

Email to Echoship sent at 1420 BST on 8 August

<----- Original Message ----->

From: Master mvThunder <master.mvthunder@telaurus.net>

To: chartering@echoship.dk <chartering@echoship.dk>;

Received: 08-08-2006 15:20:29

Subject: [HJ] new voy

> <new voy>

> ---

> gd aftrn

>

> from 15.30 distance to Liverpool(Bar) pilot 290,6 nm

> eta Bar plt 09.08/20.00 lt

> weather: west or south west 4 - 5, veering north or north west

> for Mostyn approach I have not chart 1953, for thath reason

> I need pilot from Bar pilot position like in voyage Raynes Jetty.

> rgds

> cpt.a.kobuszynski

>

>

>

Email to the agent at the Port of Mostyn sent at 1542 BST on 8 August

From: chartering@echoship.dk
Sent: 08 August 2006 16:42
To: agency@portofmostyn.com
Subject: Fw: new voy

=====

FROM: ECHOSHIP APS, SVENDBORG, DENMARK
TEL +45 6221 5666 - TLX 58185 - FAX +45 6321 7700
EMAIL: chartering@echoship.dk
WEBSITE : WWW.ECHOSHIP.DK

=====

Ref: 060808-HJ6169

hello Mostyn

Funds for DA as per your break down will be tranferred tmrw mrng.

from captain of m Thunder :-

Email to the agent at the Port of Mostyn sent at 1658 BST on 8 August

From: "Master mvThunder" <Master.mvThunder@telaurus.net>
To: <agency@portofmostyn.com>
Sent: 8 sierpnia 2006 17:58
Subject: eta

gd aftrn

eta Bar(Liverpool) pilot 09.08/20.00 lt wp
I have not approach chart to Mostyn,please request pilot from Bar.
max draft 2,65m
ship's mobil +49 171 6044794
please request following charts:
180 1953 2214
and notices to mariners No.31 and up to date
I.S.P.S.waste notification and crew list please call to agent in my last
port Newport
phone +44 117 982 5836 Denholm Barwil
rgds
cpt.a.kobuszynski

Email sent to Echoship at 1748 BST on 8 August

<----- Original Message ----->

From: Mostyn Agent <agency@portofmostyn.com>

To: <chartering@echoship.dk>

Received: 08-08-2006 17:48:33

Subject: [HJ] RE: new voy

> <RE: new voy>

> ---

> Good afternoon.

> Pilot normally boards at Dee Buoy Pilot Station.

> Please find attached GPS Waypoints from North Rhyl

> Buoy to Dee Buoy...

> Regards

> Agent

> MMS

>

PLEASE PASS TO MASTER OF M V_

Pilot boarding station is at Dee Buoy. 53°21.8 N 03°18.8 W

GPS Waypoints from North Rhyl Buoy to Dee Buoy:

- 1) 53°23.00 N 03°34.60 W (North Rhyl Buoy)
- 2) 53°21.70 N 03°31.35 W
- 3) 53°21.25 N 03°24.60 W
- 4) 53°21.35 N 03°24.00 W
- 5) 53°21.90 N 03°22.00 W
- 6) 53°21.90 N 03°18.60 W

Preferred anchorage is Wild Road anchorage

53°21.75 N 03°18.80 W

Please maintain listening watch on VHF CH 14 for Pilot instructions prior to Pilot boarding.

regards

HJ

2006-08-10

Email to the agent at the Port of Mostyn sent at 0710 BST on 9 August

From: Master mvThunder [Master.mvThunder@telaurus.net]
Sent: 09 August 2006 08:10
To: agency@portofmostyn.com
Subject: eta

