

# Pelican



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James Fisher tanker crew aid the safe rescue of 18 migrants stranded at sea: **FULL STORY PAGE 8**

## STOP PRESS

### Going Continental in Brazil

The James Fisher group has bought a 60% share of SM Continental SA, a Brazilian company which provides inspection, repair and maintenance services to offshore oil terminals (primarily floating production storage and offloading units). The acquisition will notably increase the group's presence in this growing market for subsea services across the region.

**More information in the winter issue.**

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# Sand, sea and LNG in Mozambique

Designing innovative groundwork solutions for Africa's important \$23 billion liquid natural gas project

**Subtech** is working on a major project in Mozambique, preparing for the development of a new liquefied natural gas (LNG) plant which will supply cleaner energy to the Middle East and the Indian subcontinent. The plant will be one of the largest greenfield LNG facilities to have ever been approved and at \$23 billion, it represents Africa's biggest investment in a single development. It is expected to be transformational for Mozambique, which is one of the poorest nations in the world.

When the facility is complete, gas will be extracted from an offshore field in northern Mozambique, pumped ashore to be

liquefied, before being exported by LNG tankers.

As the first subcontractor on the project, Subtech has been involved with the engineering and design of a temporary structure that will support the execution of early activities at the site.

Because there is no rock available to build the foundations, Subtech engineers have designed a solution using sand recovered from the facility's access channel to fill geotextile tubes and cellular sheet piles and caissons.

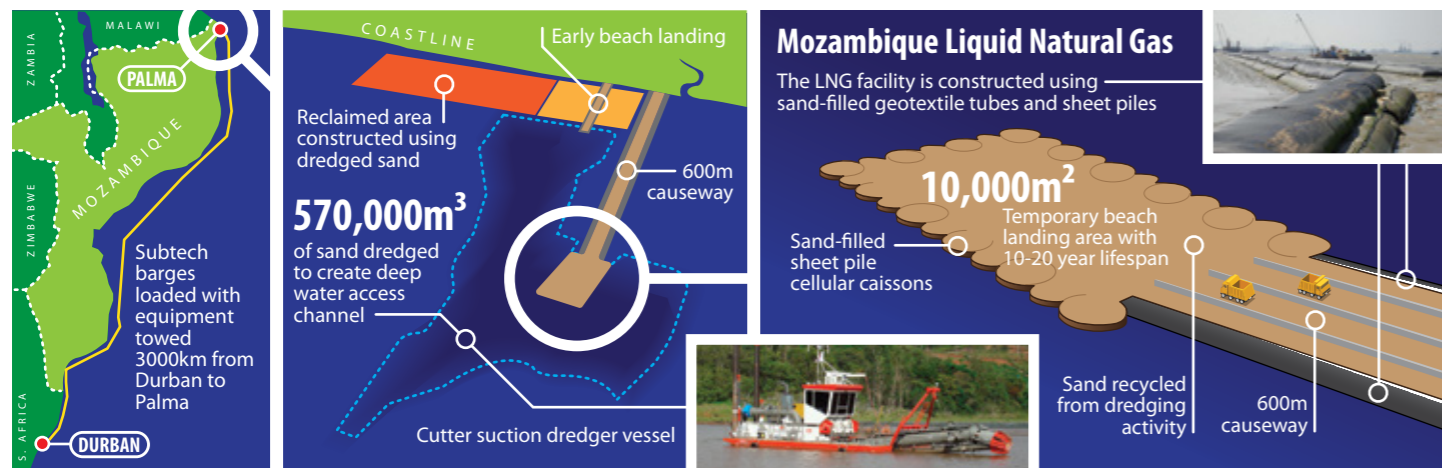
Sand filled geotextile bags will form the binding structure of a 600m causeway

which will be compacted with a layer of geocells (polymer 'boxes' which can be filled with sand to form a strong and resilient honeycomb-like structure) and aggregate as the base of the road surface.

In preparation for the work, Subtech construction barges will be loaded with all the required plant and equipment and then towed from Durban to the site near Palma on the coast of Northern Mozambique by the Subtech tug, Ndongeni.

