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## Dutch firm claims a first for LNG tankers

With new shipping emission rules coming into effect on 1 January 2015, Dutch shipping company Anthony Veder has taken the lead in introducing two new LNG-powered tankers, pictured left, which are claimed to be the first of their kind.

Named in Teesport last month, the 3,604dwt Coral Star and Coral Sticho are being chartered by the Saudi Basic Industries Corporation to carry Liquefied Ethylene Gas (LEG) from its Wilton facility on Teesside to manufacturing plants in NW Europe and Scandinavia.

The state-of-the-art Dutch-flagged ships, with a cargo capacity of 4,768 cu m, will emit dramatically fewer pollutants than the vessels they are replacing — cutting NOx emissions by over 85%, with SOx

and soot particles reduced by nearly 100%, and CO2 by 20%.

'By demonstrating their commitment to using LNG-powered vessels, SABIC and Anthony Veder are leading and embracing this cutting-edge technology,' said company CEO Jan Valkier. 'They could be at the forefront of opening up a whole new sector of sea-going transport.'

The vessels were part-funded by the European Union's TEN-T programme, which aims to support efficient transport infrastructure within Europe. It gave almost €4m towards the costs of constructing the UK's first LNG bunkering facilities at Teesport and the LNG propulsion system of the two ships, describing the project as 'a real breakthrough'.

Owners warn on new rules — see page 9.

# Union accuses UK of safety failings

Authorities condemned for decision not to prosecute in case which led to the loss of six lives

Nautilus International has condemned the 'abysmal failure' to take any legal action against the owners of a substandard ship that sank off the coast of Wales in 2011 with the loss of six lives.

The Union says the decision not to bring any prosecution over the loss of the Cook Islands-flagged *Swanland* gives a green light to other shipping companies who compete by flouting rules and regulations.

A Marine Accident Investigation Branch (MAIB) report concluded that the 34-year-old vessel had suffered a catastrophic structural failure as a result of factors including poor maintenance, corrosion, overloading and poor distribution of its 3,000-tonne limestone cargo.

Nautilus general secretary Mark Dickinson said the Union has spent more than a year questioning the Maritime & Coastguard Agency, the Crown Prosecution Service and the police over the decision not to take any legal action against the ship's UK-based owners and managers.

However, MCA chief executive Sir Alan Massey told the Union that 'because the

ship was not within UK waters it was outside our jurisdiction'.

The wreck of *Swanland* was found 12 miles off the Welsh coast, at a depth of approximately 80m, and the MCA argued that it would go against the principles of the UN Convention on the Law of the Sea to bring a prosecution when a ship had sunk outside UK territorial waters.

Sir Alan said the circumstances of the loss had been examined by the MAIB and a coroner's inquest. 'Given that report, and the verdict of the inquest, the issues regarding jurisdiction and the passage of time, and despite the fact that there has been tragic loss of life, I do not believe that embarking on a lengthy investigation into this matter is an appropriate use of resources, or likely to result in a successful prosecution,' he told the Union.

Wales police told Nautilus that 'there was no evidence of any serious criminal offences or gross negligence'.

The Crown Prosecution Service said it had not been asked to give advice to the police about the *Swanland's* loss, but noted that the coroner had withdrawn an unlaw-

ful killing verdict 'as he concluded that the ship met all regulatory, class and SOLAS requirements'.

The CPS told the Union it was 'a moot point' whether the ship has to be within UK waters when it sinks for Section 100 of the UK Merchant Shipping Act to apply, but said a case to be needed to go before the courts for a judge to decide.

Mr Dickinson said he was appalled by the lack of action. 'This was a truly shocking case, involving a ship that had been deliberately operated outside of accepted international standards, with an absence of effective safety management, appalling survey and audit processes, and long-term corrosion and wastage problems,' he pointed out.

'We reject the argument that a prosecution cannot be brought because the ship might have sunk outside UK waters,' he added. 'It had sailed from a UK port, was owned and managed in the UK, and did not suddenly become unsafe at the point at which it sank, but must have been unsafe as it transited UK waters to that point. Therefore we say that section 100 applies, both in

accordance with the plain words of the statute and what must be the underlying safety policy, aimed at criminalising such unsafe operations.'

'The way in which the authorities have shrugged off responsibility for this case suggests to us that there is no interest in taking effective action against those who brazenly flout international minimum standards to gain unfair commercial advantage over those who abide by the rules,' Mr Dickinson said.

