

# *The* *Log*

*Buzzards Bay Sail and Power Squadron*  
c/o Andrew Campbell  
PO Box 33, Woods Hole, MA 02543

The LOG is brought to you with the assistance of a grant  
from the Willett Fund of the Cape Cod Foundation.

**United States  
Power Squadrons®**



**Our Dog Zephyr, Penzance Point in Background  
(Photo by Nawrie Meigs-Brown)**



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## 2022 EVENTS

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# SUMMER EVENT PLANNER

## 2022

FOR CCSPS EVENTS PLEASE SEE THE CCSPS (Americas Boating Club Cape Cod) WEB SITE

June 6 7 – 16 20	Monday	On Water Training Boat Handling part 1 Control in Limited Spaces On Water Training by appointment Boat Handling part 2 review & Open Water	
June 2; 9; 16; 23 26	Thursday  Sunday	America’s Boating Course (ABC) live virtual format on line ABC “drive in” in person proctored exam	6:30 – 8:30 PM
June 13	Monday	Seminar virtual live presentation Nautical Rules of the Road & Ropes	6:30 – 8:30 PM
June 8 15 22	Wednesday	Seminar Series virtual live presentation Basic Coastal Navigation part 1 Basic Coastal Navigation part 2 Advanced Anchoring	6:30 – 8:30 PM
June 21	Tuesday	Paddling Adventure – Buttermilk Bay	10:00 AM -
July 5; 6; 7; 8 10	Sunday	America’s Boating Course (ABC) live virtual format on line ABC “drive in” in person proctored exam	6:30 – 8:30 PM
July 12 13; 14; 18; 19 19	Tuesday	On Water Training Boat Handling part 1 Control in Limited Spaces On Water Training by appointment Boat Handling part 2 Review & Open Water	6:30 – 8:30 PM 6:30 – 8:30 PM
July 12 19	Tuesday	Boat Handling seminar in 2 parts (no on water training) Part 1, Control in Limited Spaces Part 2, Review & Open Water	6:30 - 8:30 PM 6:30 – 8:30 PM
July 20	Wednesday	BBSPS E BOARD MEETING live virtual format on line	6:30 – 8:30 PM
August 9 16	Tuesday	Basic Coastal Navigation seminar in 2 parts Part 1 live virtual presentation Part 2 live virtual presentation	6:30 – 8:30 PM 6:30 – 8:30 PM
August 23 30	Tuesday	Boat Handling seminar in 2 parts (no on water training) Part 1, Control in Limited Spaces Part 2, Review & Open Water	6:30 – 8:30 PM 6:30 – 8:30 PM
August 23 24; 25; 29; 30 30	Tuesday	On Water Training Boat Handling part 1 Control in Limited Spaces On Water Training by Appointment Boat Handling part 2 Review and Open Water	6:30 – 8:30 PM 6:30 – 8:30 PM



**BUZZARDS BAY SAIL AND POWER SQUADRON**  
*presents*

**2022 JUNE SEMINARS**

BBSPS will present a series of *live, interactive, on-line* seminars on a comprehensive range of boating topics to make you a more skilled, confident and secure boater.

**JUST WHAT YOU NEED TO NAVIGATE THE CAPE WATERS**

**KNOWLEDGE IS CONFIDENCE**

all seminars are presented on-line evenings 6:30 – 9:00 PM

Date	Subject
June 8 & 15 Wednesday	<b>Basic Coastal Navigation (in 2 parts)</b>
June 13 Monday	<b>Nautical Rules of the Road &amp; Ropes</b>
June 22 Wednesday	<b>Advanced Anchoring</b>

*Join us for a fun and effective learning experience with no tests and no pressure  
Where the instructors are live on line with you and available to answer all your questions*

**Seminars**  
**USPS member \$30          non USPS member \$40**

**PRE REGISTRATION IS REQUIRED**

**TO REGISTER:** Send a completed registration form\* along with a check made payable to “Buzzards Bay Sail & Power Squadron” to:  
Richard Moore PO Box 1685 Sagamore Beach, MA 02562-1685  
Email: [chmbrck@live.com](mailto:chmbrck@live.com) Telephone: 508-888-8238

