

# EIGHT BELLS

FEBRUARY 2021



JOURNAL OF THE COMPANY OF MASTER MARINERS OF SRI LANKA

*O sweet To-morrow! -  
After to-day  
There will away  
This sense of sorrow.  
Then let us borrow  
Hope, for a gleaming  
Soon will be streaming,  
Dimmed by no gray -  
No gray!*

Thomas Hardy, 'Song of Hope'. Hardy (1840-1928)

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Credit Capt. Darshana  
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*Membership status; 365 members*

An illustration of two men in business suits standing on a mountain peak. The man on the left is holding a red flag on a pole. They are both looking towards the right. The background is a stylized blue sky with white clouds.

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## ***Editorial***

Year 2020, an extraordinary year in recent history is a thing of the past. The new year dawned without much fanfare, but we are nowhere near in coming out of the negative impacts felt, let it be at a global scale or a personal one.

The Covid-19 vaccines developed in record times are now rolling out and with that there is a glimmer of hope of things coming under control sometime in the future. This pandemic has brought into light our vulnerabilities as a civilization and has changed the world as we know it – forever. These changes will far outlast the immediate implications of the pandemic.

With mandatory quarantine requirements and difficulties in joining and signing off vessels compounded by the emotional turmoil of leaving loved ones behind in a time of a global pandemic, our seafarers are still struggling. The whole world owes the seafarers a debt of gratitude for keeping the global economy running in such trying circumstances. Businesses are trying to survive with the exceptions of a few. Austerity that we are forced upon will govern our lives in the foreseeable future. It is unfortunate that ours is a generation that has seen more than our fair share of calamities. However the resilience of our people has been proven yet again and this indeed is the light in the darkness.

Causes for celebration are few and far between at the moment and therefore this edition of 'Eight Bells' tries to focus on the positives in life and does not include any articles directly relating to the pandemic.

As commanders of the ocean we know that no storm lasts forever. This storm too will come to pass and all our focus should be in riding this one out safely.

I wish all our members and their families fair winds and following seas in the year ahead!

*Capt. Prawala Perera*

Editor

[prawala.perera@gmail.com](mailto:prawala.perera@gmail.com)

## ***President's message***

Let me begin this note by wishing you a blissful 2021 and may this New Year bring all the happiness, success and the best of health to you and your loved ones.

The New Year 2021 has begun and as we wrap up what has been an immensely difficult year for people around the world, let me take a moment to thank all of you for being with us throughout. We have been able to navigate through ups and downs of our journey thus far and the success of CMM over the years has been a cumulative outcome of the efforts of each and every one of you.

2020 no doubt has been one of the most eventful years in the recent past where the entire world was heavily affected by the outbreak of the novel coronavirus (Covid-19) pandemic. Many cities and nations around the globe were in a state of lock down including Sri Lanka which created disruption to the economy and our lives in general. We still have no clear end of the pandemic in sight and we are forced to live with many inconveniences in our day to day activities. We were not able to host many of the events that were planned during 2020 such as the dinner dance, cricket matches and the Christmas party.

However, despite the challenges we faced during 2020, we managed to carry out the CMM day out, P.B. Karandewela Memorial Lecture in partnership with the CILT, the Annual General Meeting (at Cinnamon Lakeside) and the Continuous Professional Development (CPD) Program. These events were held successfully whilst keeping safety guidelines and precautionary measures at the heart of everything.

While the Covid-19 pandemic dominated 2020, our seafarers also faced many difficulties. Seafarers across the globe, including our own members were vulnerable to the pandemic when they traveled to different parts of the world. They underwent lengthy and battled strict repatriation procedures. Most of all they were away from

their families and loved ones for extended time periods. We should certainly salute all seafarers, those who are members of CMM and around the world for being real heroes by serving onboard during the times of crisis.

Despite being a very challenging year, 2020 has opened up many opportunities in digital transformation. We were steered in a new direction to look at new developments to align with the new normal in communication, education, transportation, infrastructure, supply chains and many other areas. On a positive note, during this pandemic period we were able to spend more time at home, get closer to our families, build new relationships and learn new skills.

Even though vaccines are being developed, we must now be prepared to live in an era with Covid-19, in which we need to balance social and economic activities while taking all measures to prevent the spread of the virus for the time being and move forward in the new normal. During 2021 we are planning on hosting several activities whilst strictly following all safety precautions. The lecture presentation for members together with invitees have been planned. During the meeting in February 2021, we hope to carry out a session on Leadership by General (Retd) Daya Ratnayaka. The P.B. Karandewela Memorial Lecture together with CILT is scheduled to be held in March. In addition plans are underway to schedule the Annual General Meeting, members' day out and the CPD program during 2021.

I look forward to your active participation and support in 2021. Once again I would like to wish you and your families the very best for 2021!

*Capt. Mahendra Ranatunga*

President – CMM

## ***Message from the secretary***

In 2020, the CMM celebrates 30 years since its official launching, we have an opportunity to reflect on our shared progress, as well as our common future.

There is no denying that 2020 has been an extraordinary year. It has made for an exceptionally challenging year for everyone. The impact on seafarers has been extreme. Closed borders and quarantine regulations made the movement of seafarers very difficult resulting longer contract periods on board ships.

The CMM could not achieved the targets that were set at our first committee meeting held after the 29th AGM. We had to conduct monthly meetings in virtual formats while keeping positive hopes.

The early news on a vaccine is positive, so it is possible that we can see some light on the horizon.

Like all periods of immense turmoil, exciting new possibilities have emerged – possibilities which could make 2021 not only a year of recovery, but a year in which we start to find better ways to approach more professionally to achieve our objectives.

I hope that the CMM and its members will overcome all challenges and will strive to succeed and stay relevant in the professional arena.

*Capt. Upal Peiris*

*Secretary CMM*



## Appreciation.....

**Capt. W. Tilak Wickremasinghe** or **Tikka**, as he was fondly called by most of us; his friends and colleagues, was a very special person indeed. His exceptionally calm nature, dignified manner, along with a ready smile and willingness to help and befriend others, filtered across to everyone who had the good fortune to encounter him at work or otherwise.

I had the privilege of knowing Tikka since 1961 when we joined College as 6 year olds, and our paths seemed to track parallel ever since, till he left us so unexpectedly, 60 years later.

We were in the same swimming and water polo teams in College and went to the Diyatalawa



Cadet Camp over the years with the 3rd Battalion of the CCC. We built model cars together as the pioneers of the STC Automobile Club, and did our 'O' Levels together (he passed, I failed, - a few

times actually!)

In 1973, after languishing in the notorious 'R' Forms (repeats or rejects) and only representing College at Sports, I got selected to join the Ceylon Shipping Corporation as an Officer Cadet. Tikka was there again and we got selected together. Then, along with Niranjan Gunewardena and Anton Jayasena, the four of us were sent off to the Marine Academy in Karachi. Here, we again had to endure some tough times together at the hands of our Pakistani Seniors, where we encouraged and supported each other to survive until we took over as Senior Cadets! We successfully completed our training at PMA in late '74 and returned to CSC where, on the



Cadet training ship MV Lanka Kalyani, Tikka and I shared a cabin in the midship accommodation, after moving up from a cabin on top of the Steering Flat! Had it been in more recent times, I would definitely have opted for the top bunk because Tikka had put on a few Kilos since the days he slept on that creaky old bunk above me!

I left CSC in 1977 and was living in London when I met Tikka again 6 or 7 years later when he drove across in his Opel Cadet, with newlyweds Nalin Abeyratne and Anette, all the way from Ireland after finishing Masters. Again we all managed to 'catch-up' and rekindle old memories over a few jars at some pubs and restaurants in Soho! Those were wild times!!

A couple of years later, I had an opportunity to briefly catch-up with Tikka again when we drove up to Liverpool to see him. Tikka was Master on a CSC vessel, with Anura Seneviratne as his Chief Mate. The Cadet at the gangway took us up to the Old Man's cabin which was stacked up to the deckhead with old fridges, cookers and furniture. No sign of Tikka in amongst that lot. We then went down to the Chief Mate's cabin; the same, full of Tikka's junk! But this time, the two of them were in amongst the junk! Typical Business Magnate Tikka, was moving all the 2nd hand junk he needed from Liverpool, to Colombo, free of charge!!!

In 1997 when I got transferred to the Colombo Pilot Station from Trincomalee, I had the pleasure of the company of a much larger, but just as genuine, Tikka, yet again. We spent many a '24-hour duty' turn together, doing all the crazy stuff Pilots did in those days. Tikka was my 'Go-To' man whenever I needed a duty swap. He hardly ever failed to oblige, because he hardly ever had a 'heavy program' himself! He was the most Chilled-Out Family man, who was totally dedicated to his wife and two boys; and this, to me, was one of his most admirable traits and a true joy to behold. They were his life.

In my 60 year long association with Tikka, I never saw him lose his cool with anyone. He was totally 'unflappable' and the most peace-loving character ever. He always looked for (and invariably found) the good in people, and was slow to openly display any form of displeasure. Tikka was, in more ways than one, a 'Larger-Than-Life' Guy. Quite apart from his large frame, he had a big, kind heart and a patient and tolerant approach to everything he did.

He is the first of our now famous 'Baila Batch', to cross lanes to the other side of life's TSS. He will always occupy a special corner of our memories. Etched there just to celebrate an extraordinary friend, colleague and human being, who just happened to leave a tad early.

I wish him calm seas, clear skies, and gently following currents along his way.

'You will be sorely missed Dear Friend. We shall meet up again at some far away port of call. ETA as yet unknown, but will keep a lookout. God give you Peace.....

Your old Mate,

GS.

### **Capt. Gehan Sirimanne**

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Tikka' had this nickname ever since he was studying at the school by the sea, which he joined in 1961, one year before me. Being called "Capt. Tikka" by even those who were much younger in age and joined sea even 20 years after him, shows the friendliness he radiated to all those who were fortunate to have sailed with, or worked with him in the Colombo Pilot Station; or even been with him in the CMM committee which he loyally served over for two decades. When in school, we usually do not associate closely with our seniors, unless there is a closer connection such as a younger brother who is a classmate or who lives nearby. So my relationship with Tikka was kept at a respectful distance, until he repeated his O/L examination with our batch in 1970. I lost contact with him after the O/L and was not aware that he had joined CSC as a cadet until a year or two later.

Our batch of 10 cadets joined the Lanka Kalyani on Valentine's Day in 1974 and it was about a year or so later that 4 senior cadets dropped in from Karachi to join us for all the deck work and trainee watch-keeping duties on board since there were no seamen, only one Bosun and Asst. Bosun who also were our instructors on seamanship. It was then that my association with Tikka and the others became close enough to be 'buddies' which led to a true friendship until his untimely passing away on 29th January, which news was received by all the other 16 singing cadets with shock and a sense of utter disbelief. Of all 17 who stuck together through thick and thin, why Tikka? The friendliest and most diplomatic of all, one who was so accommodating and helpful to everyone he knew.

After being dismissed from the Lanka Kalyani, I lost contact with Tikka once again as we sailed on different CSC vessels and probably met once or twice when both ships were in Colombo. We met again in 1978 in Bombay when we studied together at LBS College. I recall I completed the exam a few months before him and joined the tanker Tammanna as 3rd mate. The time we had together with many of our colleagues in Bombay was carefree and unforgettable. Tikka was a great story teller, a habit he speedily developed with age, and

actually had to be invited or prodded to tell one or more of his stories about his sea adventures.

