took the time and I worked out the result. Then the fun started! Our fingers were so cold that he had to interpret his wobbly figures – my own so illegible that I had to recognize them by feats of memory.”

On May 8, they saw floating seaweed and birds, and then spotted land. But they had arrived at South Georgia amid a hurricane, and for two days had to fight being driven by wind onto an island they had spent weeks desperately trying to reach.

Finally, they came ashore. Three of the six men, including Worsley, hiked across unmapped mountains and glaciers to reach a small settlement. Worsley joined a rescue boat back to get the other three. Shackleton later arranged a ship to collect the rest of the men from Elephant Island, all of whom had survived their own unimaginable hardships.

But the key to all of it, and indeed the recent discovery of the *Endurance*’s wreck, was how Worsley had fought desperate conditions and still repeatedly managed to figure out where they were, where they were going and how to get there.

*Daniella McCahey is an Assistant Professor of History at Texas Tech University.*

Source: *The Conversation* 220311

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## **Sustainable Catch: Navigating Global Fisheries Crime**

PUBLISHED MAR 15, 2022 12:40 PM BY **THE LOWY INTERPRETER**

[By Adam Graycar]

A fish consumed in Australia could be caught near Palau, by a Thai vessel with a Cambodian crew, shipped to a packing plant in Vietnam and sold to a distributor in Taiwan before reaching the Australian market.

The global scope of fisheries management makes it a contested area of international relations – a domain in which soft power, criminality and corruption all intersect. It is also a vital interest to Australia’s region, with the 2017 Department of Foreign Affairs and Trade Foreign Policy White Paper noting the importance of healthy and abundantly stocked oceans suitable for fisheries and tourism.

The United Nations Office on Drugs and Crime (UNODC) in conjunction with the UN Food and Agriculture Organisation (FAO) is currently working on a legislative guide on combatting crimes in the fisheries sector. This is significant because not only has the annual global per capita fish consumption increased from 9.9 kilograms to 20.3 kilograms since the 1960s, the FAO estimates around 58 per cent of fish stocks globally are already decimated due to unsustainable practices, illegal fishing, pollution and habi-

tat loss – further threatened by climate change. It is estimated that 26 million tonnes of fish are illegally caught each year, amounting to approximately 15 percent of globally caught fish.



Suspected IUU fishing vessel (file image courtesy NOAA)

A challenging debate surrounds where to draw the boundary around crime. The UN draft legislative guide focuses on maritime zones and jurisdiction, coastal states and flag states, port states, schedules of protected fish, areas designated for protection, offences, prosecution, sentencing, fines and penalties. These are all important, but only part of the story.

There are many domains that shape fisheries crime. There are environmental and sustainability issues, consistent with the UN's Sustainable Development Goals. There is a human rights dimension as the industry has had many examples of trafficking and slavery. There is an economic and community development domain in that sector provides direct incomes for about 60 million people, and for another

750 million indirectly. There is a health and nutrition domain given that fish are a significant part of the diet of billions of people. All of this is against a backdrop of an International relations domain in which spheres of influence, soft power and International alliances bounce off each other while the fish have no idea of where national jurisdictions end. All of these must be taken into account when dealing with means of protecting fish stocks.

However, identifying a starting point is difficult.

There is a fisheries value chain which includes the licensing and flagging of fishing vessels, the catch process which involves protected areas, and equipment and personnel for the catch. The reporting standards of the catch is a further challenge – data is not good and misreporting of sources, volumes, and species can have significant economic impacts. Landing the catch in friendly ports and transporting it is an important step before the sale of fish. Accounting for the sale affects taxation and can grease money laundering.

Each of these steps is open to criminal exploitation. The UN is trying to deal with the criminality involved, but this cannot be done in isolation from the domain factors and the value chain factors. The criminality is aided by corruption, but illegality and corruption are different animals.

Corruption here involves officials condoning the criminality. When politicians corruptly make laws or regulations about the issuing of licences, setting of catch levels, the equipment which is permissible, and access zones for fishing, the playing field is not level. Activity that takes place can be justified by the transgressor saying they were obeying the rules. This is a different story to the activities of the officials who implement the laws who take bribes as they monitor the catches and the access as well as inspecting vessels and catches.