gd mrng

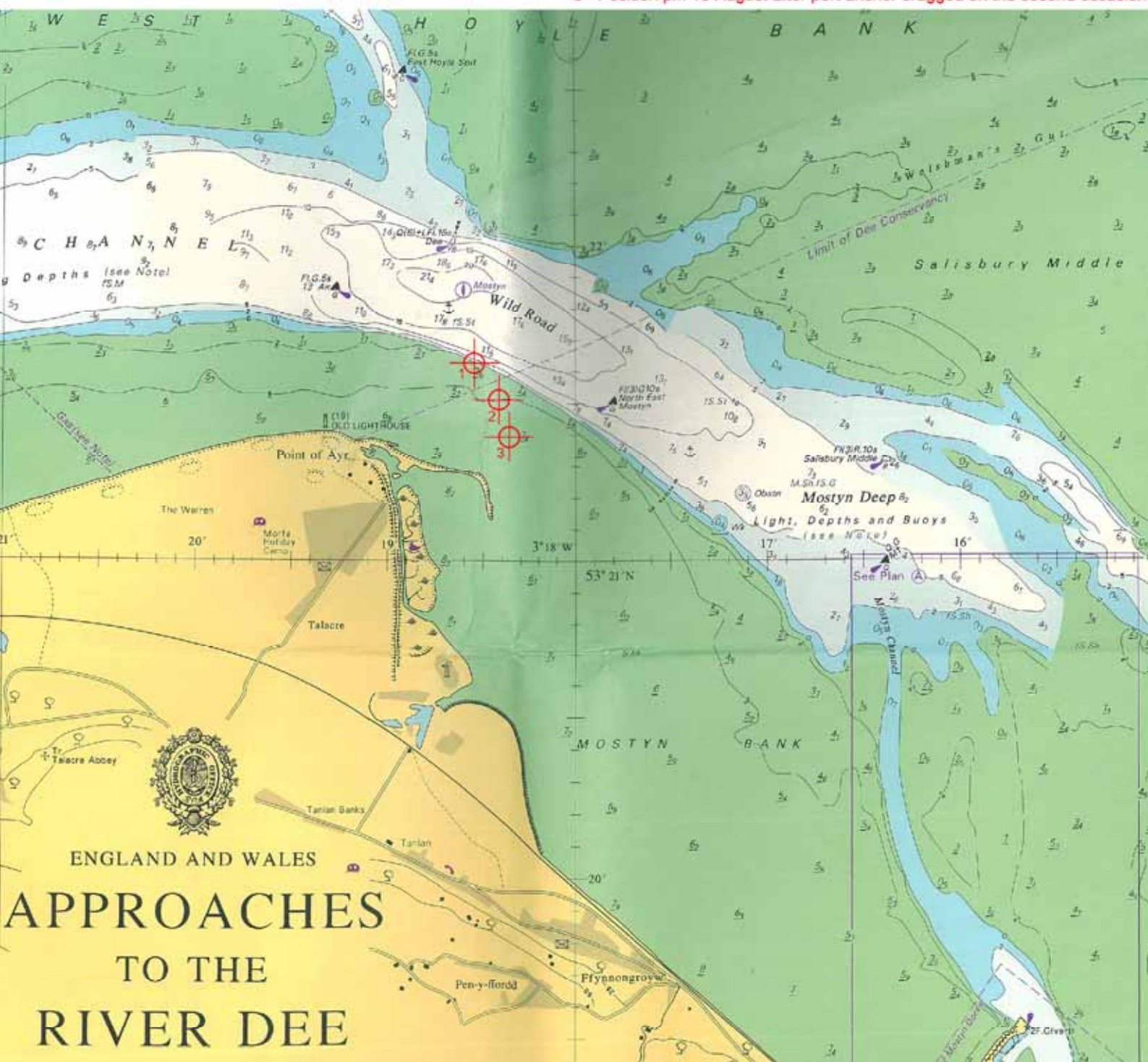
my eta mostyn pilot 09.08/21.00 lt wp
approach waypoints I received
please discuse with pilot:
what time he will board vessel today or tommorow before h.w.
eta 21.00 lt start to be dark and buoys will be unvisible
my max draft is 2,65m and from charts I see depts 2,0m or 1,7m
which I must pass.
if I must drop anchor I will do it 1,5 nm west of Nort Rhyl buoy
please confirm did you receive two e-mails abt charts to request
rgds
cpt.a.kobuszynski