We will email you an on-line link just prior to the presentation.  
*\*the registration form can be found on [www.bbsps.org](http://www.bbsps.org) web site*



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<b>Date</b>	<b>Subject</b>
<b>JULY 12</b> <b>Tuesday</b>	<b>Boat Handling, Control Close Quarters</b> <b>(2 parts)</b>
<b>JULY 19</b>	<b>Boat Handling, Review &amp; Open Water</b>
<b>AUG 9 &amp; 16</b> <b>Tuesday</b>	<b>Basic Coastal Navigation</b> <b>(in 2 parts)</b>
<b>AUG 23</b> <b>Tuesday</b>	<b>Boat Handling, Control Close Quarters</b> <b>(in 2 parts)</b>
<b>AUG 30</b>	<b>Boat Handling, Review &amp; Open Water</b>

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**BUZZARDS BAY SAIL AND POWER SQUADRON**  
*presents*

**ON THE WATER TRAINING**

- ***Do you fear docking your boat?***
- ***Do you think it is much easier to parallel park a car than dock a boat?***
- ***Do you have trouble leaving a dock with wind pushing you?***
- ***Is it a mystery why your boat behaves like it does?***

This 8-hour program is the perfect combination of introductory classroom training followed by hands-on on-water practice - with expert instructors.

You'll learn how a boat responds to your controls and external factors such as wind and current. Animation and video clips help you visualize maneuvers prior to doing them on the water.

It covers the use of lines, departing from a dock, operating in a fairway, pivoting, mooring, backing, docking, steering, slalom, holding course, running a range, and stopping quickly.

**JUNE 6**      **live, interactive, on line seminar 6:30 – 9:00 PM**  
**Monday**    **Boat Handling / Control / Limited Spaces Part 1 of 2**  
**JUNE**      **7; 8; 9; 13; 14; 15; 16 On Water Training**  
                 **by appointment weather dependent**  
**JUNE 20**    **live, interactive, on line seminar 6:30 – 9:00 PM**  
**Monday**    **Boat Handling / Open Water / Wrap Up Part 2 of 2**

**WHERE:**    **On Water Training Red Brook Harbor/Buzzards Bay**  
                 **Meet at Parker's Boat Yard 68 Red Brook Harbor Road Cataumet, MA 02534**

**COST:**      **USPS member \$250      Non member \$350**

**PRE REGISTRATION IS REQUIRED      SPACE IS LIMITED**

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**JULY 12**      **live, interactive, on line seminar**      **6:30 – 9:00 PM**  
**Tuesday**      **Boat Handling / Control / Limited Spaces**      **Part 1 of 2**  
**JULY**      **13; 14; 18; 19**      **On Water Training**  
   **by appointment**      **weather dependent**  
**JULY 19**      **live, interactive, on line seminar**      **6:30 – 9:00 PM**  
**Tuesday**      **Boat Handling / Open Water / Wrap Up**      **Part 2 of 2**

**WHERE:**      **On Water Training**      **Red Brook Harbor/Buzzards Bay**  
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**AUG 23**                      **live, interactive, on line seminar    6:30 – 9:00 PM**  
**Tuesday**                    **Boat Handling / Control / Limited Spaces    Part 1 of 2**  
**AUG**                            **24; 25; 29; 30                      On Water Training**  
   **by appointment                      weather dependent**

**AUG 30**                      **live, interactive, on line seminar    6:30 – 9:00 PM**  
**Tuesday**                    **Boat Handling / Open Water / Wrap Up    Part 2 of 2**

**WHERE:**                    **On Water Training    Red Brook Harbor/Buzzards Bay**  
   **Meet at Parker's Boat Yard 68 Red Brook Harbor Road**  
   **Cataumet, MA 02534**

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## **AMERICA'S BOATING COURSE**

America's Boating Course (ABC) is recognized as one of the very best ways to prepare yourself for boating.

ABC meets NASBLA certification requirements, is recognized by the U.S. Coast Guard, and **meets MA requirements for boat operation by 12-15 year-old boaters.**

ABC covers the basics of operating a boat safely, including rules of the road, aids to navigation, required equipment, and boat handling techniques.