Our close association started on the tanker Tammanna when I was promoted as second mate and Tikka joined as 3rd mate. After that it became a habit to have an afternoon swim in the ship's pool and a few beers together before dinner (during the Mate's watch). The ship had no a/c except for the Master, C/O, and C/E's cabins, but we did not mind as we had plenty of time at anchorages and in Colombo waiting for our next loading assignment. When Tikka was promoted as Addnl. 2nd Mate, we had the luxury of changing the 12-4 watches every voyage as the Master Capt. G.K. D' Souza was very accommodating after he trusted our proficiency in carrying out all shipboard duties. We also did a couple of voyages to Trincomalee and after night duties, it was Beers and sea baths accompanied by some of the ship's officers including a gem of a young Radio Officer. There was the time we were in anchorage off Kharg Island and the famous revolution took place. We also had a dry docking in Singapore, going out for shopping together, visiting Sentosa Island, Cable cars and all in 1979. The ship was a happy ship and both of us completed our full sea time required for the Mates exam on it. Signing off was not a disappointment as we had planned on doing our exams together in South Shields with my batch-mate Shanmu.

Next was being together in one rented house in South Shields, studying together, cooking, cleaning and watching Clive Lloyd's mighty West Indians having a 6-0 series whitewash in England, on a hired tv! We were assisted in our provision shopping and laundry and a few beers and lunch on Saturdays by my brother CJ who was living in Durham. We sat for the same Class 2 examination on the same day. The three of us had our orals also on the same day... and all passed! We parted ways again with me doing my Masters in Bombay and Tikka joining Shanmu in UK. Due to this Tikka had dropped a few months behind me in rank seniority.

I was Master on the Lanka Seedeivi taking over from Capt. LN in 1984. After a first short voyage to the Gulf, I was not enjoying even a minute of sailing due to the heavy rolling and wanted a transfer to the bigger and steadier Lanka Mahapola where Capt. Harindra Perera was signing off at the end of his contract. The Personnel Manager informed me that a transfer could be done only if a relief was available. However, there was no relief on the horizon. I was leaving the CSC office at No. 6 Sir DBJ Mawatha, rather disappointed when who do I see walking in.... none other than Tikka! He was reporting to office just after obtaining his Master Mariner CoC. After catching up on our missed times, I suddenly remembered... here was the

relief I was looking for! So, I said Tikka there is a Command vacancy and would he like to take it? Tikka was totally unprepared for a fast forward move up to the hot seat and started giving various reasons not to take an immediate offer. I shot down all his negative points and there was only one valid point remaining... "I don't have a uniform" said Tikka ... I saw a bright light at the end of my tunnel... I said "Tikka, you can have mine!!!" and that sealed the agreement, made under pressure. Next it was back to the Marine Department and me joining the Lanka Mahapola with Tikka taking instant command of the Lanka Seedeivi, two mighty container ships of that era!

Next was us serving together in the CMM committee with Tikka as Treasurer and me as Editor.... for two decades or so... Tikka fitted in very comfortably and made a great team member as CMM progressed busily along its path. Tikka and Sessa were instrumental in starting the popular CMM Diary, which continued unbroken until 2020, and was discontinued in 2021 due to being overtaken by technology and covid causing complications in the logistics. He was a strong supporter of the 8 Bells Journal. In a past edition, Tikka relates a life threatening situation where he woke up to see an Indonesian pirate holding a knife to his throat and the events that unfolded thereafter.... In his own cool inimitable style, of course!

There are so many stories related by Tikka in his discreet manner interspersed with subtle humor, still remaining to be related or written, perhaps in future editions of the 8 Bells. Part of our history is lost forever, with the departure of Tikka. More than his classmates and seafaring colleagues, Tikka will be missed by his wife and two sons to whom he was a loving husband and father to whom they leaned on for comfort and security. No one feels the loss more than the family, and it is heartbreaking as everything happened too quickly and so unexpectedly.

As the earth keeps rotating as it has done so for millions of years, in our very short lifespan as human beings, we all are fortunate to have closely associated with Tikka as a colleague and friend. I am sure we will all meet again in this journey through samsara, maybe in the school by the sea or on board a ship as cadets together. Death is inevitable as we all are told, but coming to terms with the sudden loss of a buddy is, to say the least, a very painful experience.

The Cadets of Lanka Kalyani will miss you, dear Tikka ..... may you be at peace in your journey.

DJ

**Capt. D.J.Amarasuriya**

I first met Captain Tilak Wickramasinghe, affectionately known as “Tikka” back in 1975 when we as rookie cadets were helping out in clerical and accounts staff in CSC office prior joining Lanka Kalyani. Tikka along with several cadets had joined back after the controversial episode on Lanka Kalyani. There were lots of cadets at the time in CSC office bumping onto each other, Tikka as one would expect was quiet most of the time and never engaged in any form of ragging like few others did. Later on I had the opportunity to sail with Tikka in 1978 on Lanka Shanthi when he was the third Officer with myself as the Fourth Officer. I can remember Tikka buying a car (Audi) in Liverpool, UK and it was parked on wharf waiting to be loaded when he allowed me to have a go driving on the wharf even though at the time I was not a competent driver. Tikka was a very kind officer who taught us what he knew - particularly the practical stuff. That’s when we started our long standing friendship.

Years passed by and it was in about 1990 I had the opportunity to once again work with Tikka at CPC as Mooring Masters for SPBM. That’s when our friendship really started to take off and blossom. It was around the time Tikka’s elder son Onila started schooling at STC. We as Mooring Masters had not much to do when no tankers moored at SPBM apart from regular visits to SPBM on MERV (Maintenance and Emergency Response vessel). Tikka and I used to go for morning tea about 1100 hrs most days at Green cabin or somewhere else before Tikka driving to STC to get Onila from STC around noon. It happened so regularly so that Onila too as a kid got to know me very well. He in fact once drew a picture of mine “ Godakanda Arachchi uncle”, the youngster yet recalls his artwork. It was not easy to work at CPC by any means at the time with challenges on and off the SPBM berth. It was Tikka who was a tower of strength for me to overcome the challenges and I saw a bit of toughness in Tikka when the situation warranted. One incident that stands out is parting of the mooring line during his watch (at the break of SW Monsoon when an Evergreen container ship too ran aground off Ona gala) when the vessel at SPBM was just about to complete discharging in mid-afternoon. Tikka’s quick response to the incident was remarkable when Tikka and I along with the divers were attempting to do what we can do to mitigate the high risk scenario developing. I saw Tikka’s efficiency and leadership in dealing with an emergency.

I worked with Tikka again as a fellow Pilot in Colombo harbour. Tikka was then again fantastic keeping his cool when SLPA attempted to change from permanent cadre to contract (Pilots) as he was the first one who had to deal with it.

Tikka and I regularly used to be in contact when I spoke to him last about a week prior to his demise. He was in Trinco on a ship with Shesha and unfortunately we could not talk much as

he was too busy. Tikka was a gentleman anyone would like to associate, much loved by all his colleagues and friends. Tikka's sudden demise left a significant void among family and friends. The legacy Tikka left on us is unmatched by any words that can be written. It is really sad to see him go however our memories will last forever.

May he attain supreme bliss of Nirvana!!

**Capt. Chandra Godakandarachchi**

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I first met Tikka in 1974 when he joined the Lanka Kalyani, after completing his training at the Pakistan Marine Academy. He struck me as a very humble, gentle, compassionate person.

Our friendship developed further when we shared accommodation when studying for our professional examinations and when we met at our compulsory get-togethers at the SSC and NCC, whenever I visited Sri Lanka.

Tikka was a gentleman. Always courteous, polite, and respectful. He treated others as they wish to be treated. One of my most enduring, and endearing, memories of Tikka is of him sportingly accepting all the teasing that came his way. He was never annoyed or

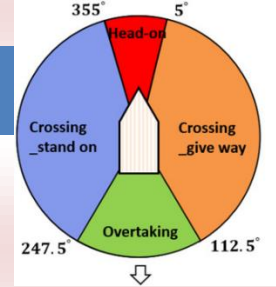
upset, even when the joke was on him.

Tikka's physical presence may no longer be with us, but he will always remain in our hearts and minds and be remembered with affection whenever the "Baila Batch" gets together in Sri Lanka.

May his soul rest in peace.

Shammu

**Capt. Ganendra Sanmugaratnam (CSC 1974 batch)**



## Is COLREG fit for purpose in its current format?

By Capt.Prashanthen Athipar

*This article has been provided to the Nautical Institute's technical committee in September 2020 as a prelude to submitting the same to the IMO's technical committee by the author. This is the first time it is published on a journal.*

Whilst there is inadequate data or evidence to amend COLREG based on recent reported and litigated incidents alone, IMO should consider the following guiding principles before commencing any work influenced by digitalization of the maritime industry.

- 1) COLREG should be re-written from a user's point of view. There is a perception in the industry that their primary purpose is for apportioning loss in the event of an accident. This "order of priority" (apportioning loss, followed by user needs) needs to be reversed.
- 2) Any changes should not substantially alter the substance of COLREG but the form. The danger of altering the substance would more likely open the flood gate of litigation due to interpretation, which is totally unnecessary.
- 3) A review should be carried out but no changes should be approved, unless it was proven that rules are demonstrably inadequate, such as no consideration to human factors; rather than compliance being inadequate as we have noticed in MV CF Crystal and MT Sanchi collision incident.
- 4) COLREG should not be too prescriptive (i.e. start defining various terms in COLREG), as this would substantially reduce its dynamics and living nature. Arguably, the dynamics of COLREG could potentially lead to so called judicial activism and ambiguity among seafaring community. However, introducing objective factors in COLREG that courts should consider and or having regard to for the purpose of determining rights and obligations of vessels, would likely to avoid judicial activism and ambiguity.

As an example, consider the Australian Constitution (Commonwealth of Australia Constitution Act 1901). It was written more than hundred years ago and yet it is effectively addressing all issues of the modern society. This is one of the oldest pieces of legislation in

the world, often described as a living organism. Just consider s 51(v) of the Commonwealth Constitution. According to this section, Commonwealth government have power to make laws..... with respect to postal, telegraphic, telephonic, and other like services. Thanks to the drafters who cleverly inserted the words 'other like services', they have managed to capture the online world (internet) even 100 years ago.

5) Please note some of the examples:

a) **All available means**

In accordance with rule 5, 'Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means.....'. Do you think the terms 'all available means' is inadequate to capture all modern navigational equipment, such as ARPA, AIS, ECDIS, etc? I think the current version of COLREG is reasonably good to capture most of the above-mentioned technological advancement. Obviously it can be improved without changing its substance.

b) **VHF Communication vs. Admissibility of VDR retrieved evidence**

Some might argue VHF communication could be used for the purpose of look out, to avoid close quarter situations and to avoid risk of collision. Although we know that VHF communication is not the preferred means to avoid risk of collision for obvious reasons; no offense to any navigators, but many of us have either used or witnessed others using VHF Radios to avoid close quarter situations on board ships.

Interestingly, courts are unwilling to acknowledge the existence of VHF conversations, such as agreement to avoid close quarter situations. Please consider looking at the following judicial authorities for further information on this regard.

- ✚ The 'Aleksandr Marinesko' and 'Quint Star'[1998] 1 Lloyd's Rep at 278: In this case, the court formed a view that vessels should be navigated in accordance with the COLREG and not by agreements on the VHF's.
- ✚ The Maloja II [1993] 1 Lloyd's Rep. 48 at 55 : Here, the court said that the use of VHF was contributory cause for the collision of two vessels simply because it distracted the officers on watch from paying careful attention to their radars.
- ✚ The "Antares II" and "Victory" [1996] 2 Lloyd's Rep. 482 at 498 : In this case, the court held that a vessel's failure to use VHF radio cannot constitute an offence, especially



where both vessels are in sight of one another and such communication is not necessary.

Based on our common understanding and aforesaid judicial authorities, it is clear that VHF is a no go area for lookout and collision avoidance purpose.

However, with the new SOLAS requirement (Reg 20, Chapter V - VDR), a VDR retrieved data not only give us the true picture of event but also it can be used as an admissible evidence before a court of law. In such circumstances, it is unclear how courts would deal with those retrieved data, such as recorded VHF conversations took place on board ships just before collision?