'The MAIB said it hoped the report would act as a catalyst for action to tackle serious safety problems in the general cargoship sector — with almost 250 general cargoship losses worldwide between 2002 and 2011, accounting for the deaths of more than 800 seafarers — but the absence of any will to impose deterrent punishment on substandard operators means, sadly, that this case is unlikely to be the last of its kind,' he added.

Due to the failure of the authorities to bring any proceedings, Nautilus is now exploring whether a private criminal prosecution could be commenced.

## Inside

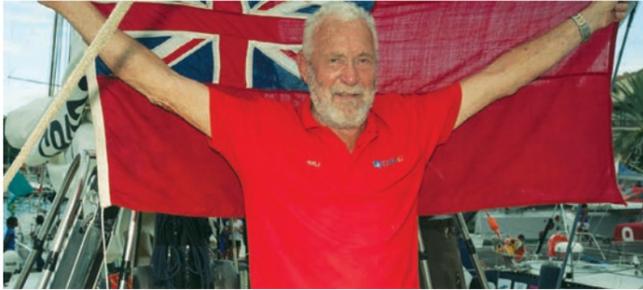
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Photographic essay puts the spotlight on the work of Mersey Pilots — pages 26-27

**Medallion men**  
Nautilus Council member among the recipients of the 2014 Merchant Navy Medal — pages 19 and 44

## LARGE YACHT NEWS



## Sir Robin takes third prize in transatlantic solo race

The 75-year-old former Merchant Navy officer Sir Robin Knox-Johnston, above, was given a standing ovation when he was presented with third prize in the 3,542-mile Route du Rhum single-handed transatlantic race,

He told the awards ceremony at the Salon Nautique in Paris that he was delighted to have secured a podium place. 'I didn't expect to get on the podium when I started the race,' he admitted. 'I was up against some damn good competition from lighter, more modern boats than mine that are easier to manage. My boat is hard work.'

'The top international solo sailors were racing, and it was tough. However, owing to considerable luck I did manage to get on the podium which was a delightful finish to a very enjoyable event.'

Sir Robin, who was the oldest entrant in the race, finished after 20 days, seven hours, 52 minutes and 22 seconds at sea — three days, 46 minutes and 19 seconds behind the winner. 'It was wonderful to get back to sea again and participate in one of the classic ocean races,' he added. 'I might even do it again in four years' time, but I think I would like a less heavy boat to handle by that time.'



Pictured above on a maiden voyage in the Norwegian fjords is the striking 48m classic sloop Wisp, recently delivered by the Dutch builder Royal Huisman.

The 252gt cutter-rigged yacht can accommodate up to six guests and six crew. There are three crew cabins, and following the owner's brief to ensure the crew are well looked after, there is a small

forward cockpit reserved exclusively for their use.

Registered in the Cayman Islands, Wisp is fitted with a Caterpillar C18 Acert engine and has a range of 5,570nm at 10 knots. Unusually for a sail boat, the engineroom has its own air-conditioned control room separated from a machinery space with full standing height and service spots.

# MLC findings 'show value of Nautilus'

First year inspection results highlight the most common problems for crews

Statistics from the first year of policing the Maritime Labour Convention (MLC) demonstrate the importance of the measure for the superyacht sector — and the need for crew members to belong to Nautilus, the Union says.

Port state control authorities, flag states and the International Transport Workers' Federation have all revealed details of the results of inspections since the MLC came into effect in August last year.

Some of the most common problems uncovered during these checks have been deficient seafarer employment agreements, late payment of wages, no risk assessments for noise, vibration and chemical handling, poor hours of work and

rest records, and lack of awareness of onboard complaints procedures.

An example of the scale of the problems is shown by the Isle of Man Ship Registry, which carried out 373 MLC inspections in the 12 months following the convention's introduction. Of these, 152 ships were found with deficiencies, and 33 yachts.

Nautilus national secretary Garry Elliott said the inspection results show how much the MLC was needed. 'We are very familiar with many of the problems that have been uncovered, but the convention now gives a firm framework in which to check for compliance,' he added.

'With more and more yacht crew joining Nautilus, we are gaining an increasing amount of experience in making sure

that they receive their rights and entitlements,' Mr Elliott pointed out, 'and we can provide specialist support and advice in dealing with breaches of the convention.'

He said the Union is now planning to stage some more of its popular MLC training courses, which give seafarers an insight into their rights and their responsibilities under the convention.