So, on the one hand there is corruption in making the law, and, on the other, corruption in implementing the law. Internal techniques can usually deal with the latter, but cross-national issues come into play when dealing with the former.

There are many treaties and conventions that are already in place, and these can be used, but most are not fisheries specific. There is the United Nations Convention Against Corruption (UNCAC), United Nations Convention against Transnational Organised Crime (UNTOC), Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES), and United Nations Convention on the Law of the Sea (UNCLOS). In addition, there are several fisheries related agreements, but these are not universal, nor are they binding.

There are several ways forward in this complex area. Civil society has a role to play alongside government in promoting better documentation and data, and calling out breaches of transparency, accountability and traceability. Development aid can support civil society and media to gather information on incidences of corruption and promote awareness of anti-corrupt behaviour.

There is also a diplomacy approach and a law enforcement approach. There are commitments to effectively regulate harvesting and end overfishing, in order to restore fish stocks and to prohibit certain forms of fisheries subsidies which contribute to overcapacity and overfishing, eliminate subsidies that contribute to illegal, unreported and undocumented fishing and refrain from introducing new subsidies.

When dealing with criminality the politics and international sensitivities are every bit as difficult as the law enforcement.

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*This article appears courtesy of The Lowy Interpreter.*

The opinions expressed herein are the author's and not necessarily those of The Maritime Executive.

## SS Richard Montgomery: Tourists flock to Sheerness wreck. 17/02/2022.

Visitor numbers to a wartime shipwreck full of explosives have increased after reports it will be partially removed, according to local tour operators.

The cargo ship *SS Richard Montgomery* was anchored in Sheerness, Kent, when it grounded in the Thames Estuary and broke up in 1944. In 2020 contractors were sought to remove the above water masts from the vessel. The Department for Transport would not comment on a removal timetable.



The masts of the *SS Montgomery* can be seen above the water line and from the shore

Martin Hamer, who runs tours out to the wreck, said: "We are normally very, very quiet up until around April time - this has blown up beyond all our expectations." "There seems to be an appetite for seeing the ship," he added. The Department for Transport (DfT) said contractors are undertaking surveys and risk assessments of the site with the help of two Royal Navy specialists before any removal takes place.

The wreck, which is packed with 1,400 tonnes of explosives, is monitored round the clock by port authorities and protected by a 500m exclusion zone. Richard Bain, managing director of Jetstream Tours, has also seen an increase in interest in visits to the wreck site. Mr Bain said: "Normally at this time of year we would be concentrating on other routes and preparing for dry dock. We're being asked for trips out there mainly from photography groups and the general public.

"Seeing the masts gives you a sense of the dangers that lurk beneath the water and whilst the ship is still laden with bombs, having the masts there helps to see something tangible in front of them."

The DfT said: "We continue to monitor the wreck of the *SS Richard Montgomery* closely and it is understood that it is in a relatively stable condition." "Expert wreck assessors are now undertaking detailed surveys which will inform future work to reduce the height of the masts."



The *SS Richard Montgomery* was anchored in Sheerness when it grounded and broke up in 1944 and now lies under the water on a sandbank (pictured bottom right)

Source: BP Shipping News

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### The Montgomery Legacy

"Recent items bring an incident from 47 years ago back to mind.

August 1975 and *Manapouri*, was homeward bound from New Zealand with Sheerness as first UK discharge port. We had a few hours to waste waiting for another Company ship to come off our berth, so headed into the general anchorage just downstream from the wreck of the *Richard Montgomery*, heavily guarded by danger buoys then, as it is today.

The other ship sailed, and we weighed to go in when the Chief Officer called up on the walkie-talkie to say that there was a shell on the anchor! What, crab, I asked? No, about two feet long and explosive. A brief pause for thought and I asked him what he was going to do about it? He said he was coming up to the Bridge to talk to me about it.

At this point we were underway so I asked the pilot to just hold position while we considered our options. Thinking that the Harbourmaster might be none too pleased if we came alongside his wharf with this extra bit of cargo, we abandoned that idea, and, thinking also that dropping the anchor back on the bottom to dislodge the shell might have undesirable consequences, we abandoned that idea too. Which only left the option of going back to anchor and seeking help. This we did, very gingerly, walking the starboard anchor back onto the bottom and then paying it out until it held.