As there is no express reference to VHF Communication in COLREG, it is highly recommended to make such reference to avoid creative interpretation and potentially breaching COLREG as a result of VHF Communication, provided the courts are willing to accept VHF Communication as one of the available means to avoid risk of collision on board ships. If courts are not prepared to change their attitude on this regard, any express reference to COLREG would become redundant.

#### c) What is proper lookout?

Some might argue that the use of terms 'proper lookout' have no certainty and likely to create ambiguity in relation to its criteria to determine the meaning of 'proper lookout'. It is true that the concept of 'proper lookout' is nebulous and it lacks definite and clear criteria for interpretation.

More interestingly, it is difficult to find any case law related to collision of ships, where 'lookout' provision was not considered. Therefore, why shouldn't COLRG include some objective factors, similar to rule 6 to spell out in the relevant rule (say under rule 5) to determine what constitutes a 'proper lookout', instead of rewriting and or rephrasing the current version?

#### d) Safe speed vs. Speed in restricted visibility

Part B of COLREG is structured as follows:

- section I (any condition of visibility);
- section III (vessels in sight of one another); and
- section III (vessels in restricted visibility).

As part B is divided by 3 separate sections, one might argue that these sections operate independently. As we all know that such argument is a common fallacy and these sections do operate jointly or collectively. This can be explained in the following analysis. Rule 6 and 19(b) form part of section I and III respectively. Pursuant to rule 19(b), every vessel shall proceed at a safe speed adapted to the prevailing circumstances and conditions of restricted visibility. According to rule 6(a)(i), state of visibility was one of the factor to be considered to determine safe speed. Therefore, it is impossible to apply rule 19(b) on its own to situations without having regard to rule 6(a)(i).

In my opinion, it would be clearer if there is a cross reference between these rules (19(b) – 6(a)(i)) to avoid the aforesaid fallacy.

#### e) Underway vs. Making way through the water

In accordance with rule 3(i) the word underway means that a vessel is not at anchor, or made fast to the shore, or aground. Rule 23 outlines the requirements of lights and shapes to be displayed by a power driven vessel when underway. According to rule 27, a vessel not under command (NUC) or restricted in her ability to manoeuvre (RAM) must exhibit two all-round red lights in a vertical line where they can best be seen. However when a NUC or RAM vessel making way through the water; in addition to the lights for a NUC or RAM, that vessel shall exhibit sidelights and a stern light.

From the above-mentioned rules, it seem that a NUC or RAM vessel drifting but making no way through the water is a vessel underway, as that vessel is not anchor, or made fast to the shore, or aground. If a NUC or RAM is underway by definition, then what about her sidelights and stern light?

The other interesting question is to determine the correct lights and signals to be displayed by a vessel that has lost her engine and now she is at anchor. Normally, if a vessel lost her engine, she will be a vessel NUC. But now she is at anchor, therefore what would be the appropriate lights or shapes?

I suppose the question is whether or not every ordinary watch keeping deck officer understands these issues, given that there is no express reference to any distinction and or clarity in COLREG. I'm not proposing anything such as to rewrite rules 3, 23, 27 and 30, rather consider defining these terms such as 'underway' and 'making way through the water' strictly with little or no room for creative interpretation by courts and academics.

#### f) Apportioning liability

It was one of the hotly debated topics for a considerably long time and the same issue was raised by my sailing ex-colleagues. Why should a 'stand on' vessel also get the blame for the fault by a 'give way' vessel?

I think we should consider looking at the underlying reasons and objectives of joint responsibility, as opposed to the means adopted to achieve those intended results.

The intention for establishing joint responsibility or liability, in my opinion, was to minimize marine casualties. This was achieved by way of joint responsibility. If a vessel at anchor has no duty or obligation to avoid a collision between that vessel and a vessel underway, a) watch keepers are likely to be less serious about their responsibilities, b) merely shifting liability would unlikely make seas safer.

I think the best way to tackle this issue is to promote compulsory mediation as opposed to arbitration and or litigation, when there is a collision dispute between ship owners.

#### Conclusion

Some of my aforesaid examples are very unrealistic; nevertheless I purposely included to start a discussion to see whether such review is absolutely necessary to plug the gaps in the current version, as opposed to our preference to have better version for compliance reasons or not fit for the modern world because, both shipping and seafaring have changed markedly since 1972 as mentioned below:

- Ships are generally larger, faster, and more specialized
- Autonomous ships are rapidly moving from concept to reality
- Bridges are more automated and generally closed off
- automatic pilots steer ships and operational radar is no longer unusual
- GMDSS, GNSS, ECDIS, New Technology radar, VDR, and AIS lead the transition to e-navigation
- Crews are much smaller in number, from a wider range of countries and generally less experienced

- English is no longer a common first language for seafarers

In any event, clarity is always desirable to avoid any recently reported collisions.

## Turning a Blind Eye

History**Extra**

*The official website for BBC History Magazine and BBC History Revealed*



*Although the Oxford English Dictionary records usage of the phrase as early as 1698, the phrase to turn a blind eye is often attributed to an incident in the life of Vice Admiral Horatio Nelson. Horatio Nelson has gone down in history as the ultimate naval officer: a natural leader, an exceptional strategist, a figurehead determined to sail at the front of the battle.*

*It was that stubborn resolve by the hero of the Battle of Trafalgar that led to the action which spawned this expression – meaning to consciously refuse to acknowledge or act on something.*

*On 2 April 1801, the British Fleet, engaged a joint navy of Danish and Norwegian ships at the Battle of Copenhagen. When firing began at 10am, Vice Admiral Nelson, aboard the 74-gun flagship HMS Elephant, led the charge.*

*Admiral Sir Hyde Parker, in overall command of the British forces, sent a signal to Nelson's forces ordering them to discontinue the action thinking nothing was achieved from the battle so far. Naval orders were transmitted via a system of signal flags at that time. When this order was brought to the more aggressive Nelson's attention, he lifted his telescope up to his blind eye, saying, "I have a right to be blind sometimes. I really do not see the signal," and most of his forces continued to press home the attack. The frigates supporting the line-of-battle ships did break off, in one case suffering severe losses in the retreat.*

*Nelson continued the fight – and won a great victory. His bravery and ambition was rewarded with the command of the British fleet, which he led to historic triumph at Trafalgar four years later.*



## ***Interview***

Sometimes we come across master mariners who are also masters of other unrelated fields and on occasion display hitherto unknown talent and aptitude. It is time to bring these hidden stories within our ranks out into the open.

This interview was conducted with Capt. Anuradha Abeywickrama who is a professional in off-roading racing. The interview strives to share a glimpse of his off-roading world.

### **What is your background?**

I am from Kandy and I studied at Trinity College. I did my A/Ls in 1989 and joined the first batch of Navigation Cadets at CINEC.

### **Which sports did you participate during school days?**

I played for Trinity 1st xv in 1987 and 1988 and a member of the college athletics team. I was awarded rugby colors in 1988. Other than that I also took part in Karate and body building.

### **How did you start off-roading?**



Since my younger days I liked going to national parks with my family. We did not have a 4x4 vehicle, but I was amazed with the hired vehicle's capabilities.

Later in life I met some friends with a few old Land Cruisers and Nissan Patrols and started going with them in beaten up tracks. My childhood memories came alive and I wanted one of the real off road vehicles. Before that I

did have 4x4 SUVs. But they were too soft and too expensive to be used on the terrain I liked. I did some research and bought my first real off roader -a 31 SRI 4000 Series Toyota Land Cruiser BJ 40. It had the original leaf springs which I later found to be a disadvantage. But it was not a stock vehicle. Stock BJ 40 comes with a 3000 CC non turbo Engine. What I bought

was already converted with a 3700 cc turbo charged engine. In fact I bought it Just for that engine.

Then I went to see a race in Tissamaharamaya in it. Thought of participating and I did. My leaf sprung vehicle was no match for the heavily modified proper race rigs and I failed miserably. But that did not put me off. After returning to Kandy, I decided to turn my vehicle



in to a semi racing vehicle, in other words, a vehicle which can be used on the road as well as for racing. So I changed my axles to those of a Land cruiser Sahara 80, removed leaf springs and converted them to coils. Both axles were equipped with differential lockers. I have gone as far as Jaffna in it, though it was already heavily modified.

However few years later I chopped the back end off and did further modifications to the suspension system to get more articulation, and swapped my Sahara 80 Axles with Volvo Military truck axles. After that there was no turning back and I continued racing my vacation periods.

### **What are the vehicles that you have now?**

I have become a bit of a collector when it comes to vehicles and fortunately my profession allows for it. Presently I own two Nissan patrols one a Long wheel Base and the other a short wheel base, a Land cruiser LJ 70, a classic Mini Cooper and my favorite a Subaru STi 9, which comes with a 2000 cc Turbo charged engine. Other than that I also have 3 Motor bikes , a Honda Hornet, Sachs Mad Ass , and a Honda Dio.

### **What sort of equipment and support are needed for genuine off road vehicles?**

When you talk about off-roading, there are two categories. If we are to consider normal outdoor camping such as a trip to Yala or Wilpaththu ect. - the minimum essentials are a good winch- either mechanical or electrical, a good set of mud tyres (Bigger the better) and a Snorkel. You need to have a good tool kit, and some essential spares like brake washers, a clutch repair kit, Tyre puncture repair kit, tree trunk protectors(straps), a snatch block , a High Lift Jack etc. However sometimes I carry a spare clutch plate, brake pads, and even my welding plant knowing what I have experienced in the past.

Off road racing is a whole different ball game. For this, you need to manufacture your own vehicle from ground Zero. All the race rigs in Sri Lanka are heavily modified and cannot be used on the road due to legal issues. For example, my previous race rig had a Land cruiser Chassis, BJ 40 front end, Toyota DYNA truck engine, portal axles from a VOLVO C303 Military Vehicle. It had 2 Electric winches in front and rear ends, and a mechanical winch which is made out of a Land cruiser axle differential. This particular winch is 10 times faster than an ordinary electric or mechanical winch. I have my own little workshop at home and this winch was completely manufactured at home.

### What sort of clubs are there for off roaders?



There are Many. I will list them down.

- KORAC- Kandy off road and Adventure Club
- 4x4 Club – In Kandy
- Nuwara eliya 4X4 Club
- Scorpion Club – In wenappuwa

- Team Iron Man- Colombo
- I-Cert - ColomboTh

There could be many more, that I have failed to mention.

### What are the events associated with four wheel drive clubs?

Normally each club will have their own annual trip to some National park. They will have a Christmas party or any other annual gathering where all family members also participate. Almost all the clubs want to have a race event, but it doesn't always happen, due to non-participating of the race drivers.

### What are the costs involved in participating in these race events?

From my experience minimum is 100,000 to 200,000 rupees unless it is held in your home town. As I mentioned earlier these are not street legal vehicles and they have to be transported in a carrier which is costly. Then one cannot go alone and race. It's always has to be a team consisting of one or two mechanics, an electrician, a co-driver etc. So providing the crew with hotel accommodation and other food and entertainment, is not cheap. Then after the race is there is an invariable repair cost which can also run as high another 200 to 300k.

### How does your family react to your hobby?

Initially my wife didn't like me racing. Especially When I was taking my 14 year old son as my Co-Driver. But slowly she was beginning to accept it. Now the family is very supportive of my hobby.



### What sort of adventures have you had during off roading?

During a normal off roading trip, fun begins when the road ends and all cars are parked. Camping in the Jungle with either friends or Family is much more entertaining to me than spending time in a luxury resort.

During racing we focus on doing something which an unmodified 4x4 vehicle cannot even dream of. It's taking that normal off-roading fun to a whole new different level. I have crossed rivers and lakes where the water depth was more than 6 feet. The feeling cannot be reproduced in words but I think thrilling comes quite close.

### What advise do you have for those who want to start off roading?

Racing is fun at a different level but very expensive.