**Each class is a live, interactive, virtual presentation on 4 weekday evenings followed by a "drive in" in-person, proctored exam given the Sunday following the last class.**

<b>September</b>	<b>THURSDAYS</b>	<b>6:30 PM – 9:00 PM</b>
	<b>JUNE</b>	<b>2; 9; 16; 23</b>
	<b>EXAM</b>	<b>SUNDAY JUNE 26</b>

**ATTENDANCE ALL 4 DAYS PLUS THE EXAM IS REQUIRED**

**COST: \$65 per student**

You will receive a copy of the USPS ABC book, a summary of MA boating laws, and a US Coast Guard safe boating guide prior to the class.

**PRE REGISTRATION IS REQUIRED**  
**A PRE COURSE ASSIGNMENT NEEDS TO BE COMPLETED**  
**WE MUST MEET BEFORE THE CLASS TO DISTRIBUTE COURSE MATERIALS**

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<b>September</b>	<b>EVENINGS</b>	<b>6:30 PM – 9:00 PM</b>
	<b>JULY</b>	<b>5; 6; 7; 8</b>
	<b>EXAM</b>	<b>SUNDAY JULY 10</b>

**ATTENDANCE ALL 4 DAYS PLUS THE EXAM IS REQUIRED**

**COST: \$65 per student**

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<b>September</b>	<b>EVENINGS</b>	<b>6:30 PM – 9:00 PM</b>
	<b>AUGUST</b>	<b>1; 2; 4; 5</b>
	<b>EXAM</b>	<b>SUNDAY AUGUST 7</b>

**ATTENDANCE ALL 4 DAYS PLUS THE EXAM IS REQUIRED**

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**Bridge Officers**

**Commander**

John A. Rossi Jr., AP

508-743-5105

truckerjar90@gmail.com

**Executive Officer**

Richard G. Moore, AP

508-888-8238

chmbrck@live.com

**Administrative Officer**

John A. Rossi Jr., AP

**Educational Officer**

Richard G. Moore, AP

**Secretary**

Karen McCully Hong

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karen3hong@yahoo.com

**Treasurer**

Richard G. Moore, AP

**Assistant Treasurer**

Bill Kelly

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bikelly@verizon.net

## The View

Summer is here! Let's go boating. If the price of fuel is concerning you, how about joining us for a paddling event on Buttermilk Bay? June 21<sup>st</sup> – see the flyer in the LOG. We'll finish up with lunch at Captain Al's. Karen Hong is hosting this event from her house which borders the bay.

We've been offering lots of courses and seminars. How about a refresher? Just about all who take our seminars say they learned things they didn't know. There are still quite a few people looking to become new boaters, and some returning. We are offering the America's Boating Course every month until the cold weather returns. Boat by day, tune up your skills in the evening from your own home. We are offering a host of seminars this summer and fall live and virtual - online.

Need some help on your boat to use your electronics, or handle your boat? We have life jacket – will travel – no cost to our members. It's a good idea to have a vessel safety inspection – also free. Cdr. John Rossi is our lead inspector.

The cost of fuel is way up there, but that is not the ultimate driving cost in boating. In the summer, you can cool off by anchoring or drifting out on the bay. While you're there, consider putting a line in the water – you might actually catch something.

Come Fall, we're going to offer celestial navigation again for those who are curious. We'll actually start taking some sights in late summer while it's still warmer. Let us know if you are interested. Not into the stars? We are offering both coastal navigation seminars and the full courses.

We are looking for other boating get-togethers for Summer and Fall, so pass on your suggestions.

Enjoy the warmer weather and the beauty of the Cape Cod and Buzzards Bay region.

Best regards,



Bob Sweet

EDUCATION REPORT  
MAY 2022

ABC classes

Our first ABC class will be in March 2022. We will offer a total of 8 ABC classes, one per month through October 2022.