At least help should not be too long in coming as Chatham Dockyard lay just round the corner and up the Medway from where we were. But it appeared that, while Chatham may have been pre-eminent in the Days of Elizabeth I and Henry VIII, it had slipped a bit since then and the nearest marine bomb disposal squad had to come from Portsmouth, three hours' drive away. So much for berthing that night!

The team arrived alongside about 22:00hrs, removed our passenger without fuss and came up to the bar for a beer and a thank you. They actually didn't think that our shell had come from the *Richard Montgomery*, which rather spoilt a good story. They also said that, No, they weren't going to defuse it and give it back to us to mount behind the bar, which was a pity. Instead, they would take it away to be detonated at the end of the month along with all the other unstable nasties that they had collected.

We berthed next morning, and I was happy to hand an intact *Manapouri* back to the Commodore, after his voyage off.

Best wishes"

Source: Unknown member of the Durham Association

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## Unions Call Out DP World Over P&O Ferries Firings

Mike Schuler March 21, 2022

The International Transport Workers' Federation (ITF) and European Transport Workers' Federation (ETF) are calling on DP World to engage in meaningful dialogue with unions after the U.A.E. company abruptly sacked 800 UK-based ferry workers last week.



FILE PHOTO: A P&O ferry arrives at the Port of Dover, following the end of the Brexit transition period, in Dover, Britain, January 15, 2021.

REUTERS/John Sibley/File Photo

P&O Ferries, a DP World subsidiary that operates ferry services between the UK and Ireland and Europe, alerted ferry workers via a pre-recorded Zoom call last Thursday that they would be laid off with immediate effect. The company has suspended services as it transitions to non-union, third-party labour. A spokesperson for the P&O Ferries said the decision was necessary for the survival of the company.

The unions representing the laid off workers, RMT and Nautilus International, said they were not notified or consulted with on the plan. British politicians have also slammed the abrupt nature of the firing.

In a joint statement issued Monday, the ITF and ETF said the move by DP World shows a shocking disregard for workers' rights and goes against DP World's own bill of goods regarding social and corporate responsibility

standards.

"These kinds of brutal shock tactics are reminiscent of the infamous Patrick dispute, that represents nothing more than an out-moded and discredited management style," said Paddy Crumlin, President of the ITF and Chair of ITF's Dockers' Section.

"DP World's callous decision to sack and attack 800 hard-working seafarers represents a brutal attack on their dignity," Crumlin added. "In doing so, they're breaching laws and failing to meet their own company's standards."

ETF President Frank Moreels echoed this sentiment, pointing out that the use of non-union replacement labour amounts to a fundamental breach of workers' rights to freedom of association.

"Their plan to outsource the jobs is in tatters. Reports are coming in across Europe that their original strategy was to replace the sacked workers with Russian and Ukrainian seafarers," said Moreels. "What we're seeing now is a chaotic scramble to recruit seafarers on anything from two-week contracts through a shady shell corporation with links to the Paradise papers."

In 2019, DP World signed up to the UN's Global Compact (UNGC), a voluntary initiative by the company to adopt sustainable and socially responsible policies.

"They can't have it both ways," said Crumlin, who is also Co-Chair of the Committee on Workers' Capital. "One minute they're voicing their support for human rights and ESG principles and the next they're throwing 800 people out of work with 30 minutes notice."

The ITF is expected raise the issue of the P&O Ferries' treatment of seafarers at the UNGC Board meeting in Dubai. ITF's General Secretary Stephen Cotton has also reached out to DP World CEO Sultan Ahmed bin Sulayem to discuss the matter, and plans to deliver him a Global Protest Letter backed by hundreds of unions and thousands of workers.

"We hope that Sultan Ahmed bin Sulayem will take this opportunity to engage and move to rectify this situation that avoids further reputational damage to his company and respects these workers' fundamental labour rights", said Crumlin.

"In the interest of the 800 workers who have lost their jobs, we are ready and willing to facilitate dialogue between the company and the unions, but we also stand ready to provide meaningful solidarity across DP World's global operations, if need be, to defend these workers' jobs," Crumlin added.

Source: gCaptain 220322

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## Denied Access to the Pier, Officer Dies in Attempt to Read Draft Marks

COVID-19 restrictions on movement contributed to the death of a ship's officer at the port of Tianjin on Saturday, according to a Turkish maritime industry association.