My advice is unless you don't mind spending lots of cash, buy an old land cruiser, Nissan patrol, Mitsubishi J series jeep or a double cab with a working 4 wheel system. Do minimum modifications so it's still street legal, somehow fix a winch so that it is not very obvious to



traffic police. Find some heavily eroded track and do one trip. After you come home if you feel that you want do that again you are an off road guy. Otherwise sell the vehicle.

One important thing is that it is an added advantage if you have some mechanical knowledge of your own vehicle.

I gained my knowledge mostly through hands on experience, and thanks to Google. In any case I love to get my hands dirty and working with spanners and tools comes naturally to me. My typical day during a vacation ends with a cool beer in hand and contemplating the days mechanical achievements which gives me immense satisfaction.





## Seamanship – Is the crew competent!

*By a senior master mariner*

***While there is no definition for good seamanship, it could be termed as conducting a ship's affairs in a proper and safe manner.*** It is good seamanship to have all gear in good safe working order and to operate all such gear as required in a proper and safe manner. Loading the ship in a safe manner also with due considerations to individual characteristics as to how the vessel behaves under different loading conditions is also part of good seamanship. Navigation of a ship from A to B safely taking into account of prevailing conditions such as traffic density, weather, sea and swell etc, qualifies for 'good seamanship' as well. knowing the characteristics and manoeuvring capabilities the ship is extremely important to foresee the behaviour of a ship post an action, particularly under certain weather conditions. There could be many more added to the list of "Good seamanship".

While accepting the fact that many aforementioned attributes comes with the experience (*as an example an experienced Marine Pilot probably can gauge the behaviour of a ship from a distance approaching the vessel*). There could be some knowledge that can be passed down to rookies who can then learn more based on knowledge shared. The method of operating a ship has changed over the decades with ever increasing regulations and now seafarers are loaded with paperwork. Some '*hands on*' seamanship such as preparing wire ropes for cranes and derricks etc does not exist anymore. Decades ago, it was the ships responsibility to have

it's own wire ropes spliced and prepared for the use of derricks and cranes, though now it is mandatory



to have all wire ropes and eyes used are certified prior to being use. Above is just an example and the downside is diminishing skills of a seaman .

One could argue that such skills are not required anymore, therefore we can just leave it as a thing of the past though there may be situations where such skills become very handy. It may be worth mentioning once in Japan in 1977, Lanka Kalyani was asked by the port to change a good number of wire ropes on derricks. And the ship did not have that number a spliced wires available. Ship got required wire ropes in coils and as cadets we spliced all the required wire ropes in double quick time as we were skilled on the subject. It is highly unlikely such a scenario would now eventuate even though it is just an example of how skilled the seaman were in the past in terms of hands on seamanship. Electronic navigation was never heard of four decades ago, navigation of a ship from A to B out in the ocean was competently done using Sextant, Sun and stars. No one anticipated the pandemic faced globally today with devastating impact around the world. What would happen to navigation of a ship in case of

#### INSTRUCTIONS FOR USE

1. From the Almanac, determine GHA  $\gamma$  (ARIES) for the time of observation.
2. Add Longitude East, or subtract Longitude West, to obtain LHA  $\gamma$
3. Select the template for the latitude nearest to the position of the observer and place it on the star diagram. Ensure that the correct side of the star diagram is being used.
4. Orientate the template so that the arrow head points to the appropriate value of LHA  $\gamma$  on the outer graduated circle and the centre line  $180^{\circ}/360^{\circ}$  of the template passes through the Pole of the chart with the centre cross on the latitude of the observer.
5. From the template, read off the approximate altitude and azimuth of any selected star, or determine the identity of a star for which altitude and azimuth is known.

a global breakdown in electronic navigation! Regulations require deck officers to be skilled in use of a Sextant and calculations associated but is it not merely another ticking of a box for certification for some truly clueless modern navigators. What would be the impact in such a situation- this leaves more questions than answers.

Most first generation Sri Lankan Master Mariners are retired, in the twilight years of their careers or are in near retirement. Sometimes we wonder if enough was done to keep hands-on seamanship alive. I guess, it is only the second generation of mariners and onwards who should be able to confirm whether or not hands-on seamanship is still alive.

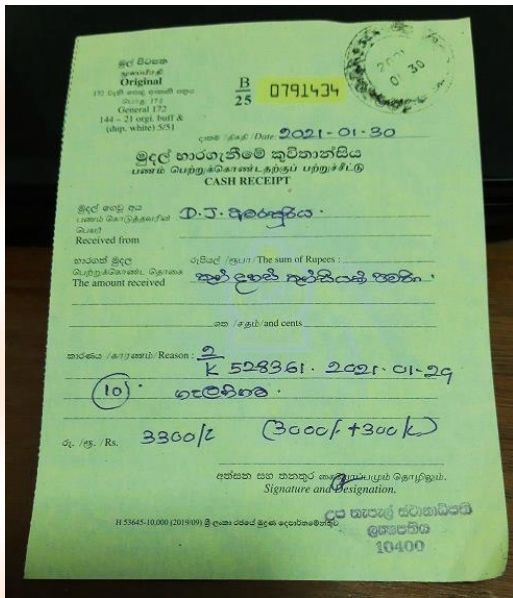
Be prepared for any eventuality, that is the key!!



# One for the Road

By Capt. D.J.Amarasooriya

We have been using the term in almost all the 8 Bells issues, in a general sense. This one is a different road, namely the Southern Expressway..... We can call it freak mathematics or a defeat of the law of averages, but it is a warning to all future users regarding speed limits and cameras....and falling in line...maybe.



Date; 29<sup>th</sup> January 2021, on a 'day return' voyage from Galle (Pinnaduwa) to Panadura (Gelanigama) exited time 16.36 hrs. Average speed maintained 91kmph. I was politely stopped by the traffic sergeant on duty at the exit, who asked me for my license, stating that I had been speeding at 112 kmph. It took me by surprise as the only time I would have exceeded the limit of 100 kmph was to overtake a line of 4 or so vehicles bunched up and doing around 90 kmph. He stated that an allowance of upto 110 kmph is given but I had exceeded it by another 2 kmph. When overtaking, one usually does not glance at the speedometer, as it usually a short burst of speed.

The average speed of 91kmph does not indicate an intention of a person hell-bent on speeding. So, it is good to be aware that the law of averages does not apply on the southern expressway and there is no data as to what distance I covered at the speed indicated.

The fine was Rs. 3000 as well as a Rs.300 service charge to the post office. To add to the cost, there is the travel distance to the exit to collect the license and back home; in this case over 50km with over two hours of time lost.

So, members be cautious about your speed when overtaking... at times you may have to join a convoy of vehicles on the inner lane.....take care and enjoy the ride!!





## My recent travels to a beautiful part of Norway to conduct two IHM Surveys.

**By Capt.Lalinda Namalarachchi**

As part of the profession, we surveyors travel throughout the world on various assignments. Some of them are high pressure jobs not necessarily on nicer circumstances, when we attend a casualty or a dispute. However we have learnt to enjoy the moment despite the pressures.

On this occasion, I was called upon to conduct two IHM Surveys in Norway. One of them an offshore support vessel and the other a seismic survey vessel. One of the vessels was at Olensvag (closer to Stavanger) and the other was at Austevoll (closer to Bergen).

This meant travelling to Stavanger airport, driving to the vessels, conducting the surveys and

returning from Bergen airport. It was beginning of August and the sun was shining with mild 17°C to 25°C in Norway whilst it was a barmy 33°C in the UK. I was glad to be away.

Travelling amid COVID-19 travel restrictions meant a face mask was compulsory in the taxis to Heathrow, in the airport and throughout the flight. However Norway was very relaxed with this rule.



**Not many travellers at Heathrow. Alternate seats at the terminal were blocked to space the passengers out.**



My drive from Stavanger was very scenic along the E39 and included a ferry ride from Mortavika to Arsvagen.

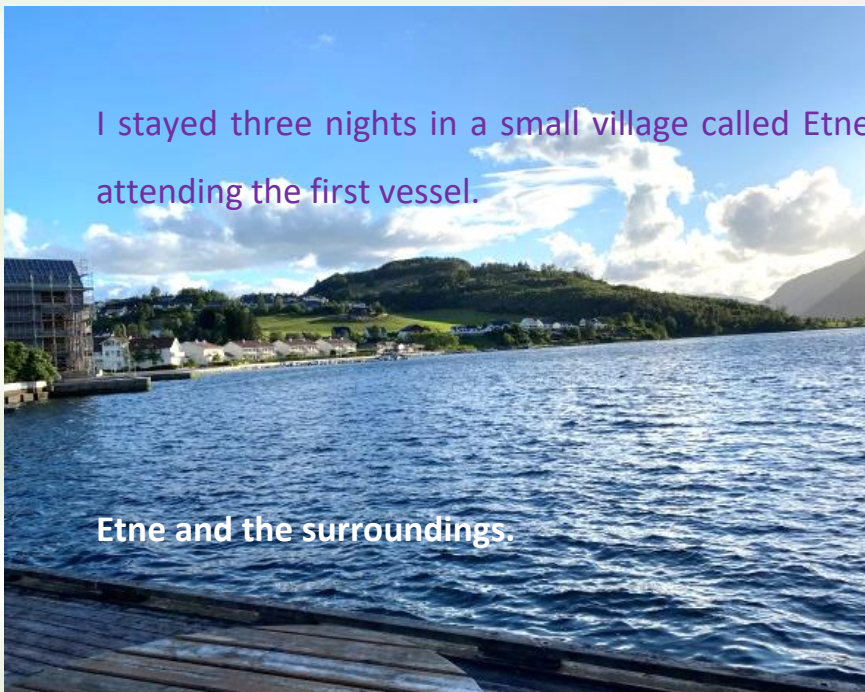


**Left: Driving onto the ferry. Right: Model of the ferry.**

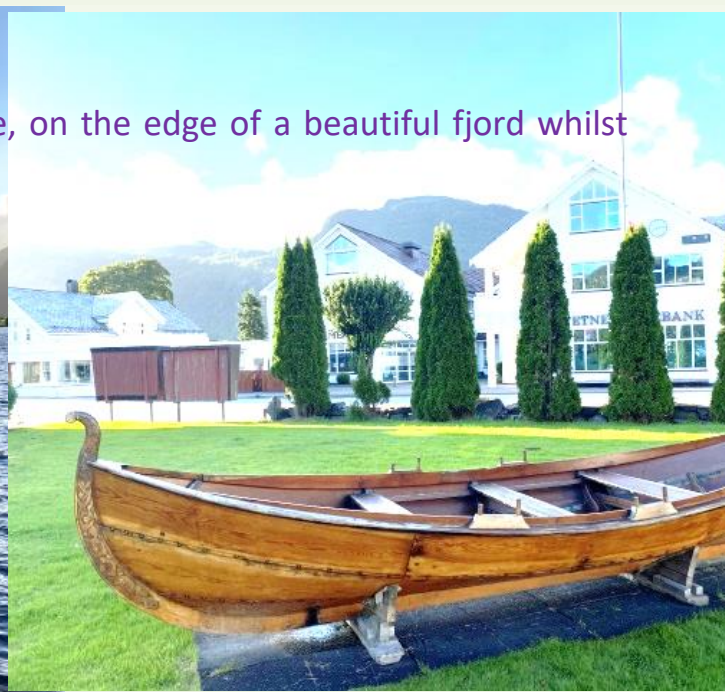


**Route along the E39.**

I stayed three nights in a small village called Etne, on the edge of a beautiful fjord whilst attending the first vessel.



**Etne and the surroundings.**

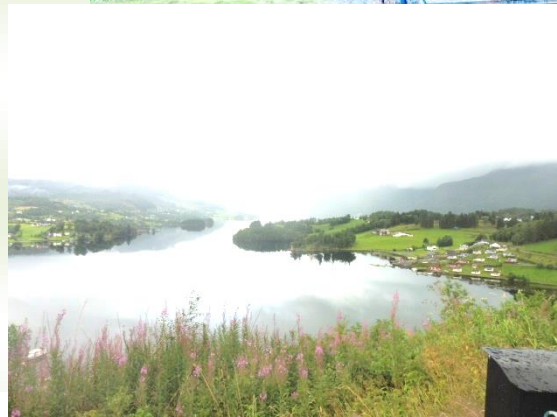




Etne and the surroundings.