Chart BA 1953 showing positions of *Thunder* between 9 and 10 August

1 - Initial anchor position 09 August (bridge)

2 - Position am 10 August after port anchor dragged on the first occasion

3 - Position pm 10 August after port anchor dragged on the second occasion



Procedures for stranding contained within Reederei Erwin Strahlmann's SMS

Collision / Grounding / Stranding

Reederei Erwin Strahlmann
Allee 14
D-25709 Marne

1. Situations and Action on Board

Situation	Action	Responsibility	Description
Accident	Bridge	Duty Officer	Main engine: Crash STOP. Switches to hand rudder. Switches on deck lighting
		Watchman	Closes watertight bulkheads, doors, and windows.
	Alarm	Duty Officer	Informs Master. Sounds General Alarm (typhon / alarm bell: ●●●●●●●● —). Announces alarm via intercom.
	Engine	Ch. Engineer	Activates 2 nd diesel generator, prepares bilge and ballast pumping system. Keeps main engine ready for manoeuvring.
	Navigation	Duty Officer	Ascertains position using radio-navigation equipment (GPS, radar etc.). Makes entry in Deck Log-book.
	Command	Master	Takes over command on arrival on bridge. Assesses situation. Gives instruction for crew.
Collision	Muster	All hands	Assemble in Muster Station.
		Ch. Mate	Conducts roll call. Institutes search of missing person. Gives instructions (Muster List). Distributes portable radio.
	Communication	Master	Establishes contact with the other ship. Agrees immediate action. Gives and receives from other party the following information: ship dates, owner's address and communication number, P&I Club, kind of the cargo.
	Signals	Duty Officer	Informs Emergency Response Team (ERT) in Main Office (LI-001). Inform other ships via VHF channel 16 (SECURITE). Inform coastal radio station. Visual and audible signals: Day: two black balls. Night: two red all-round lights, if vessel still making way, also sides and stern lights. Fog: Audible signal — ●● : minimum 2 minute intervals
Grounding / Stranding	Communication	Master	Informs Emergency Response Team (ERT) in Main Office (LI-001). Inform other ships via VHF channel 16 (SECURITE). Inform coastal radio station.
	Signals	Duty Officer	Visual and audible signals: Day: three black balls. Night: two red all-round lights, white all-round lights fore and aft. Fog: Bell ●●● — ●●● : minimum 1 minute intervals
	Smoke, fire	Fire-fighting squad	See NP-001
Assistance	First aid	Rescue team	Where applicable, attends to injured person — see NP-004
	Ship secured	Support squad	Checks and completes watertight integrity.
	Sounding	Engineer, A/B	Continually sound all tanks, bilges, hold and cofferdams. Notes water levels and changes thereof, informs bridge.
	Piping, electric circuits	Engineer	Checks all conduits, hydraulic piping and electric lines for damage or leaks. Switches off circuits, which will be flooded to avoid fire or black out.
	Stranding	Master	Floods ballast tanks to avoid ship drifting further ashore. Drops anchor. Calculates tide. Plans refloating with next high tide.
	Leakages	Chief Mate	Checks available depths of water around the ship. Investigates ground (rocks, sand). Notes state of tide.
		Master	Calculates buoyancy.
		Engineer	Activates bilge pumps.
		Support squad	Stops leak from outside with tarpaulin/collision mat. Stops leak from inside