May		5 students	Bob Sweet / Dick Moore
Thursdays	5; 12; 19; 26	exam Sunday May 29	
June			Bob Sweet / Dick Moore
Thursdays	2; 9; 16; 23	exam Sunday June 26	
July	5; 6; 7; 8	exam Sunday July 10	Bob Sweet / Dick Moore
August	1; 2; 4; 5	exam Sunday Aug. 7	Bob Sweet / Dick Moore

Seminars

Bob Sweet / Dick Moore

Our 2022 Seminar Series will begin on March 7. As we did in 2021 these will all be presented using a live virtual format which allows for the participants to ask questions and discuss the topics with the presenters. Join us!! The great thing about seminars is that you learn a lot and there is no homework or exam!!

May		
2 & 9	Monday	Basic Coastal Navigation 2 parts
30	Tuesday	Trailer a boat
June		
8 & 15	Wednesday	Basic Coastal Navigation 2 parts
13	Monday	Nautical Rules of the Road & Ropes
22	Wednesday	Advanced Anchoring
July		
12 & 19	Tuesday	Boat Handling 2 parts
August		
9 & 16	Tuesday	Basic Coastal Navigation 2 parts
23 & 30	Tuesday	Boat Handling 2 parts

On Water Training / Boat Handling

June		
6	Monday	on line seminar / boat handling limited spaces
7-9; 13-16		On Water Training by appointment
20	Monday	on line seminar / boat handling open water
July		
12	Tuesday	on line seminar / boat handling limited spaces
13; 14; 18; 19		On Water Training by appointment
19	Tuesday	on line seminar / boat handling open water
August		
23	Tuesday	on line seminar / boat handling limited spaces
24; 25; 29; 30		On Water Training by appointment
30	Tuesday	on line seminar / boat handling open water

Marine Electrical Systems 3 students Dick Moore

This is the first of three USPS courses on boat electrical and electronic systems and covers the wiring of your boat and its systems. Exams sent to USPS for grading

Coastal Navigation (P + AP) 4 students Bob Sweet / Dick Moore

We've combined the two USPS courses Piloting and Advanced Piloting into one complete Coastal Navigation program. You learn how to effectively use charts, GPS, and a chart plotter to safely plan and navigate, how to check your navigation, and what to do if there is a problem.

The students have completed both the Piloting and the Advanced Piloting parts of the course. Exams sent to USPS for grading.

Our 2022 offerings are all planned using a live "virtual" presentation followed by individual in depth sessions with each student as necessary. We are striving to bring our members and the boating public high quality, comprehensive, boating

education opportunities. Look at our schedule of classes and seminars and join us....learn something.....have fun..... and have some person to person interaction, even though in a virtual format.

Respectfully submitted,

Richard Moore SN IN  
Education officer

E BOARD MEETING REPORT  
MAY 18, 2022

Where: Virtual On Line Meeting  
When: 6:30PM Wednesday May 18, 2022

Tentative Agenda  
Call to Order John Rossi, commander  
**Meeting called to order 6:30 PM**  
In attendance John Rossi; Richard Moore

Reports

Secretary Karen Hong (given by Richard Moore)  
minutes from March E board meeting  
**accepted as published in LOG**

Treasurer Richard Moore  
2021 / 2022 Reports  
**Accepted as published in LOG**

Administrative John Rossi  
2022 social events  
**JUN Buttermilk Bay Paddle tour (John Rossi)**  
**JUL Woods Hole passage (Bob Sweet)**  
**JUL RBHYC member cook out (John Rossi)**  
Contact Parker's Boat Yard / date?  
**AUG Waquoit Bay paddle / row tour**  
**AUG Predicted Log event (Bob Sweet / Dick Moore)**  
**SEP cruising event??**

Executive Richard Moore  
Change of Watch 2022 APR 9  
Candidates for office  
Commander John Rossi  
Secretary Karen Hong  
Treasurer Richard Moore  
Asst Treasurer Bill Kelly  
Education Richard Moore  
Administrative John Rossi  
Executive Richard Moore

BBSPS Strategic Goals  
Establish robust education program  
**established**  
Richard Moore / Bob Sweet  
Establish robust squadron activities program  
**pending**  
Establish robust membership program  
**pending**