Left: Local souvenir shop.



Right: view from the vessel.



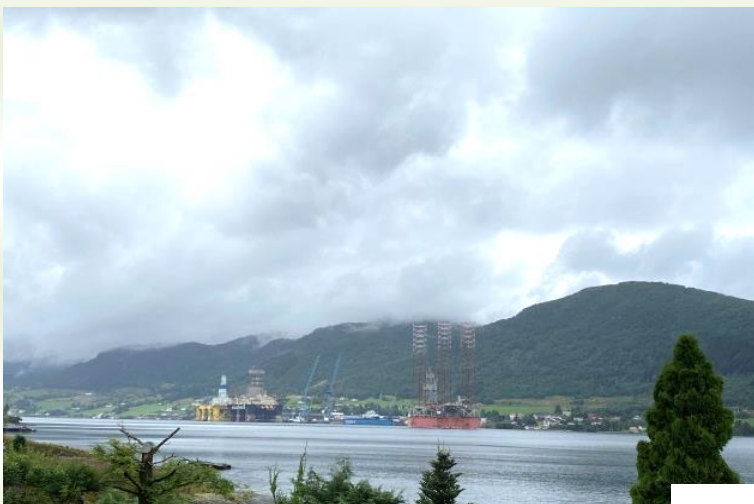
Etne and the surroundings.



My first vessel was docked at the most beautifully located shipyard I have ever visited. It was long hours conducting the surveys but the surroundings were very refreshing.



**Long days in a full haz-mat suit.**



**Ship yard in a very scenic location.**



Following the survey of the first vessel, I was once again on the road enjoying the beautiful scenery with another ferry journey from Sandvikvag to Husavik on my way to the second vessel at Torangsvag, Autevoll.

This is where I noted the ferry was battery powered and the moorings were vacuum operated suction cups on to the hull. As I understand the “FerryCHARGER” is an automatic plug-in system and capable of tracking the vessel’s charging port during movements due to tide, rolling and pitching whilst alongside.



**Battery operated ferry, charging port on the left photograph.**



**Vacuum operated suction cups has replaced mooring ropes.**

My naughtiness emerged the minute I saw the ferry name, named after the local island village Hufthamar. Thought I should share the pun banking for my esteemed readership's sense of humour.



**Ferry Huftaroy arriving at Sandvikvag terminal.**



**Austevoll region did not disappoint with further beautiful scenery all around.**



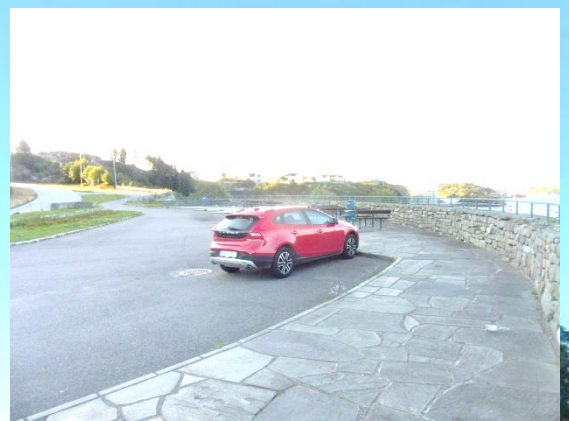


**Austevoll region.**



**Austevoll region.**

On my way back to Bergen airport, took another electric ferry from Hufthamar to Krokeide, another journey through a pretty fjord.





**Ferry crossing from Hufthamar to Krokeide.**

I had a perfectly functioning hire car and therefore was not going to “Rent-A-Wreck” but could not resist the photo opportunity just before the Bergen airport.



**At the “Rent-A-Wreck” hire car depot.**

As a seafarer for 13 years and as a Mariner Surveyor for seven years, I have travelled all over the world to many beautiful places as well as ugly, smelly rundown docks sometimes surveying rotten cargoes during distressed cargo management assignments. This trip to Norway will remain in my memory as one of the best in my working life.



## True story - Shipwreck – The extraordinary survival of a 14 year old Cabin boy

*By Capt. Chandra Godakanda Arachchi*

It was great fun sailing back in the days without restrictions on drinking or ISPS restrictions on visitors; although not without mishaps or occasional acts of stupidity. CSC's very first voyage on the flagship m.v. Lanka Rani, during her maiden call to the port of Bangkok in 1971 was said to have fun time with the rice wine flowing faster than the river tide and many beautiful walking birds in the accommodation. A Cadet went missing one night during cargo loading operations. It was thought that he would have flipped over the gunwale into river, whilst trying to throw out. A body which was subsequently recovered, could not be identified due to heavy decomposition, but was thought be that of the missing Cadet. The Lanka Rani sailed out after completion of cargo, with one crew less, as nothing more could be done.

It was not unusual in 1970's, where some Chief Officers sent the clueless Cadets into double bottom tanks when the ship was in port or dry dock or at a survey, to check the striker plate. It was then up to that Cadet to look after his own survival. In fact, life on board was not much different from the time of the Titanic in term of drinks, fun or safety. Imagine the fate of a fourteen year old cabin boy abandoned by the Master himself in "no man's" land. This is exactly what happened in 1858, to Narcisse Pelletier, a French cabin boy, 14 years of age, in Cape York peninsular in Queensland New Holland.

Narcisse loved the sea even from early days. When he was only eight years of age, Narcisse went out to sea with his grandfather in his boat that carried small cargoes from place to place, up and down the Bay of Biscay. His grandfather named his boat "Le Jeune Narcisse" because of boy's love for sea. Narcisse returned to school after completing those little voyages on Le Jeune Narcisse. When he was only ten years, he had endless troubles with his teacher who was being tough about his insolence. He however, dragged on his schooling until twelve years of age. Narcisse then managed to secure an apprenticeship as a Cabin Boy on a 'Ketch' named Le Furet which is was a small coastal trader. A 'Ketch' is a two-mast, 'fore n aft' rigged sailing boat. It has a mizzenmast stepped forward of the rudder, which is smaller than its foremast. Narcisse's duties were never ending and he had little time to enjoy life at sea.

Narcisse then joined a bigger vessel named Eugenie. Although work not much different, the Eugenie had a larger accommodation. His duties include helping out in a steaming galley, cleaning stinking bilges, carrying buckets of food to the fore-castle where seamen had their meals and running around the ship with all the messages. Meanwhile, he was also learning the ropes, boxing a compass, steering the ship, climbing the Jacob ladder to trim the sails and such, during other times. Narcisse was well and truly on his way to becoming a proper sailor. After a year on board, he was transferred to “Reine des Mers” where he got the opportunity to sail to Trieste. Over time, young Narcisse was developing to be a smart, muscular, stocky teenager. Though there was nothing wrong his being smart, his First Mate did not like his personality, resulting in Narcisse being attacked and stabbed for no apparent reason by the mate. No one believed the reason given by the mate for the attack was because Narcisse had slept on the wheel. Narcisse left the ship without a backward glance, when the vessel arrived at Marseilles in 1857. Although the wound would heal, the memory of a bad experience would remain.

Narcisse was a skilled sailor by now, who knew his ropes. In fact, Narcisse thought that the knife attack by ship’s First Mate was a blessing in disguise as he got the opportunity in 1857 to join the 620 tons three-mast vessel, the “Saint-Paul” under the command of Captain Emmanuel Pinard. It was a real promotion for Narcisse, as the ship was engaged in global trade. “Saint-Paul” loaded Bordeaux Wine to Bombay in India, consigned to the colonial administrators. Captain Pinard was a stern master who kept Narcisse on board during port stay in Bombay, whilst older seamen took shore leave. Narcisse noticed older sailors upon stepping ashore being surrounded by pretty saree-clad women, who revealed their skin at times in attempts to attract the sailors. Upon completion of cargo work, the Saint-Paul left Bombay, bound for Hong Kong via the Malacca Strait. After arriving in Hong Kong, the remaining Bordeaux Wine discharged and the Captain and Agent were negotiating the loading of the next cargo. Narcisse was allowed shore leave in Hong Kong, and took a bottle of wine from the ship and enjoyed himself, sharing the bottle in a café with Cafe owner’s young daughter too.

Narcisse spent the night out without the consent of the Master. When he slowly made his way back to the ship, he most surprisingly found many Chinese people lined up at the gangway. The cargo in fact, was three hundred and seventeen Chinese labourers consigned for the Gold rush in New Holland, the historical name given by Dutch seamen in 1644 for

Australia. They were quickly directed to the spaces inside the cargo holds. All on board, particularly the galley crew, were not happy due to the over three hundred mouths having to be fed. Narcisse was ordered to do a double watch, eight hours instead of usual four hours as punishment for excessive shore leave. Crew unrest continued during the voyage, as the labourers were consuming food and water more than anticipated. In view of this, when four days into the voyage, Captain Pinard decided to cut short the distance by navigating East of Philippines and through the South of Louisiade Archipelago, which was known to have many coral reefs, instead of the usual route via South China Sea. The heavy weather encountered, resulted in the Saint Paul's rigging screaming and its planks groaning. Narcisse, at times, had to use his full body weight on the helm. The human cargo felt very uncomfortable due to the heavy rolling and pitching. After passing the heavy seas, the Saint Paul was heading towards Eastern tip of New Guinea and encountered heavy endless fog. Passing the Louisiade Archipelago, it was not possible for Captain Pinard to take any sun or star sights, so the option available for navigation was the compass. The ship was navigating without a position in a sea with a thousand uncharted atolls and islets. Narcisse was on his second half of the watch. Although he had called the Captain due to poor visibility, the vessel ran aground with main mast crashing down, splitting at the base. The grounding resulted in many significant damages to the vessel. It was a grounding waiting to happen due to the poor visibility. Narcisse wished if he could have been anywhere, other than on watch. The cargo of Labourers came rushing up. Then officers barked orders for them to go back down, which they obliged. As the fog was clearing a bit, Narcisse spotted a small island at a distance of about half a mile. The Captain, having realized the true extent of the damage, ordered all hands to prepare to abandon the ship. In the meantime, most of provisions were lost and along with the water due to water ingress damage. Quick action was now needed to feed 350 souls.

Some of the crew, with a few labourers got on a boat then headed towards the island, only to find that the island was inhabited by cannibals. The crew was attacked with rocks, spears and all the native weapons killing the labourers. This made the crew get back to the wreck quicker than arrived on the island. Narcisse then joined the second boat trip to a bigger island about three miles away. Narcisse rowed as fast as he could to impress the Captain to make up for his failures, but without success. When the party arrived they were attacked by natives with rocks and darts again from behind. Narcisse was hit and was wounded behind his ear by a rock. Narcisse and another apprentice ran towards the boat which they



managed to get on to. By then, the officers were attempting to get away. Two officers were killed and one was taken captive.

The Captain had made a plan to get away in the night in the long boat, leaving Narcisse and the labourers on the wreck. However, Narcisse suddenly woke up due to unusual noise. He got into action and managed to drag himself into the departing boat at the last minute. They left all the Chinese labourers inside the hatches. That was on 02<sup>nd</sup> October 1858. They were heading towards Australia on a 550 miles long voyage, without much food or water, rowing all the way. Narcisse was the last in the long boat to receive tinned beef or the rag soaked with water to quench thirst. He yet continued to row without much rest. He was living in his own hell during the voyage. Ten days into the voyage, the long boat crew saw a smudge of land on the Western horizon. That was "Nouvelle Hollande", Australia, said Captain Pinard. Later it was known that the crew had rowed approximately 650 nm. The long boat came close to land in Cape York peninsula in search of water. Narcisse and a few other crew members were sent ashore to a long white beach, looking for water. They found a hole with some water and they drank the water. Narcisse had nothing left to drink. Others told Narcisse to wait at the hole until the water level came up. However, Narcisse fell asleep as he was tired (perhaps doing double continuous watches) also due to his head being sore with the wound. When he woke up, Narcisse realized that the crew had abandoned him and left in the long boat. He was only 14 years of age at the time and felt devastated. He looked as far as he could see towards the horizon, but there was no boat to be seen. The cruel Captain Pinard had left the 14 year old on no man's land for his own survival, same as he left his human cargo to look after their own survival. Narcisse walked up and down the beach looking at the horizon, became tired and fell asleep only in his shorts.