Last weekend, the bulker *Mathilde Oldendorff* was moored alongside the Yuanhang Ore Terminal in Tianjin. The first officer, identified as Turkish national Selçuk Elibol, went to read the draft marks on the stern. He was not allowed to come down the gangway and read the marks from the pier - the preferred method - because China's stiff restrictions on COVID-19 quarantine forbid it. Instead, he rigged a pilot ladder from the rail and climbed over the side to read the marks. He slipped in the process and fell 30 feet on to the concrete pier, according to Hurriyet. Despite medical attention, he did not survive. His body will be repatriated to Turkey once official procedures have been completed, the outlet reported.

In a statement, the Turkish Maritime Federation (Türkiye Denizcilik Federasyonu) said that Elibol's death has deeply saddened the nation's maritime community. "Because the port authorities would not allowed him to go on shore, he fell from the [ladder] and has died," the Federation said.

The organization said that the restrictions at Tianjin were just the latest example of a pattern of tightening limits on the movements of seafarers - starting with the post-9/11 security measures of 2001 and culminating in the near-total suspension of shore leave experienced by many mariners in today's COVID-conscious world.

"Seafarers working on ships that stay in the port for a short time after long voyages [have been] deprived of even the right to access health services, which is one of the human rights," the organization noted. "With the travel restrictions, crewmembers have difficulty returning to their loved ones. At the same time, as can be seen in the latest tragic incident, seafarers are exposed to inhumane treatment."

The Federation said that it would work with international institutions to create binding rules to "put an end to the inhumane practices" of preventing seafarers from coming ashore.

*Flashlight Editor: There are essential duties that must be carried out aboard a ship and this is one of them. China should be ashamed for putting crew members at risk in such a manner, but I doubt it will make any difference to them.*

(With thanks to the Maritime Executive)

Source: Flashlight 231

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## Chinese Aircraft Carrier Sails Through Taiwan Strait Hours Before Biden-Xi Call

By Yimou Lee

TAIPEI, March 18 (Reuters)

A Chinese aircraft carrier sailed through the sensitive Taiwan Strait on Friday, Taiwan's Defence Ministry said, just hours before the Chinese and U.S. presidents were due to talk.

China claims democratically ruled Taiwan as its own territory and has over the past two years stepped up its military activity near the island to assert its sovereignty claims, alarming Taipei and Washington.



China's already in operation Type 002 aircraft carrier of People's Liberation Army Navy. Photo by Tyg728, via Wikimedia. Creative Commons Attribution-Share Alike 4.0/CC BY-SA 4.0

A source with direct knowledge of the matter, who was not authorised to speak to the media and spoke on condition of anonymity, told Reuters the carrier *Shandong* sailed close to the Taiwan-controlled island of Kinmen, which sits directly opposite the Chinese city of Xiamen.

"Around 10:30 a.m. the CV-17 appeared around 30 nautical miles to the southwest of Kinmen and was photographed by a passenger on a civilian flight," the source said, referring to the *Shandong's* official service number.

The *USS Ralph Johnson*, an Arleigh Burke guided missile destroyer, shadowed the carrier at least partly on its route. The *Shandong* did not have aircraft on its deck and sailed north through the strait, the source added.

Taiwan also sent warships to keep an eye on the situation, the source

said.

Taiwan's Defence Ministry, in a brief statement, confirmed the passage of the *Shandong* but gave no details other than to say its forces have a "full grasp" of what China's ships and aircraft do in the Taiwan Strait.

U.S. Navy spokesperson Lt. Mark Langford said the *Ralph Johnson* had "conducted a routine Taiwan Strait transit March 17 (local time) through international waters in accordance with international law". He did not elaborate.

Chinese Foreign ministry spokesman Zhao Lijian referred questions to the Defence Ministry – which did not respond to a request for comment – but said the *Shandong* has a "routine training schedule".

"We should not associate this with the communication between the heads of state of China and the United States. You may think it is too sensitive. What is sensitive is you, not the Taiwan Strait," Zhao told reporters in Beijing.

*'Provocative timing'*

The sailing happened about 12 hours before U.S. President Joe Biden is due to speak to his Chinese counterpart, Xi Jinping.