Membership Richard Moore  
New members / welcome / integration into BBSPS  
Develop program of member integration/retention  
**Current roster obtained from USPS**  
**List of new members since 2019 / send to E Board (Dick Moore)**  
Cathy Offinger  
BBSPS shirts current stock: 1S; 3M; 3L \$25  
BBSPS hats in stock \$25  
**Dick Moore has stock and will make available to members**

Vessel Safety Check John Rossi, VSC chairman  
New VSC examiner Pamela Adams, training  
**Advertise VSC in LOG and local marinas (John Rossi)**



Website

Bob Sweet  
Updating website  
On Line Presence  
“Virtualize It”

LOG

Publication via e mail & website

Event Advertising

advertise education programs in Falmouth/Barnstable Patch

BBSPS Roster

get word file for roster completed (Bob Sweet)

Update roster pending

Education

Richard Moore

2022 education calendar completed

education flyers for 2022 courses/seminars completed

attendance at ABC & seminars reduced from 2021

Other old business

Other new business

Date and Time of next meeting

JULY 20 6:30 PM

Meeting adjourned 6:43PM

Richard Moore JN IN

Education officer

## **Anchors Aweigh!**

### **Bob Sweet**

As I mentioned in THE VIEW, if you are concerned about fuel costs consider anchoring out and enjoy the water and cooler temperatures and still use your boat a lot. How often have you anchored and just how good are you doing it? I just presented an anchoring seminar to a packed audience at Trawlerfest in Anacortes, Washington. It is a topic of great interest to most boaters.

Anchoring is one of those skills that you may never fully master – you just get better at it. Anchoring around here offers a potentially enjoyable experience and it's something you really should be comfortable doing.

The key part of anchoring is the anchor itself. Around here, with so much sand, the most popular anchor is the flat-fluke, or Danforth, anchor. It has great holding power, relatively lower cost and usually easy to retrieve. However, it does not work well if the bottom has grass on the surface, or in rocks or pebbles or shells.

So, how do we find out what is down there? Look at your chart. You will find short symbols describing what's there. For example, you'll see *S* for sand, *M* for mud, *Sh* for shells, *Rk* or *Rky* for rocks, or *Cl* for clay.

You connect the anchor to the boat using the *rode* which usually consists of 3-strand laid line (rope in the store, called line on the boat) connected to a length of chain which connects to the anchor using a shackle. Why chain? It keeps the anchor shaft flat on the bottom and withstands chaffing as the rode moves across the bottom. How much chain? I recommend the length of the boat or 15% of the total rode length.

How much rode do I pay put? Normally, that would be 7 times the maximum distance from the bow to the bottom. So, in 7 feet of water with the bow 3 feet above the waterline, we would use 70 feet of rode. For a lunch hook, you can shorten to 5:1. In windy conditions you may go to 10:1.

There are many types of anchors. Newer designs are a lot better than some of the good old choices. It really is a good idea to carry more than one anchor. The main anchor is always fastened to the bow, never the stern, with the bow into the wind and weather. A Delta plow-type anchor is a good alternative. Even better are anchors shaped concave, like a scoop.

It also is a good idea to use a trip line. That is a line attached to the head of the anchor and attached to a float that appears directly above the anchor. This helps you retrieve the anchor if it gets stuck and lets everyone know where your anchor is located.

Interested in anchoring? We have a two-hour online seminar on June 22<sup>nd</sup>. You'll discover just about everything you wanted to know about anchors and anchoring.

BBC FUTURE NOW | SHIP

# How to rescue the world's biggest cargo ships

*(Image credit: Boskalis)*



By Chris Baraniuk 30th May 2022

Enormous container ships ferry goods all over the world, but when one of them gets into trouble – as happened

with the Ever Given and Ever Forward recently – how can they be saved? Chris Baraniuk finds out.

Rain lashed the windows. A violent sea pounded the steel hull of the ship and the wind roared with primeval power. It was the middle of the night in the summer of 2010. The Kota Kado, a 230m-long container ship, had run aground outside the port of Hong Kong. Her crew had evacuated but standing on the bridge in his life jacket, prepared for the worst, was salvage master Captain Nick Sloane. He beheld the force of the typhoon that now, in the darkness, raged over the stricken vessel.