Time passed....

When Narcisse opened his eyes, he saw three dark skinned people bending over him and looking at him. He found some water on his lips and trickling down his throat. He drank and fell asleep again. Soon two naked men who approached him with spears, spoke to him using words which had no meaning to Narcisse. After much gestures and sign language, the native Aboriginals realized that Narcisse was a victim of genuine desertion. Narcisse was escorted to their encampment, where checks were carried out by the tribal elders to ensure that Narcisse was fit to absorb into their tribe. After much arguments and counter

arguments Narcisse was accepted as one of them and assigned the name Amglo. No more Narcisse.....

Amglo was slowly but surely getting used to the tribal customs and way of life, hunting and catching turtles and dugongs. In addition to many other tribal traditions, he learnt the art of throwing spears and use of local tools which craft he mastered. Amglo, who was usually at the forefront when fights broke out among different clans, turned out to be a skillful warrior himself. One of them threw his shorts away when he was having a swim in a lake, and since then he was naked like any other tribal man or a woman. Tribal leaders had his nostrils pierced and attached a little carved bone to shape across the nose like any other of the Uutaalnganu habitants, and he had his earlobes pierced too. Amglo had become one of them. He married from the tribe and in fact, had two wives with one child from each wife. He was father to one son and a daughter. He grew up to be a man much sought after by everyone. Amglo's hunting skill were second to none, and he gathered what was needed for the dinners; roasting snails, wallabies, turtles, dugongs and such, for everyone to feed off a fire. They also danced around the fire after dinner.

With the passage of time, Amglo lost all sense of European time. He did not know how long he had been with the Aboriginals, although he had some idea of the passage of time, with events such as the babies growing up and tribal people getting old and passing away. After many years since Amglo was rescued, a ship had stopped nearby in search of water in Uutaalnganu people's territory. When the crew came ashore, they observed a white person among the Aboriginals. They left an old worn machete as a gift for the Aboriginals. Seeing such a tool for the first time, made the tribal people very excited and they were playing with it, using it on each and every tree they came across. By now, a message had gone to the Captain about the white person among aboriginals. The Captain promised to give the Aboriginals more machetes if the white person was allowed to come on board. Though Amglo was suspicious of the promise, as he knew Captain's would not give anything free, he finally agreed to go on board due to heavy persuasion by the tribal people. Amglo was captured upon boarding the ship by the crew on the orders of the Master and not allowed to leave despite his struggle to jump into the sea. That was in 1875, seventeen years after Amglo or Narcisse was absorbed into the Uutaalnganu people in Cape York. He was taken to Sydney via Brisbane against his will, as he was leaving his family behind, and handed over to the French Consulate in Sydney. Narcisse was later sent on a ship back to France and rejoined with his family.

Narcisse was somewhat happy to the reunion with his mother, who only wore black dresses for seventeen long years, ever since Narcisse went missing and family. On being reunited with her son, Narcisse's mother wore a coloured dress for the first time in seventeen years.

However, Narcisse was never personally really happy as he had a family back in Cape York among the Utaalnganu people who rescued him and cared for him.

Narcisse later found work as a Lighthouse Keeper. He passed away when he was only forty five years of age.

**Note** : It was later found that 316 of the 317 labourers had been killed and eaten by the cannibals. The one survivor hid in a cave and lived to relate the horrifying incident.



## Malaysian Airlines MH 370 revisited

*– the theory which continues to hold up*

**By Capt Mehran Wahid**

***In 2014 I wrote in Eight Bells about the disappearance of MH 370, one of if not the greatest aviation mysteries to date – it has many aspects which are of interest to us mariners hence its inclusion in this journal.***

*At the time I supported what was then one of many theories about the reason for the AC's (aircraft's) disappearance in that the Captain did it (based on some circumstantial evidence which in the absence of anything else seemed the most likely such-a-well-fitting scenario). Since then the circumstantial as well as hard evidence for this explanation and the believability of pilot suicide/mass murder has increased but so has the little (and only) evidence that is available for it. Here is an update on recent analysis mostly by Australian news, New Scientist, the Royal Aeronautical Society and CAPTIO reports not to mention the then Australian Prime Minister Tony Abbott's own shocking admittance in February 2020 that he was unofficially aware that Malaysia believed this to have been the reason – especially if, as seems the only possibility, human involvement was the cause. A lot of the main deductions are based on hard science including familiar principles of radar, Doppler and fuel consumption.*

*If you are looking for conspiracy theories, the possibility of a hijacking taking the aircraft to Kazhakstan, the Philippines, an alien abduction, etc., then you can stop reading right now! This is not an article based on a 'feeling' but has many facts to support it. What follows my recap of the original article (2014) is based on reliable sources (2020). URLs supporting this if not included in the article are given at the end.*

### **Glossary**

**AC** Aircraft – in this article usually referring to MH370

**ACARS** Aircraft Communications Addressing and Reporting System (which is similar to our Sat-C but also automatically sends engine performance data to the manufacturers)

**ATC** Air Traffic Controller (monitoring AC by their secondary radar transponders – like AIS – and instructing pilots in such areas on course and altitude to fly in order to pass other AC in the same area at a safe distance – similar to VTS but usually on much stricter conditions)

**ATSB** Australian Transport Safety Bureau (the aeronautical version of AMSA)

CAPTIO Constraints on Alternative Piloted Trajectories in the Indian Ocean (an organisation of AC professionals carrying out independent investigation into the disappearance of MH370)

FIR Flight Information Region (demarcating the ATC boundary of monitoring)

HMC Ho Chi Minh City (FIR belonging to Vietnam's air traffic control region which MH370 was due to pass through)

IOR Indian Ocean Region (the Inmarsat satellite which the AC was in contact with)

KL Kuala Lumpur (FIR belonging to Malaysia's air traffic control region)

NTSB National Transportation Safety Board (USA)

RAeS Royal Aeronautical Society (the aeronautical version of the UK's Nautical Institute)

RAT Ram Air Turbine (emergency power source when all five AC generators are stopped or fail which is lowered automatically or manually and consists of a little propeller which turns due to airstream caused by the AC movement and quite effectively supplies power in an emergency but only to essential equipment)

SDU Satellite Data Unit (connects up the ACARS through a suitable Inmarsat satellite and provides the 'handshake' or pings to either initiate or end such transmission for a flight)

## 2014

*For those who missed it, first, here is what I wrote in 2014 in Eight Bells based on a theory I*



*picked up but which I believed best fitted the facts available at the time:*

Malaysian Airlines MH 370 went missing on 8<sup>th</sup> March (2014) in the early hours – in the days, weeks and months that followed, the world reacted incredulously to the fact that a large

aircraft with over 200 persons after staying in the air for about 7 hours could disappear so completely in this day and age that even at the highest levels of authority there was no complete agreement on which direction it had gone – as to why it disappeared, no evidence exists even for an educated guess. Let's look at the facts here, and in the absence of anything else see which scenario best fits what is known however unproven it may seem. Leaving out all the 'crazies' theories such as UFO abduction, being spotted over the Maldives (indeed – when nearly the whole world is on mobile 'phones that this would go unreported/unnoticed is unthinkable), I put forward a theory which has run around the heads of various news media but remained unvoiced due to a lack of proof.

The fact that the aircraft was made to deliberately disappear is beyond dispute even though unproven. Several events occurred in a deliberate, methodical sequence too well carried out to have been unrehearsed and unplanned. The transponder (the aircraft equivalent of our AIS) was switched off just after the Air Traffic Controller in Malaysian airspace handed over to the Vietnamese ATC. The turning off process is not accidental and requires a switch to be turned in several notched steps. The aircraft then went into a smooth programmed, sharp turn westwards<sup>1</sup> away from its original northerly route towards Beijing – not a hasty manual turn as might be done in some kind of emergency or in a jerky manoeuvre as when a plane had just been hijacked. All subsequent turns would be carried out in a similar manner through standard waypoints as might be used by a trained pilot.

There is evidence that at one point the aircraft dropped to a very low altitude which would reduce the chances of radar detection and would clearly indicate the pilot did not want to be seen flying in the direction taken.

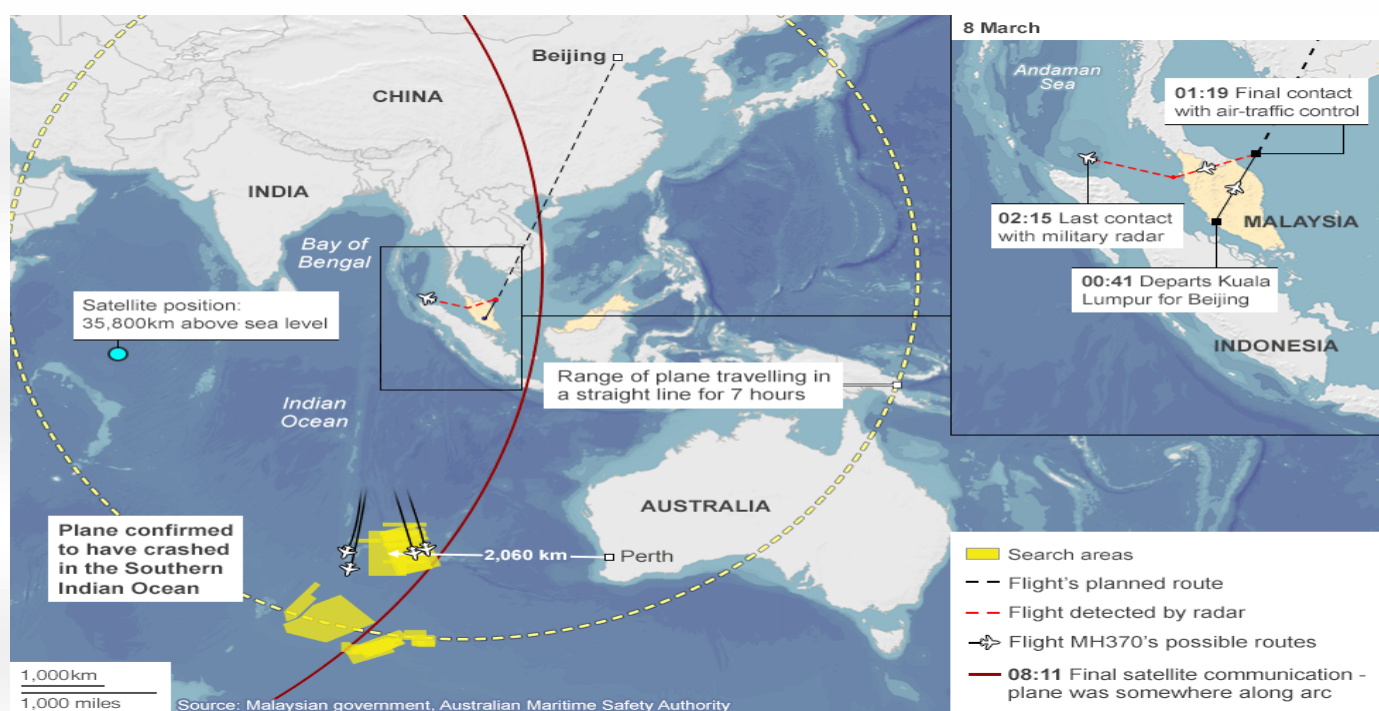
There was also a report that the aircraft climbed to its highest limits before dropping down again which could indicate an attempt to starve the passengers of oxygen. Unconscious passengers would allow a pilot with sinister plans to act freely and undisturbed.