The source described the timing of the *Shandong's* movement so close to that call as “provocative” and that it was unusual it sailed during daylight hours, with previous missions happening at night.

Last April, China’s navy said a carrier group, led by the *Liaoning*, the country’s first aircraft carrier put into active service, was carrying out routine drills in the waters near Taiwan.

Taiwan is already in a heightened state of alert due to the Ukraine war, wary of China taking advantage of the situation to make a move of its own, though there have been no signs Beijing is about to mount any kind of military strike.

Lo Chih-cheng, a senior lawmaker from Taiwan’s ruling Democratic Progressive Party called the *Shandong's* transit a “very provocative message” when countries in the region are already alarmed by the war in Ukraine and hours before the Biden-Xi call.

“Tensions across the Taiwan Strait won’t rise sharply because of this, but it will likely cause neighbouring countries to raise their military alert level,” he told Reuters.

China says Taiwan is the most sensitive and important issue in its relations with the United States. Washington has no formal diplomatic ties with Taipei but is Taiwan’s most important international backer and arms supplier.

Taiwan rejects China’s sovereignty claims and has repeatedly vowed to defend its freedom and democracy.

Kuo Yu-jen, a security expert at Taiwan’s National Sun Yat-sen University, said the *Shandong* was likely to be on its way up to northern China for next month’s celebrations marking the founding of China’s navy.

“It was carrying no aircraft and had no frigates” accompanying, he added.

The *Shandong* is China’s newest aircraft carrier, commissioned in 2019.

In December 2019, shortly before presidential and parliamentary elections in Taiwan, it sailed through the Taiwan Strait, a move condemned by Taiwan as attempted intimidation.

Taiwan’s air force also scrambles aircraft almost daily to see off Chinese warplanes flying into Taiwan’s air defence identification zone, mostly to the southwestern part of the strait at the top end of the South China Sea.

(Reporting by Yimou Lee; Additional reporting by Ben Blanchard, and Martin Pollard in Beijing, editing by Gerry Doyle and Angus MacSwan)

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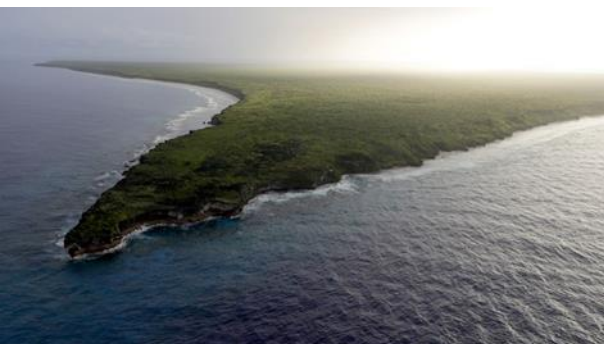
Source: gCaptain 220319

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## Navy finds Pacific island has been in wrong place for 85 years

11 March 2022

Sailors on a Royal Navy warship have proved a remote Pacific island has been in the 'wrong place' for 85 years.



Henderson Island in the South Pacific is one mile south of the position marked on charts used by mariners the world over since 1937.

On the eve of British Science Week, patrol ship *HMS Spey* confirmed the error as part of efforts to check and update charts of waters around British Overseas Territories scattered around the globe.

Uninhabited and about

the size of Oxford, Henderson is one of four islands in the remote Pitcairn chain. Chile lies 3,600 miles to the east and New Zealand 3,200 miles to the southwest.

The Royal Navy has been using navigational charts supplied by the UK Hydrographic Office, using the latest technology of the day, for more than 225 years.

Over the past 15 years, the majority of the Fleet has used digital charts. Key areas and seas regularly used are well covered by the electronic system, which not only ensures pinpoint navigational accuracy, but allows sailors to ‘interrogate’ key features such as landmarks, buoys and depths, as well as turning specific features on/off as required.

The Pitcairn chain has only had some satellite-based data collection, which had already highlighted the inaccurate positioning on historical charts, so *Spey* offered to assist with data gathering.

She is not a dedicated survey vessel, but navigator Lieutenant Michael Royle used radar imagery gathered by *Spey's* sensors



Image: Crew onboard HMS Spey found that the island is in fact a mile south of its presumed location. Pic: Royal Navy

and GPS positioning, overlaying the details on the existing charts of the Pitcairn chain.