Sloane was holed up with just five other members of the salvage team. Days earlier, they had arrived to the South China Sea with the aim of saving the Kota Kado. When typhoons were forecast to batter the grounded ship, Sloane made the decision to stay on board overnight with a skeleton crew. He wanted to feel how the vessel flexed in the storm, to understand where it hit her hardest, knowing that this would inform whatever measures they took next. But it was a very close call.

"We nearly lost her that night," he says.

The world's cargo ships, which transport around 90% of global trade, do not always make it to their destination without incident. According to the Safety and Shipping Review by insurance company Allianz, 27 cargo vessels were lost in major incidents during 2021, and 357 during the past decade. They catch fire. They hit rocks, reefs and sand bars. They malfunction. But they don't always sink. Whenever there's a chance to rescue a large ship, their owners almost always take it because these vessels can be worth hundreds of millions of dollars.

The people that shipping firms call on in such situations are called salvors. And they have seen some extraordinary things at sea. Salvors came to the aid of the huge Ever Given container ship after she ran aground, blocked the Suez Canal, and triggered global supply chain issues last year, for example. But when a ship weighing tens or hundreds of thousands of tonnes gets stuck somewhere, how do you free it?



*Removing containers from stricken vessels like the Ever Forward – which ran aground in Chesapeake Bay near Baltimore – is a delicate process (Credit: Jim Watson/AFP/Getty Images)*

Sloane, now a director at Resolve Marine Group, was on his way home from a World Cup match in South Africa when his phone rang and he first heard that the Kota Kado had got into trouble. He flew to Hong Kong the next day.

The ship had struck a reef on its way to port, which sliced a hole in her side. Two cargo holds began filling with water and she subsided until she eventually ran into a sediment bank about 25 nautical miles (46km) southwest of her destination. Her bow ploughed into the seabed, trapping her. And as more water flooded on board, the heavily laden ship began to sink.

Many were sceptical that she could be rescued at all, remembers Sloane: "A lot of the surveyors said, 'OK, the ship's completely lost, get ready for a wreck removal contract.'" But he thought she still had a chance.

Sloane and his colleagues came up with a plan to reduce the mass of the vessel and pump as much water out of her as possible. This required lighters – barges, which, in Hong Kong, come equipped with large cranes. Luckily, **this is often how cargo is unloaded in Hong Kong anyway**, so lots of these barges were available and their operators were already well-accustomed to heaving containers off vessels for transport to shore.

Sloane wanted as much cargo removed as possible. In the end, the lighters extricated more than 1,200 individual containers. This sort of operation is time-consuming and difficult, especially given that the Kota Kado was sitting with her bow under water. Plus, the lightest containers tend to be stacked at the top since this helps to lower a ship's centre of gravity and keep her stable – but that means it takes even longer to reach the heavy containers whose removal really makes a difference.



*Huge amounts of clay, mud and sand had to be removed to refloat the Ever Given when it became stuck for six days in the Suez Canal (Credit: ALP Maritime Services)*

Then there were the giant snorkels. To get water out of the vessel, Sloane and his team deposited large pumps under water at the bottom of one of the cargo holds. They also removed hatches on the deck above and welded huge rectangular tubes, or snorkels, onto them before putting them back in place. The snorkels now dangled down into the belly of the ship. Finally, a team of divers connected the pumps below to two sets of hoses that extended vertically up through the snorkels.

The pumps ran flat out, remembers Sloane, to stop water filling the engine room, which contains the most expensive and sensitive machinery.

Eventually, having removed huge volumes of water from the hold, the salvage team was able to fill some of the ship's ballast tanks with air in order to refloat her. Had they tried to do this earlier, the tanks could have ruptured, explains Sloane: "When you get below 10m (33ft), you've got to be very careful about how much pressure you introduce."

Through all of this complicated work, and in spite of not one but two typhoons, the second of which was particularly bad, the Kota Kado was saved and eventually **towed to a shipyard for repairs**. She is still sailing today, though under a different name.