Collision / Grounding / Stranding

Reederei Erwin Strahlmann
Allee 14
D-25709 Marne

Situation	Action	Responsibility	Description
Assistance cont.	Environment	Ch. Mate, Ch. Engineer	Checking / containment of dangers to the environment through overflow of cargo-generated substances, also of fuels, lubricants etc. (SOPEP, NP-008)
	Weather	Master	Obtains weather report, check changes of weather, contacts shore weather station or company.
	Refloating	Master	Calculates timing (high tide). Ballast water pump out to change trim. Manoeuvres of engine.
	Assessing damage	Master, Ch. Mate, Ch. Eng.	Assess damage to ship (e.g. engine, propeller, rudder, hull). Take photographs, videos. Draw sketches of positions of ships in various phases of incident. Search for leaks. Checks vessel's stability.
	Support from other side	Master	Investigates necessity of requesting assistance from other ships / tug. Maintains contact with ships standing by. Releases ship if no real danger. Accepts assistance, if necessary and confirmation from ERT.
Danger of ship sinking	Lightening	Master	Considers whether lightening required. Order lighters / barges via agent.
	Staying on board.	All hands	Stay on board as long as possible – ship offers better shelter than boats. Abandon ship only when in danger of sinking
	Assessment	Master, Ch. En- gineer, Ch. Mate	Assessment situation, checking stability, take decision.
	Life-Saving Appliances	Support squad	On Master order prepares life-saving appliances (NP-002).
	Abandon ship	All hands	See NP-002 – Abandoning Ship.
Emergency terminated	Communica- tion	Master	Informs ERT.
	Documenta- tion	Ch. Mate, Ch. Engineer	Records, as exactly as possible, situation (position, course, speed, etc), action taken. Makes entries in Deck Log-book and Engine Log-book.
		Master	Collects all information, evidence and data required to reconstruct sequence of events: data on course of events, signals, course steered and speed, position of ships involved in collision / degrees; signals displayed / noticed, signals hoisted/sounded and read; weather, visibility, radar display / plot data, draft.
			Collects all information about the other vessel(s), Owners and personal data of witnesses (from other ship, if possible).
	Liability	Master	Collects all messages despatched and received.
			Holds other ship liable in writing, does not admit liability, makes no promises, agrees nothing! Repudiates liability. When we are blamed, uses stamp "For receipt only".
	Report	Master, Ch. En- gineer, Ch. Mate	Writes report of what, when and how it happened and of action taken. Enclosures: log extracts, photographs if any, description of casualties and damage to the ship and cargo, course recorder (if available), rudder angles recorder (if available), engine manoeuvring data printer (compare times). Doesn't forget fill Non Conformity Report (Fo-004).
	Briefing	All hands	Discuss situation and measures resulting therefrom, proposal for improvement. Do not blame individuals.

STWC Code Section A-V111/2 part 3-1

Ship at anchor

51 If the master considers it necessary, a continuous navigational watch shall be maintained at anchor. While at anchor, the officer in charge of the navigational watch shall:

- .1 determine and plot the ship's position on the appropriate chart as soon as practicable;
- .2 when circumstances permit, check at sufficiently frequent intervals whether the ship is remaining securely at anchor by taking bearings of fixed navigation marks or readily identifiable shore objects;
- .3 ensure that proper look-out is maintained;
- .4 ensure that inspection rounds of the ship are made periodically;
- .5 observe meteorological and tidal conditions and the state of the sea;
- .6 notify the master and undertake all necessary measures if the ship drags anchor;
- .7 ensure that the state of readiness of the main engines and other machinery is in accordance with the master's instructions;
- .8 if visibility deteriorates, notify the master;
- .9 ensure that the ship exhibits the appropriate lights and shapes and that appropriate sound signals are made in accordance with all applicable regulations; and
- .10 take measures to protect the environment from pollution by the ship and comply with applicable pollution regulations.