“In theory, the image returned by the radar should sit exactly over the charted feature – in this case, Henderson Island,” Lieutenant Royle explained.

“I found that wasn’t the case – the radar overlay was a mile away from the island, which means that the island was plotted in the incorrect position when the chart was first produced. The notes on the chart say that it was produced in 1937 from aerial photography, which implies that the aircraft which took the photos was slightly off in its navigational calculations.

The work by *Spey* is part of much wider government programme to update maritime charts of waters around the UK’s Overseas Territories and improve navigation using sonar, airborne laser techniques and satellites to better understand, manage and protect the marine estates of these territories.

Henderson Island was last visited by the Royal Navy in late 2018 when *HMS Montrose* conducted an environmental survey to study the impact of plastics in the oceans.

Pacific currents dump masses of debris on the shoreline of the British Overseas Territory – an estimated 270 objects every day, with as many as 40 million items of plastic and rubbish scarring Henderson’s beaches, earning it the title ‘most polluted island in the world’.

As well as some outdated charts, knowledge about the waters around the entire Pitcairn chain is limited, so at all four islands – Ducie and Oeno complete the quartet - *HMS Spey* launched her sea boat and crew filled tanks with water.

“Scientists in the UK have really scant data about the ocean in this region – its salinity, temperature, water pressure and the like,” Lt Royle added. “They are keen to understand climate change in the area.”

The ship also conducted patrols in the waters around the islands to deter and defend against illegal fishing, in partnership with the UK’s satellite monitoring programme run by the Marine Management Organisation.

Portsmouth-based *Spey* is on a five-year mission to the Indo-Pacific region with her sister *HMS Tamar*, a mission which has already seen her help the people of Tonga in the wake of the recent tsunami.

Source: Royal Navy 220311

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## International Ship Classification Body Withdraws Russia’s Membership

Mike Schuler March 14, 2022

The International Association of Classification Societies (IACS) has withdrawn the membership of the Russian Maritime Register of Shipping (RMRS) amid Russia’s invasion of Ukraine.

IACS Council voted to adopt a Resolution withdrawing the membership with immediate effect last Friday.

The decision comes following “external legal advice” in response to sanctions in the UK where IACS is located.

“IACS deeply regrets the circumstances that have resulted in this decision and hopes that hostilities in Ukraine will cease as soon as possible, and that peace will return to the region,” IACS said in a statement.

IACS consists of eleven member marine classification societies representing more than 90% of the world’s cargo carrying tonnage. The classification societies include American Bureau of Shipping (ABS), Bureau Veritas (BV), Croatia Register of Shipping (CRS), China Classification Society (CCS), DNV, Indian Register of Shipping (IRClass), Lloyd’s Register (LR), Korean Register of Shipping (KR), ClassNK, Polish Register of Shipping (PRS), and Registro Italiano Navale (RINA).

London-based Lloyd’s Register and Norway’s DNV had previously announced withdrawing class services to Russian entities. ABS said Monday it was also withdrawing all services “involving Russian vessels, assets and companies.”

Source: gCaptain 220316

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## China-Europe Rail Containers Find New Routes By Sea to Avoid Russia

March 23, 2022

By Ann Koh and Kyunghee Park (Bloomberg)

With Moscow’s war raging in Ukraine, exporters and logistics firms transporting auto parts, cars, laptops and smartphones are now looking to avoid land routes passing through Russia or the combat zone. Security risks and payment hurdles stemming from sanctions are mounting, as is wariness that customers in Europe could boycott products that used Russian rail.

Kuehne + Nagel International AG, one of Europe’s largest freight forwarders, is already rejecting rail cargo from China to Europe, according to Marcus Balzereit, a senior vice president for Asia Pacific at the Switzerland-based company. Some companies are switching to sea, said Glenn Koepke, a general manager at FourKites Inc., a Chicago-based information provider for the logistics industry.

The conflict is adding to congestion at some of the biggest ports, putting further pressure on global supply chains that are still reeling from pandemic-induced manpower shortages. Balzereit said a combination of sea-air solutions could help some automakers and high-tech electronics manufacturers prevent production disruptions despite a surge in costs.