When ships end up in places they were not really designed for, such as stuck fast in mud or pinned against rocks, the forces of nature can tear them apart. That's why heavy storms presented such a great threat to the Kota Kado.

"Like a paperclip, the more times you bend it, eventually it snaps," says Rosalind Blazejczyk, managing partner and naval architect at Solis Marine Consultants. She explains how problematic it is when a grounded ship is lifted or twisted by successive waves. They can crash into it for hours in a swell or high tide, pushing one end of the vessel up and throwing it down again. Suddenly, **steel doesn't seem so strong in those situations**. Sloane mentions how his team sometimes weld huge girders to the deck of a ship simply to hold it together.

### *We try to bring order to chaos – Richard Janssen*

Blazejczyk says that salvage experts such as herself generally use three dimensional computer models of the ship they are trying to save, in order to better judge the effects of forces acting upon it. "Some ship companies have emergency response services where a model of the ship has been created and is ready to go," she adds.

Salvage teams will place sensors all over the hull to track how it moves and flexes during the operation. Data from those sensors feed into the model automatically, which in turn highlights when a particular part of the ship might be at risk of cracking. Salvors might also use lasers, trained on a stricken ship, to monitor its movement in fine detail.

Tugs that attempt to pull ships free also exert significant forces – but, generally, this alone is nowhere near sufficient to liberate a grounded vessel, says Blazejczyk. This is because the tugs are faced with fighting against what's called the ground reaction force. Blazejczyk recalls one grounding where she calculated that the salvors would have needed 200 tugs to pull the vessel free – an impossible prospect. Instead, teams must often lighten ships somehow or clear away the sediment that has trapped them before they'll budge.

Sometimes there is huge pressure to do this work as quickly as possible. When the Ever Given, one of the largest container ships in the world, got stuck in the Suez Canal on 23 March last year, the ship lay diagonally across the waterway, blocking all traffic. It took six days for her to be freed, during which time more than 200 other vessels were prevented from passing through, leading to a queue of ships more than **60 miles (100km) long** as they waited to get through.

A grounding that becomes a blockage tends to be much more high profile. Leendert Muller, managing director of Multiship, recalls the grounding of the container ship **the CSCL Jupiter outside the port of Antwerp in 2017**. Antwerp is the second-largest port in Europe, after Rotterdam.



*Fires on board container ships are a continual hazard on cargo ships, especially when hazardous material has not been accurately declared (Credit: Indian Coast Guard/GODL India)*

"When the trade comes to a stop there, it stops the trade at other ports in Europe because it's a whole chain of trade," explains Muller.

The salvors that came to the aid of the Ever Given, from Boskalis and its subsidiary SMIT Salvage, were well aware of the high stakes. "We try to bring order to chaos," says Richard Janssen, managing director of SMIT. In this case, the Suez Canal Authority used a dredger and excavators to remove a huge volume of mud and sand from below the ship – 30,000 cubic metres (1.06 million cubic feet) in total.

Such was the intensity of public interest in the incident that people started sharing jokes and memes about the Ever Given on social media. Many poked **fun at the seemingly diminutive digger that was pictured** heaving sand away from around the massive ship's bow. The vehicle belonged to the Suez Canal authority, not Boskalis or SMIT.

"The digger looks funny because it's relatively small given the size of the vessel but it did actually do a relatively good job," says Janssen, explaining that removing some of the clay from this area helped ensure the Ever Given had enough space to swing free during the refloating operation.

Dredging is a tricky business, too. It's easier to displace sand says Janssen, whereas mud can be more stubborn.



*Images of excavators working to clear the silt and mud around the bow of the Ever Given emphasised the enormous scale of the stuck vessel (Credit: UPI/Alamy)*

In March, another ship owned by the company Evergreen **grounded in mud in Chesapeake Bay**, an estuary off the northeast coast of the US. SMIT was again called upon to rescue the Ever Forward, along with local firm Donjon Marine. Initial efforts to tow the vessel free proved unsuccessful so the salvors turned to removing containers one by one. A total of 510 12m (40ft) containers were taken off – though, notably, that's just a fraction of the cargo on a ship that can carry several thousand such containers.

