

Changing lives in Africa at the touch of a button

Time has come for the shipping and trading community to rally behind Mercy Ships' second annual Cargo Day.

After raising more than \$300,000 from the first Cargo Day last year, companies are being urged to visit mercyshipscargoday.org and press the button to donate.

It is hoped to double last year's total and really establish the fund-raising event as a permanent fixture in the shipping calendar.

Cargo Day 2017 is on 4 October and TradeWinds is again acting as a partner.

Mercy Ships operates the world's largest civilian hospital ship, the 16,572-gross-ton *Africa Mercy* (built 1980), on which around 450 volunteers at any one time provide free medical care to some of the poorest people in the world.

A new vessel is under construction in China for which a further 600-plus volunteers will eventually be needed, ranging from surgeons and nurses to administrators and catering staff.

Charterers including Clearlake, Augusta Energy, Lukoil, Total and Sahara, as well as shipbrokers such as Ocean, TPT, Riverlake and Barry Rogliano Salles, and port agent Wilhelmsen Ships Service are all lined up to participate.

Ashley Cadwallader of Affinity Shipping in London said: "Having had the chance to participate in last year's Cargo Day, then seeing the presentation of how far our donations reach, we at Affinity believe that the more entities within our shipping community that can get involved, the better.

"The contribution made versus the benefit to those suffering makes this such a worthwhile cause. When you have captains, surgeons, nurses and others from



SHIP OF HOPE: Surgeon Gary Parker, who has been with Mercy Ships since 1986, talks to patients during his morning rounds on the *Africa Mercy* Photo: Geoff Garfield

the UK and across the world working onboard free of charge, we should all try and get behind this incredible charity."

Mercy Ships says five billion people around the world lack access to safe, affordable surgery and this results in the deaths of more people in low-income countries than HIV/Aids, tuberculosis and malaria combined.

Lee Milligan, executive director of Mercy Ships UK, describes as "amazing" the dozens of companies in the shipping industry that

last year raised so much money, "helping to transform the lives of thousands of people in Africa".

"In just a few clicks, you can be part of an amazing movement in the shipping industry," Milligan said. "Imagine a world without hospitals, doctors or surgeons. That's the reality for millions of people around the world, who either cannot access the medical care they need or simply cannot afford it. Save a life today: stand with us on Cargo Day."

Charterers can pledge so-called

Mercy Cargoes to participating shipbrokers, port agents and inspection companies, which then donate 50% of the commissions made on these cargoes to Mercy Ships. The cargoes can be given on Cargo Day, or the charterer can commit to give a cargo in the following days or weeks. Charterers and shipowners can also make a pledge directly to Mercy Ships.

So if you want to join the companies that have already signed up to participate and help transform lives, start clicking.

Divers recover Lusitania telegraph

A telegraph from the *RMS Lusitania*, the unarmed passenger and cargo liner whose sinking with the loss of 1,198 lives helped push the US into the First World War, has been recovered off southern Ireland.

It is hoped the artefact will provide new insight into the sinking of the ship, which was attacked by a German U-boat in May 1915.

Irish arts and culture minister Heather Humphreys says the telegraph is thought to be "undamaged and in excellent condition".

The wireless telegraph, the second to be recovered from the wreck of the 31,600-gross-ton *Lusitania* (built 1906), is undergoing conservation work. Humphreys plans to display it and other artefacts from the wreck in a local museum.

Last year, equipment failure prevented divers from bringing the telegraph to the surface. The site is controlled by venture capitalist Gregg Bemis, who holds the *Lusitania's* salvage rights.

Here's golden opportunity to buy a classic tall ship

A fresh attempt is being made to sell the British brig-rigged classic sailing yacht named after one of the "golden Greeks", *Stavros Niarchos*.

The 60-metre yacht is the subject of a private auction handled by London broker Eggar Forrester. Sealed offers for the vessel, which boasts 10 square-rigged sails, must be submitted to the broker by midday on 20 September.



THE STAVROS S NIARCHOS

Photo: Tall Ship Adventures

The *Stavros S Niarchos* is owned and operated by the Tall Ships Youth Trust, a charity dating back more than 60 years and previously called the Sail Training Association. It has been trying since November 2011 to find a buyer.

The trust wants to replace the yacht with a smaller vessel that is less expensive to run, so that it can focus on group voyages with its partner organisations.

The *Stavros S Niarchos* was launched in 2000. The hull, built in Germany by Abeking & Rasmussen Schiffs und Yachtwerft, was acquired by the trust for completion by Appledore Shipyard of Devon, southwest England.

The 493-gross-ton yacht can sleep 67 people, be operated under power by just seven crew and is a sistership to the *Prince William*, which was also acquired half-completed from Germany.

More than 3,000 individuals each year are taken to sea by the trust, of whom 75% are said to be disadvantaged or disabled. Over the decades, the trust says, more than 100,000 trainees have sailed 1.8 million nautical miles (3.33 million kilometres) on its fleet.

Despite its appearance, the *Stavros S Niarchos* has plenty of modern technology and comforts, including air-conditioning, controllable pitch propellers, bow thruster and satellite communications.

Sailing drone a game-changer for ocean data collection

The US National Oceanic and Atmospheric Administration (NOAA) has launched a fleet of wind and solar-powered research vehicles in what it calls "the summer of the sailing drones".

The Saildrones — part of a four-month project that began last month — are equipped with sensors that will harvest real-time data from the open oceans. The NOAA says they will help to deepen understanding of how changes in the ocean affect everything from weather and climate to fisheries and marine mammals.

Working with California technology provider Saildrone, the NOAA launched three drones from Dutch Harbor, Alaska, on autonomous missions across the Bering Strait and into the Arctic Ocean. Two more are set to be mobilised in September on a six-month, 8,000-nautical-mile (14,800-kilometre) round trip deep into the tropical Pacific Ocean.

"Saildrones can do adaptive sampling like research ships but at a fraction of the cost," said NOAA oceanographer Meghan Cronin. "We'll be testing whether this new, enhanced tool can provide a suite of measurements at a quality that matches research ships and proven mooring technology. If this is the case, they may become a powerful tool to provide key observations for weather forecasts."

That has placed Saildrones among the 25 most disruptive US companies of 2017, as ranked by New York publication Inc, which says Saildrone's data-gathering costs \$2,500 per day — a lot less than a research vessel with 30 scientists onboard.

It also cites Saildrone founder and chief executive Richard Jenkins as saying his company "could eventually have enough drones to predict the world's weather with more precision than traditional satellites".

Environmental monitoring for oil spills and marine surveillance are also potential applications. Jenkins' ambition is that by next year there will be more Saildrones capturing data in the world's oceans than there are satellites in the sky.

The company says its drones have covered more than 60,000 nautical miles so far.



COST SAVINGS: Saildrones

Photo: Saildrone