Malaysian military radar subsequently picked up the aircraft crossing the Malay peninsular into the airspace between Sumatra and Malaysia and then Indonesian military (*this I recently learned is incorrect*) picked it up going on a NNW'ly course again around the northern tip of Sumatra and into the Indian Ocean. These were courses designed to have a high chance of avoiding radar detection and enable the plane to 'disappear' from the known world.

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<sup>1</sup> After simulator analysis, this is now known to have been too tight a turn to have been on auto-pilot and must have been manual.

After the transponder was switched off, the ACARS (Aircraft Communications Addressing and Reporting System) which is a datalink passing on information to the ground for maintenance and monitoring from the aircraft via Inmarsat short messages, had also been deliberately switched off (this is not meant for navigation or search and rescue). However, a little known fact to pilots (now revealed in all the news about ACARS since this incident), is that another component of this system, (the SDU), automatically continues to attempt contact with the ground even when the main ACARS is switched off until an aircraft reaches its destination and lands. This Classic Aero component as it is known carries out 'hand-shaking' in a similar way to cell-phone systems even if no data is available resulting in a very small 'no information' signal return from the aircraft.



With no other information about MH370 available, in a ground-breaking move from a 'communications only' role, Inmarsat changed to a limited navigation role when in a matter of a few days their engineers analyzed the brief signal return from the ACARS and came up with arcs of position where the aircraft was believed to have finally reached (see last issue of 8 Bells). The arcs of position were further narrowed to a relatively small area in the South Indian Ocean off Western Australia. Several major countries with sophisticated capability sent out ships and aircraft into an unbelievably expensive search of just this area – hard to believe they would do so unless completely convinced that the Inmarsat calculations were very reliable. Even a rather convincing report from an Australian oil exploration company that a aircraft was down in the northern Bay of Bengal with so-called supportive satellite evidence, did not draw away the international search effort from off Perth, so convinced were the powers that be of the Inmarsat prediction!

Hence we can be certain of the aircraft's general route, (the Inmarsat calculation uses Doppler shift which is dependent on speed and a difference in the assumed speed would result in a small difference in the supposed final crash position which relatively speaking could be a several hundred miles), although not why it came on such a strange circuitous route into the only reachable large body of empty ocean.<sup>2</sup>

And now for the theory. In general an emergency can be ruled out – pilots of such a reputable (at least until now) airline would automatically be reporting in an emergency and are not going to follow this strange apparently well thought out route. A route which had the highest probability of making the large airliner with its load of passengers disappear (*without trace*). A hijacking is useless to the perpetrator without a cause being announced – something for private gain would also have ended in a high news event and not this strange method of disappearance. Hence 'outsider actions' appear to be ruled out. That leaves the pilots – it would have to be one of them since this is already a mind-boggling unlikelihood, both pilots being involved would be unthinkable.



Co-pilot 27-year-old Fariq Abdul Hamid

There were confirmed reports of the younger co-pilot bringing young ladies into the cockpit and photographs of them with him. Thus we have a picture of this man enjoying life and quite unlikely to be contemplating suicide.

Suicide? If this seems unthinkable note that this would not be the first time – refer to the Thai Airlines flight Silkair 185 and Egypt Air 990 the former of which was a confirmed pilot-

suicide and the latter quite likely to have been one.

*(Next year world news was made when a mentally deranged qualified co-pilot crashed his Germanwings aircraft into the Alps to commit suicide).*

<sup>2</sup> \*\* The Inmarsat arcs worked out from the SDU 'handshake' attempts however were, like radar, based on distance from the Inmarsat satellite – in other words relatively hard evidence.



Having ruled out the co-pilot of MH370, let us look at the Captain.

Let's go back a bit to before the flight. There were news reports of his wife having left him – under the right circumstances this would be a powerful incentive to drive many mild-mannered, sane men to unthinkable acts. He had built a sophisticated flight simulator at home which would have given him ample opportunity to rehearse an entire flight for real without anyone being the wiser. Although nothing could be proven, investigators did later find deleted files on his simulator which could indicate he wiped evidence of his plans behind him.



Afterwards it was also proven that the Co-pilot's cell-phone registered briefly on a cellular-phone tower on the Malaysian coast as the aircraft flew past on its way up the Malacca Straits. While not in itself proof of anything, it does not need much stretch of imagination for the following scenario. The Captain requests his junior (as can well happen in an Asian aircraft) to be so kind as to fetch him a cup of coffee while enjoying a little stretching of his legs and some chat with the girls in the galley. When the Co-pilot returns he finds himself locked out of the cockpit (or flight-deck as it is now called) and realizing something sinister is going on, (*as demonstrated by*) the unexpected manoeuvres, he resorts to trying to use his phone to contact the outside. The contact with the cell tower was only fleeting as the aircraft flew past – but while not unusual, it seems strange that a professional pilot would leave his mobile phone on in flight and if it were any other kind of emergency he had the sophisticated communications of the cockpit available for use and would not need resort to his mobile.

In view of the unthinkable having happened before – pilot suicide with a plane load of innocent passengers is not impossible. The human drive that would make a previously responsible pilot do such a dastardly act could be his wife leaving him (not too long ago and according to one report just prior to this flight). A man who spent so much time flying under well regulated conditions and then came home to play with his simulators possibly doing what he cannot on the actual planes, (ask any gamer who has played flight simulator whether he never flew upside down or glided in to land on the water at a gentle angle to see whether they could not repeat the miracle of the Hudson River landing by US Airways Flight 1549). Carrying out such unusual manoeuvres with a plane load of imaginary passengers in the

simulator could blur the lines between this and reality sufficiently enough for the Captain to be able to block out reality when it actually happened. As for going far south into the empty wilderness of the South Indian Ocean, he probably wanted to make a name for himself of a kind by making his plane completely disappear and go down in history as one of the greatest mysteries – which he has so far achieved.

It is this author's belief that when MH370 is finally discovered, which will happen if not in the months ahead, then in the years ahead, the remains of the Captain will be found in the cockpit with the door locked and the Co-pilot's remains will be in the passenger cabin together with the rest of the passengers and the remainder of the crew and all strapped into their seats... braced for a crash. It is hoped they will not be because then it would mean they would have mercifully not been conscious in those last terrible moments.

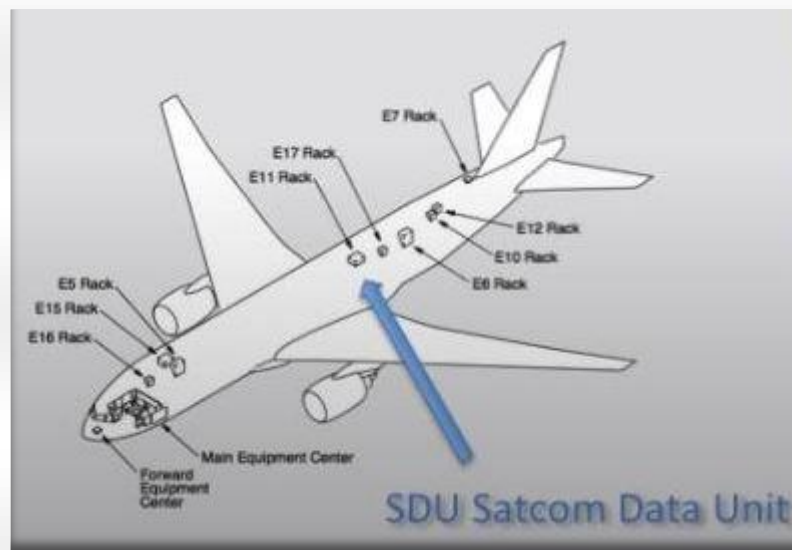
## 2020

*Today the above theory that the Captain did it has become the number one possibility in the absence of anything else and based on a lot of detailed studies by various parties not least of all the Brussels Branch of the very prestigious and famous Royal Aeronautical Society (who have gone further and predicted it ditched at sea near Christmas Island) as well as . Even investigators in the NTSB (USA) believe this to have been a deliberate, manually controlled incident from beginning to the end.*

“Good night... ah... (this is) Malaysian three-seven-zero!” - the infamous last words from Capt Zaharie Ahmad Shah suspiciously did not repeat the frequency he was due to change to for contacting Vietnam’s Ho Chi Minh FIR as would be normal practice. A possible slip from a man not planning to contact HCM. There then followed a series of events in rapid succession too fast and too many to be coincidental to be anything such as an inflight emergency or a hijacking, other than a well-planned deliberate sequence of events. These are now known after laboriously studying Malaysian military radar records and Inmarsat data – thus based on actual scientific analysis and not on conjecture.

The AC went dark. It first disappeared off the ATC control screens both of KL and HMC. These work like our AIS and depend on secondary radar on the AC which when ‘interrogated’ by the ATC system from the ground return information such as ID, position and altitude. This can be manually switched off (or disappears if the AC suffered a catastrophic failure which as we will see was not the case). Detailed analysis as explained below also shows that the electrical power generated by the onboard generators was switched off and the AC would have continued on the emergency ram air turbine (RAT) power supply which is like a small windmill which gets extended out of the AC and quite effectively supplies all basic power

needs. This power failure has the certainty that no accidental transmission takes place from the AC until the main power is restored.



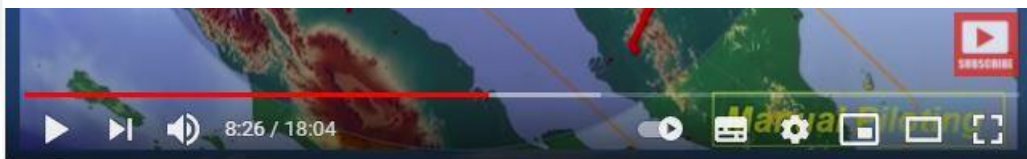
The main power went off at the Sharp U-turn and would remain off until the AC exited the limit of the military primary radar. This is known because it had an automatic 'hard logon' to the Inmarsat satellite (as the AC left the Malaysian military airspace) via the SDU which only works when there is properly generated power but unlike the ACARS cannot be manually switched off. The hard logon in turn meant that when the SDU had stopped working it did so with a 'hard logoff' due to power failing (not in a controlled manner as would be the case if properly shut down). The power failure could not have been due to an emergency such as a fire or crash since there were subsequent deliberate turns by the AC and the SDU would continue automatically pinging the satellite when power was restored.

Also stopping at this time was the ACARS which amongst other things automatically sends engine performance data to the manufacturers for which the SDU automatically links it. ACARS is like Sat-C a telex system used for exchanging information between ground and AC. It can easily be switched off by the pilot but is not accidental, requiring a deliberate act and in so much use that its being off would be noticeable to the pilot(s).

Since all the actions which took place were obviously conscious and man-made but no messages received regarding these, a hijacking and accident scenario can be ruled out. The only explanation which fits the mass of evidence is a pilot-suicide (which has happened before and although unpleasant to contemplate is not impossible). The actions taking place in a short time and requiring a very experienced Boeing 777 pilot were most likely by the Captain – again not unthinkable and in our Asian mentality easily arranged by him telling the Co-pilot to get him a coffee or go back into the cabin for whatever reason and then locking him out. This might explain the fact that the Co-pilot's mobile phone was on when the AC passed close to Penang and it automatically connected with a cell tower although no



Red – the known AC track from the ATC screen while the transponder was on; Yellow - the track determined later from military primary radars; Shaded circle – range of the military radar; Orange – FIR boundaries between Malaysia, Vietnam and Thailand (source: **RaeS Paris Branch**)



message was received. And no message was received presumably because everyone in the passenger cabin, where the Co-pilot may have been were probably incapacitated.