VIII

STCW
Code

A

Present SHA and CHA limits

Proposed Gwynt y Mor
wind farm

Present limits of Jurisdiction of Mostyn
Docks Ltd as Competent Harbour
Authority (ie pilotage authority) (CHA)

Present limits of Jurisdiction of
Mostyn Docks Ltd as Statutory
Harbour Authority (SHA)

Present limits of Jurisdiction of
Dee Conservancy Authority (DCA)

Mostyn
Operational
Area
(MOA)

ENGLAND AND WALES
TO THE
RIVER DEE
SOUND TIDES

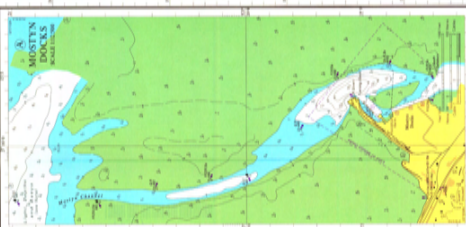


Table of accidents and incidents at Mostyn, drawn from Mostyn and Dee Conservancy records

Date	Vessel	Incident type	Event	MAIB
18 December 2001	<i>European Envoy</i>	Grounding and Stranding	In the approaches to Mostyn. The master (PEC holder) failed to properly consider the direction of the tidal stream.	Reported by the Dee Conservancy.
29 December 2001	<i>European Seafarer</i>	Grounding	In the approaches to Mostyn.	No record
August 2002	<i>European Envoy</i>	Contact	Damage to Middle Patch Spit buoy.	No record
23 April 2003	<i>Jan Rasmus</i>	Grounding and Stranding	On Bug Bank in the Port of Mostyn.	No record
14 June 2003	<i>Frisium</i>	Hazardous occurrence	Forward view from the wheelhouse obstructed by cargo.	No record
11 July 2003	<i>European Ambassador</i>	Allegation	Navigation compromised whilst approaching Mostyn.	No record
08 August 2003	<i>Forth Guardsman</i>	Contact	Damage to the North East Mostyn buoy.	Reported by the port authority
09 September 2003	<i>Fishing Vessel LN 170</i>	Excessive speed	Damage to equipment alleged to have been due to excessive speed of another vessel within the Mostyn Channel.	No record
05 November 2003	<i>European Ambassador</i>	Stranding	On Bug Bank in the Port of Mostyn, whilst attempting to depart in strong wind conditions.	Reported by the coastguard.
06 May 2004	<i>Afon Dyfrdwy</i>	Stranding	On Flint Bank	Reported by the Dee Conservancy.

Coast Protection Act 1949 consent



Mr J P O'Toole
Managing Director
The Port of Mostyn Limited
Mostyn
Holywell
Flintshire
CH8 9HE

TONY SPRINGTHORPE
PORTS DIVISION

DEPARTMENT FOR TRANSPORT,
LOCAL GOVERNMENT AND THE REGIONS

ZONE 2/31
GREAT MINSTER HOUSE
76 MARSHAM STREET
LONDON
SW1P 4DR

DIRECT LINE: 020 7944 5106
FAX: 020 7944 2188
GTN CODE: 3533 5106
E-MAIL: anthony.springthorpe@dtlr.gsi.gov.uk

WEB SITE: www.dtlr.gov.uk

OUR REF: MNA 151/1837/2
YOUR REF: JPO'T/LS

4 SEPTEMBER 2001

Dear Mr. J. Oole

**COAST PROTECTION ACT 1949: CONSENT NUMBER 70078
INSTALLATION OF PERCH PILE AND 16 NAVIGATION BUOYS IN THE MOSTYN OUTER
CHANNEL**

I refer to your application of 23 April as amended in your letter of 1 May 2001.

I am directed by the Secretary of State to issue this letter as a consent, solely for the purposes of Section 34 of the Coast Protection Act 1949, as amended by Section 36 of the Merchant Shipping Act 1988, to the installation of a perch pile and 16 navigation buoys, hereinafter called the works, over part of the seashore lying below the level of mean high water springs by The Port of Mostyn Limited in the Mostyn Outer Channel, North Wales as shown on the attached foreshore plan number 70078.

This consent is given subject to conditions 1-11 set out below and the standard conditions set out in the Annex A1. MWPI attached to this letter. It relates only to the works described in your application for consent and on the specified foreshore plan. Neither you, nor any contractor, engaged to undertake all or part of the works may construct any other works, or deposit any other object, or any other materials - whether permanently or temporarily - on any part of the seashore below the level of mean high water springs, without the further written consent of the Department.