A combination of this cargo removal, dredging and lowering of ballast water levels inside the ship, among other techniques, eventually succeeded in freeing the Ever Forward **one month after she ran aground**.

Groundings are nightmare scenarios for floating vessels but fires are among the greatest dangers at sea. Despite all of the water that is typically nearby, it can be very hard to put out a blaze in the middle of the ocean. On ships packed with fuel and sometimes highly flammable or explosive cargo, the risks are immense. In recent years, ships carrying cars have been particularly vulnerable to fires as malfunctions or short circuits have sparked onboard blazes. Lithium-ion batteries – especially those in electric vehicles – are now considered **a growing risk for cargo ships**, according to insurers.

*In recent years, ships carrying cars have been particularly vulnerable to fires as malfunctions or short circuits have sparked onboard blazes*

In 2018, the Maersk Honam, an ultra large container ship 353m (1,158ft) long, caught fire in the Arabian Sea on its way to the Suez Canal. Tragically, **five seafarers lost their lives** in the incident. But 22 crew members survived – and the ship did too, **thanks to the efforts of SMIT Salvage**.

"It was a very intense fire in the forward section of the vessel and of course you're assessing, 'How is this fire going to develop over time?'," explains Janssen. Keeping the blaze contained to the front of the ship avoided damage to the engine room and accommodation to the rear. It was the biggest fire SMIT has ever tackled at sea, says Janssen. It burned on board for a month but salvors brought it under control and **eventually extinguished it after towing the ship to a port in Dubai**.





After the fire was extinguished on board the Maersk Honam, the debris was removed by diggers and eventually the entire bow section was cut off and replaced (Credit: Boskalis)

Later, at a repair yard, the entire bow section of the Honam was cut off and a new one installed so that she could return to service under a new name, Maersk Halifax, **a little over a year after the fire.**

Blazejczyk notes that one of the difficulties of putting out a fire on a ship is that, while water is essential to tackle the blaze, you don't want to fill the ship's holds up completely, otherwise the vessel will become unstable or simply sink. Plus, fires can damage fuel containers on board, cause explosions, and send huge volumes of contaminants into the sea.

Fuel oil and polluted water left in the sea after ship fires must be recovered and treated, says Captain John Simpson, Blazejczyk's colleague at Solis. "The sums can rise into the millions," he adds.

Navigational technology has improved in recent years, says Muller, which means ship collisions and groundings ought to become less common, on average, with time. But the flipside is that container **ships have gotten significantly bigger and more unwieldy** in the last decade or two. The container-carrying capacity of the world's largest ships are today 15 times what they were in the late 1960s. The world's largest container ship – the Ever ACE – **has a capacity of 23,992 TEUs** (20ft equivalent units) and **is 399m (1,309ft) long** compared to 1,578 TEUs capable of being carried by the **227m (745ft) long Encounter Bay** when it entered service in 1969.

With increasing size, the impact of groundings is also getting bigger, says Muller. Sloane adds that it is getting harder to save the largest ships when fires break out or when they do hit sand bars and mud banks.

*Learn more about the challenges of sailing some of the world's biggest container ships in the video below:*

*Keeping the world's biggest ships safe*

The worry is that salvors will increasingly face obstacles that are just too great to overcome. And who knows how that could ricochet through global supply chains, if ships keep getting into trouble along busy canals or outside major ports.

"Off Hong Kong, you could get these barges around it, Chesapeake Bay, they could get barges around it," Sloane adds, referring to the Kota Kado and the Ever Forward. But, he warns, there is a risk that eventually, one of the larger container ships could run aground in a location where it's much harder to access in such a way during any recovery operation.

"That's going to be challenging," he says. "I think it is going to happen."

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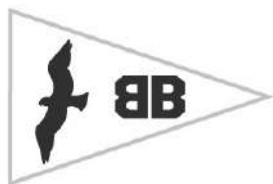
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### **United States Power Squadrons Website**

The USPS public URL has been changed from "usps.org" to <https://americasboatingclub.org>.

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