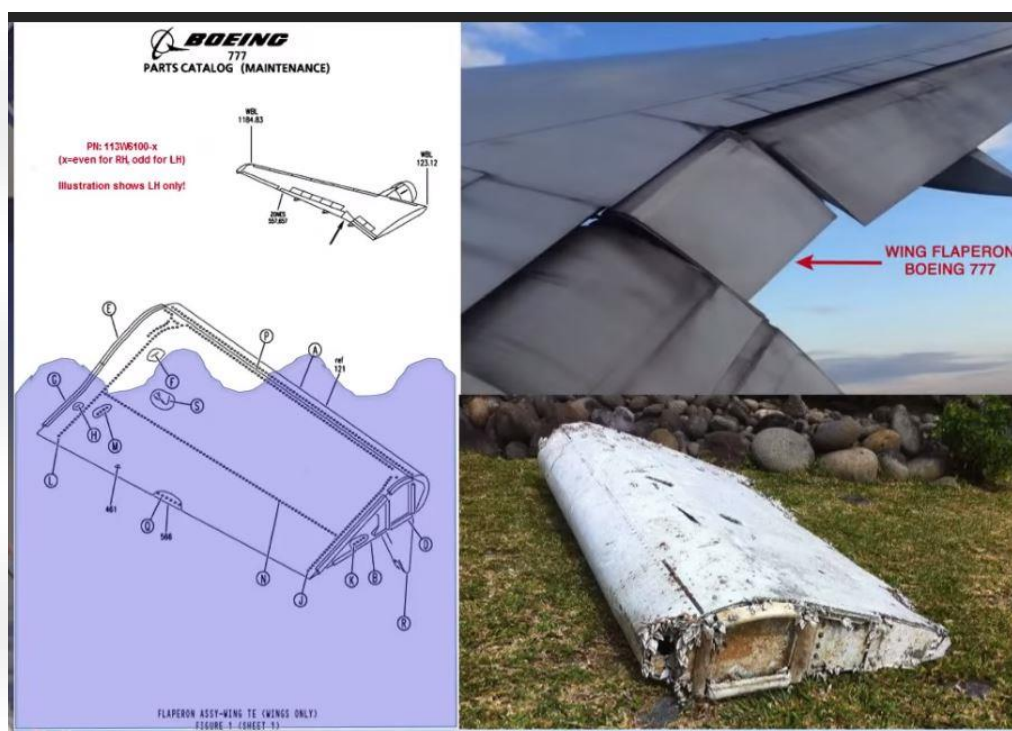
This is presumed from the military radar which shows that the AC then climbed rapidly after the going dark to a height where depressurization of the cabin would first cause the airbags to deploy (but this oxygen only last a few minutes until in a depressurization incident the pilots bring the AC down to a safe height). During such an event there is a much longer supply of oxygen available to the pilots which would have enabled the Captain to carry out his manoeuvres while all in the passenger cabin were rendered incapacitated within a few minutes.

The AC went dark before turning 40 deg to starboard and again banking steeply to port (very similar to a Williamson's turn during MOB in order to be able to return back on an exact track without taking too wide a turn) bringing it back across the FIR boundary between Thailand and Malaysia. The kind of manoeuvre someone in charge of the AC would carry out if he wanted to stay on the FIR boundary and therefore make both military radar controllers (Thailand and Malaysia) think that it belonged to the other's area and not bother to contact the AC. Unlike civilian ATCs, military, 'asleep' as it were on the job, are unlikely in this relatively peaceful part of the world to challenge a passenger AC straying occasionally into their airspace. This was one of many events handled negligently which may seem unthinkable but the psychology of the handlers in the region would be well known to an experienced pilot like Capt Zaharie who had flown through this many times (and who knows, may have even tested it in the past to see what would have happened).

Next of interest is the Penang turn. Why did the AC turn off Penang in such a way as to give the pilot a good view of this city? It was probably a goodbye to Capt Zaharie's home town. This is of course conjecture, but in keeping with the rest of the evidence and deductions makes the best explanation! Incidentally the AC was also flying low enough in this vicinity for the Co-pilot's mobile phone to briefly ping a cell tower (as mentioned before).

Next to be considered is the '7<sup>th</sup> Arc'. This was worked out from the final SDU ping which was received by the IOR Inmarsat satellite and from the time taken as well as the Doppler shift gives arcs of position. When this is compared with fuel exhaustion it gives the sections of arc off western Australia which were extensively searched with underwater drones – the negative results are of course not surprising given that most of this ocean has not been surveyed in detail and the remains of the AC are probably lying in a canyon there which would make detection impossible.

Another proof that the AC flew all this time is that two phone calls were made to the cockpit at 02:39 and 07:13 local time which although received, went unanswered.

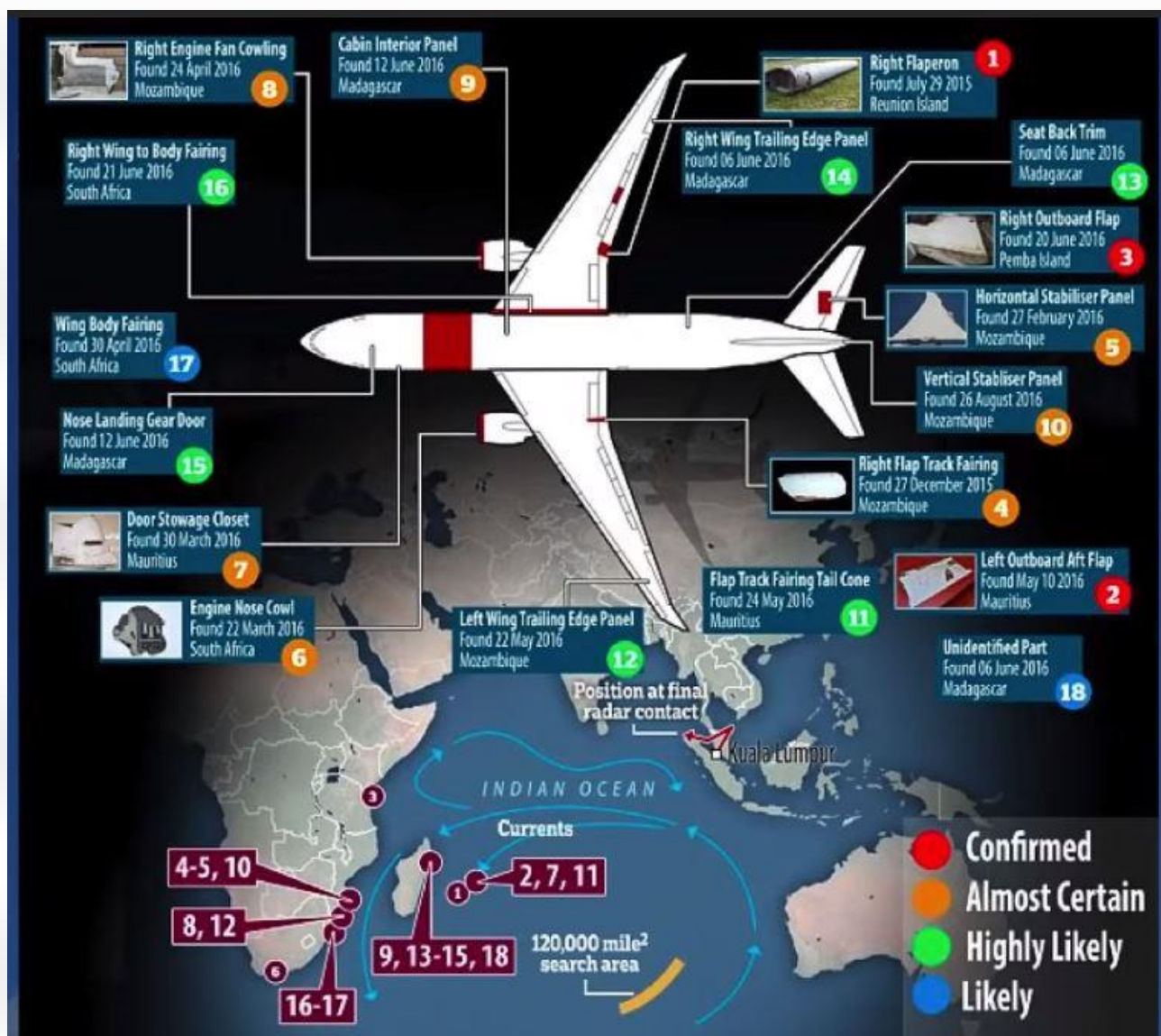


The flaperon - one of three pieces of debris found in E Africa absolutely confirmed to be from MH370

Also of note is that there was leaked information from the FBI who had been involved in part of the investigation that amongst the deleted files in the computer on Capt Zaharie's flight simulator at home was a single flight into the South Indian Ocean which even without all the other evidence, is damning on its own.

The final damning evidence and one which is absolute proof and not a deduction was the flaperon – a part of the wing extended for manoeuvres – which was found almost intact way out on the coast of Reunion and along with two other pieces confirmed beyond doubt to be from MH 370 while several other pieces found on the East African coast might be or are likely to be from it. The debris found matches the drift direction likely if the AC crashed in the SE Southern Indian Ocean as predicted. A single piece would've confirmed that the AC did come down somewhere in the region though not exactly where. The organizations CAPTIO and RAeS have explained that the debris found shows the AC carried out a controlled ditching as if the pilot had landed it in the water as carefully as possible so as to not have debris lying around for easy detection but if it had run out of fuel while on autopilot at a great height, it

would have spiraled down from there to smash into the water leaving the debris in a million tiny pieces unlike these relatively intact pieces.



If the Captain was bitter enough to want to teach all who knew him a terrible lesson and give the world something to remember and talk about for a long time to come, he could not have planned it better. ≈

Detailed study and evidence that the AC track was hidden or meant to reduce detection from ATC -

<https://mh370-captio.net/>

Newspaper leak from Malaysian Police and FBI on the Captain's simulator runs into the South Indian Ocean –

<https://nymag.com/intelligencer/2016/07/mh370-pilot-flew-suicide-route-on-home-simulator.html>

Videos –

RaeS 1 (the Brussels Branch of the prestigious Royal Aeronautical Society):

<https://www.youtube.com/watch?v=Qk1CxO9XGyQ>

RaeS Paris:

<https://www.youtube.com/watch?v=Cm1j1fpldkc>

Larry Vance who wrote a book on this:

<https://www.youtube.com/watch?v=q3NQ1jCxBig>

60 minutes on Australian TV:

<https://www.youtube.com/watch?v=looUYvy5h0o>

and:

<https://www.youtube.com/watch?v=Dmw0evr6uvl>

60 minutes – The Situation Room:

<https://www.youtube.com/watch?v=Cm1j1fpldkc>

MH370-CAPTION A plausible trajectory (to Christmas Island)

<https://www.youtube.com/watch?v=BqHALU8PF1M>

18 mins summary by Curious Droid

<https://www.youtube.com/watch?v=mxsfllZlpV8>

What is ACARS and the SDU:

<https://www.youtube.com/watch?v=jxZnmsF2xgQ>

<https://www.youtube.com/watch?v=O1sRp-54Zw>

Former Australian PM Tony Abbott on TV in Feb 2020 –

[https://www.youtube.com/watch?v=kkqevs9\\_KDQ](https://www.youtube.com/watch?v=kkqevs9_KDQ)

Australian Senior Journalist Ean Higgins -

<https://www.youtube.com/watch?v=hhW7hTuM2qk>

Oct 2020 Mirror Online article –

<https://www.dailymail.co.uk/news/article-8874589/Fresh-hopes-MH370-six-years-plane-went-missing-sparked-fascinating-mysteries.html>

Charitha Pattiaratchi, Oceanographer of the University of Western Australia at Perth.

Blaine Gibson – American beachcomber who found various AC parts.

*[Except for the author's own conjecture and the above sources listed, some reports are based on BBC, CNN and ABC news items most of which are still available on the respective websites in the huge plethora of news reports about the incident. ACARS and other technical information was also gleaned from Wikipedia and Youtube. Some information was also obtained from the German newspaper Weser Kurier].*