Without prejudice to the generality of the above, no causeway or other means of temporary access to the works, nor any temporary buoys or moorings, may be laid without a further prior written consent as aforesaid. Your company should satisfy itself that it has obtained any other necessary permissions and powers to undertake the works including the permission of the owner of the foreshore.

1. The Port of Mostyn Limited is required to put in place measures to control vessel movements and to take responsibility for wreck marking/removal on a non-statutory basis, until such time as a Harbour Revision Order is promoted to provide a solution for the entire estuary and its approaches.
2. The entire situation will be reviewed by the Department for Transport, Local Government and the Regions (DTLR) if a Harbour Revision Order has not been obtained within two years of the application being made.



INVESTOR IN PEOPLE

3. The Port of Mostyn Limited must commission an independent safety assessment of arrangements in place for the operation of the channel, and act on any recommendations as soon as practicable.
4. The Port of Mostyn Limited must carry out regular surveys and maintenance dredging of the approach channel must be carried out as necessary.
5. The Port of Mostyn Limited must accept responsibility for dealing with any wrecks, including meeting the costs of any wreck marking/removal that Trinity House cannot recover from the owners, that occur either in or through the use of the channel.
6. Notices to Mariners must be issued at monthly intervals warning of the regular use of the channel by vessels restricted in their ability to manoeuvre because of their size.
7. The Port of Mostyn Limited must ensure that satisfactory arrangements for Pilotage or Pilotage exemption are in place prior to the commencement of the commercial service.
8. Any vessels used in the operations are to exhibit the sounds and signals in accordance with the International Regulations for the Prevention of Collisions at Sea 1972 as amended.
9. All appropriate pollution prevention measures must be implemented prior to the works commencing and the commencement date forwarded to Environment Agency Wales when available.
10. A copy of this consent must be given to each contractor appointed to carry out part or all of the works in order that they are clear about the extent of the works for which consent has been given and the conditions that are attached to the consent.
11. You must notify the Hydrographic Office, Ministry of Defence, Taunton, Somerset, TA1 2DN of both the progress and completion of the works in order that all necessary amendments to nautical charts are made, to ensure navigational safety.

The Countryside Council for Wales has requested that data collected from the instrumentation mounted on the perch pile regarding wind speed, tidal height, current velocity and wave climate be provided to the Tidal Dee Users Group as part of its database.

You are asked to make any application to renew this consent in respect of condition 4 of the attached annex at least eight weeks before its expiry date.

You should also inform this Department of any change in your name, address or the ownership of the works so that the consent may be amended to ensure its validity.

Yours sincerely



Tony Springthorpe

STANDARD CONDITIONS OF CONSENT: MISCELLANEOUS WORKS (Permanent)

1. The works should be marked and/or lighted as required by the general lighthouse authority (Trinity House or the Northern Lighthouse Board) if the Secretary of State at any time so directs.
2. The works shall be maintained at all times in good repair.
3. No deviation from the plans specified in the consent shall be made without the further written consent of this Department.
4. The consent shall continue in force, unless renewed, only in respect of the works in place within three years of the date of the consent.
5. No radio beacon or radar beacon operating in the Marine frequency bands shall be installed or used on the works without the prior written approval of the Secretary of State.
6. If in the opinion of the Secretary of State the assistance of a Government Department, including the broadcast of navigational warnings, is required in connection with the works or to deal with any emergency arising from the failure to mark and light the works as required by the consent or to maintain the Works in good order or from the drifting or wreck of the works, the owner of the works shall be liable for any expenses incurred in securing such assistance.
7. Officers of HM Coastguard, or any other person authorised by the Secretary of State, should be permitted to inspect the works at any reasonable time.
8. Would you please inform this Department when the works have been completed. If the consent specifies lighting and/or marking conditions would you inform the Department and the lighting authority when they have been established.

Ports Division
Department for Transport, Local Government and the Regions

A1MWP1