“At times like these, it’s more important for companies to get their goods delivered even if the cost of transport is higher,” said Um Kyung-a, a transportation analyst at Shinyoung Securities Co. in Seoul. “It’s more important for them to keep their production going.”



More than a million containers set to ride 6,000-plus miles of railway linking Western Europe to Eastern China via Russia are now having to find new routes by sea, adding to costs and threatening to worsen the global supply chain chaos. Stock Photo: Alexey Kartsev / Shutterstock.com

Starting March, the export volume on trains heading to Europe from the port of Dalian has been “greatly reduced,” the official Securities Times run by the People’s Daily.

The rail links between China and Europe have been forged over the past decade as part of President Xi Jinping’s new Silk Road project, which later morphed into the “Belt and Road” initiative. It is an ambitious mix of foreign policy and economic strategy to extend the country’s influence across continents.

Last year, trains moved about 1.46 million containers carrying goods valued at about \$75 billion between China and Europe on the routes, or about 4% of total trade between the two sides, according to estimates by Bain & Co.

The rail networks stretching from China, Kazakhstan, Russia, Belarus and beyond connect Chinese commercial centres such as Yiwu in Zhejiang province, Xi’an in Shaanxi, Zhengzhou in Henan, Chengdu in Sichuan and Wuhan in Hubei to European cities including Moscow, Minsk, Hamburg, Milan, Warsaw, Munich and Madrid. Apart from consumer electronics and autos, wood-based products and petrochemicals also hitch a ride.

It takes about two weeks to send Asian goods to Europe via rail compared with a month by ship, according to logistics firms. Ships are still the cheapest method. The cost of transporting a container by rail is roughly twice that of sea freight and a quarter of sending goods by air, according to logistics provider DSV.

Last year, when online vendors rushed to meet a boom in demand for laptops and mobile phones during the pandemic, rail offered a crucial lifeline because some ports in China were locked down, said Helen Liu, a partner at Bain & Co. in Shanghai. This year, consumer electronics are likely to be impacted the most if rail isn’t used, she said.

Some companies that use the rail network — from Dell Technologies Inc. to IKEA and Toyota Motor Corp. — have already paused their operations or sales in Russia. Still, the war in Ukraine hasn’t stopped the rail traffic, with some trains as much as 500 meters long continuing to carry containers between Xi’an and Kaliningrad, a Russian city sandwiched between Poland and Lithuania.

Those who want to shun these routes are looking at alternatives, said Balzereit. “We see that sea freight remains the backbone, able to move large volumes at a fairly reasonable price,” he said. “Air freight is another option even though the route might not be as direct as the past and you need to go through some route changes which might mean longer time and higher cost. Or a combination of sea and air — we have been doing this for many years.”

Any increase in traffic at ports couldn’t come at a worse time. A flare-up of coronavirus infections in China has prompted authorities to tighten controls, along with mass testing of workers and drivers. For instance, a long line of trucks was waiting to enter Shenzhen’s Yantian container port earlier this month, with shipping major Hapag-Lloyd AG estimating delays to at least 13 vessels.

Some shipping lines are also refusing cargo to Russia and diverting vessels into already overwhelmed European ports, said Judah Levine, head of research at Freightos, an online logistics platform. Additional volume shifting from rail could slow port operations further, he said.

“Getting vessel capacity and getting shipping on time to destination has already been a challenge in the past six months,” said FourKites’ Koepke. “This is just one more thing that’s being added to an already fragile network.”

—With assistance from Charlie Zhu, Chunying Zhang and Huang Zhe.

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Source: gCaptain 220324 —oo00oo--

## Out of the mouths of babes and ...

STEVEN (age 3) hugged and kissed his Mom good night. 'I love you so much that when you die, I'm going to bury you outside my bedroom window.'

BRITTANY (age 4) had an earache and wanted a pain killer. She tried in vain to take the lid off the bottle. Seeing her frustration, her Mom explained it was a child-proof cap and she'd have to open it for her. Eyes wide with wonder, the little girl asked: 'How does it know it's me?'

SUSAN (age 4) was drinking juice when she got the hiccups. 'Please don't give me this juice again,' she said, 'It makes my teeth cough.'

DJ (age 4) stepped onto the bathroom scale and asked: 'How much do I cost?'

Source: The Pulse 2022 #3 —oo00oo--