Charter yachts over 500gt — even those chartered for only a couple of days a year — are now subject to the MLC, a leading management firm warned last month. Smaller vessels need not be certified, but are strongly advised to do so, it added.

Morpho Luxury Asset Management said that owners and managers must put their house in order right now if they are

to avoid reputational damage down the line for breaching the requirements covering issues such as pay, medical benefits, hours of work, quality and size of accommodation, repatriation, the right to communicate with relatives, and social security benefits.

Inspectors now have the right to board vessels and check for compliance with the MLC, it pointed out. Those that do not comply, will have a wait of at least several hours and in extreme cases may even be detained.

'From a charter point of view, that would be a disaster,' said Morpho founder Neil Anthony Richmond. 'It could lead to a legal claim for breach of the charter agreement — with all of the reputational damage that implies.'

## US probe after falling bridge strikes yacht

by Michael Howorth

An investigation has been launched into the cause of an accident in which the 49m superyacht Rockstar was damaged after a drawbridge crashed onto it as it was being towed into the port of Miami by two tugs.

An area of the yacht's upper deck was badly damaged as it was struck while passing under the Broad Causeway Bridge.

There were 15 people reported to

be onboard at the time, but no one was injured. The Cayman Islands-registered yacht was trapped for 20 minutes before being allowed to push back from the bridge. It was then towed to another location.

Local media suggested that the 60-year-old bridge may have suffered a hydraulic system failure. CBS Miami has reported that the 60-year-old road causeway is expected to undergo a US\$13m renovation soon and this will include replacing parts of the drawbridge mechanism.



## Vane helps deliver frugal fuel consumption on new yacht

by Michael Howorth

The Dutch builder Heesen is claiming a 'green' breakthrough following sea trials of its latest newbuilding, the 42m Alive, pictured above.

The twin-prop vessel, powered by two MTU 12V 2000 M72 engines, delivering 1,080kW at 2,250rpm, has been fitted with a specially-developed Hull Vane — an underwater foil system that harnesses waves to produce power.

The Hull Vane, in combination

with the already proven Heesen fast displacement hull form and conventional diesel engines, produces remarkable results.

During sea trials the yacht exceeded her contractual speed of 16 knots by 0.5 knots. The contractual fuel consumption prediction proved to be correct: 4,000nm at 12 knots. Heesen said this means that over 750 miles comes free of charge thanks to the remarkably frugal fuel consumption — some 30% less than on a conventional yacht of similar size and displacement.

## Record-breaking 2014 METS

by Michael Howorth

The 2014 Marine Equipment Trade Show (METS) chalked up new records — with more than 21,000 visitors and almost 1,360 exhibitors over the three days.

Organised by Amsterdam RAI in association with the International Council of Marine Industry

Associations, the 2014 marine leisure industry trade fair attracted 6.5% more international visitors than the previous year.

The show featured three pavilions dedicated to superyachts, marinas and construction materials. 62% of the stand floor space has already been booked for METS 2015, which will be held from 17 to 19 November.

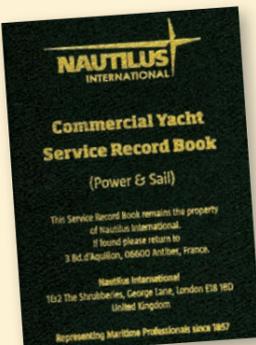
### Yacht crew join now!

email [recruitment@nautilusint.org](mailto:recruitment@nautilusint.org)  
or call +44 (0)151 639 8454



As part of our growing support for seafarers serving in the large yacht sector, all members are entitled to a free copy of the Nautilus service record book, which has been produced to assist in the recording and calculation of qualifying sea service for the purpose of certification.

Nautilus International works closely with the MCA and regulatory authorities in Europe and around the world, and this SRB is one of only two that the MCA recognises worldwide as evidence of acceptable service.



Once your yacht service is verified in our office in Antibes, then the MCA accepts the Nautilus SRB as sufficient proof of onboard and sea service and no further supporting documentation is required.

Contact the membership department either via email or telephone to receive your free SRB.



## HOTLINE FOR YACHT CREW

Nautilus has established a dedicated phonenumber in Antibes to offer advice and assistance:

**+33 (0)9 62 61 61 40**

Nautilus International, in strategic partnership with D&B Services, 3 Bd. D'Aguiilon, 06600 Antibes, France.

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