Managing director Gert Muller says: 'We realised we would need to dredge 570,000m<sup>3</sup> of sand (enough to fill more than 200 Olympic-sized swimming pools) to take the current seabed profile to the required depth so we decided to invest in

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a state-of-the-art cutter suction dredger vessel to help with the job.'

The site will eventually support an onshore LNG plant, storage tanks, a load-out jetty and wharf, a materials offloading facility, and onshore pipelines, as well as support structures including accommodation villages.

It is hoped that the revenue from this site will provide unique opportunities to

enhance economic activity in Mozambique and contribute to sustainable national growth. It should provide opportunities for infrastructure improvements, employment (the project is expected to create more than 5,000 direct jobs and 45,000 indirect jobs), contributions toward poverty alleviation, education and training.

'Part of the project requirement is that unskilled and semi-skilled labour force come from the Cabo Delgado region where

the facility is being built,' explains Gert.

Subtech is employing a large local workforce with 23 Mozambique staff currently on the team which is anticipated to build to more than 100 locally sourced personnel on-site when construction is at its peak.

This stage of the project is due to be completed in June 2020, but the team and the wider James Fisher group anticipates close involvement with the LNG development over the next five to ten years.

## Pressure testing rescue operations

Teams within JFD have had a busy summer conducting test rescue operations for customers using JFD's highly specialised and life-saving dive equipment, designed to safeguard the lives of submariners and saturation divers worldwide

**This** summer, the JFD team completed rigorous mating trials of its latest portable hyperbaric reception facility (PHRF) for global oil and gas company, TechnipFMC.

In the event of an accident for any diver working at depth, there is always only a very limited timeframe available to provide critical life rescue and support services but the PHRF system has been designed to be transported swiftly to any port where it can act as a mobile emergency decompression facility. It enables divers to be kept at pressure, but looked after and monitored closely – with access to medical care onshore as the decompression process is safely underway.

The effectiveness of such a facility depends on its ability to be rapidly deployed, and then to mate effectively with the self-propelled hyperbaric lifeboat (SPHL) being used to transport the divers under pressure.

For this test, TechnipFMC's SPHLs were lifted from a harbour and transported by trailer to the PHRF at the National Hyperbaric Centre near Aberdeen where the successful mating took place.

This enhanced rescue capability now provides divers with the assurance that every possible safety measure is in place

should there ever be an incident.

'The health and safety of divers must always be the primary concern for any operation, and it is paramount that emergency measures cover the entire rescue and evacuation process, says Martin Robb, head of delivery commercial services at JFD. 'Divers operate in challenging environments which can swiftly become life-threatening, and these trials are part of an ongoing drive to realise significant improvements in safety standards across the global subsea industry.'

### India Navy trials

In July, the JFD team also successfully completed sea acceptance trials and training on the second of two advanced submarine rescue systems recently delivered to the Indian Navy.

The trials, conducted on the east coast of India at Visakhapatnam where the system will be based, complete the rigorous sea trials process for both systems. This represents a significant milestone in the £193m contract signed in 2016 to supply and support a sub rescue facility for the Indian Navy.

The successful test means the Indian

Navy now has a full submarine rescue capability, although the JFD team will continue to assist with training and trials for the foreseeable future.

'These trials ensure the provision of a highly advanced rescue capability, not only to the Indian Navy, but – crucially – to submariners operating all over the world,' says Richard Devlin, JFD head of global defence sales.

### EXERCISE GOLDEN ARROW

In 2015 JFD was awarded the contract for operating and maintaining the NATO submarine rescue system in a permanent state of readiness, and in February the team successfully completed its eighth comprehensive submarine rescue exercise to mobilise the entire NATO submarine rescue system (NSRS).

The exercise, titled Golden Arrow, ensures the NATO system is well maintained, and its processes streamlined and efficient.

Once the exercise was completed the equipment was returned to HMNB Clyde where it remains primed and ready to respond instantaneously.

## Full and clear radio coverage for Scotland's largest wind farm

**James Fisher Marine Services** has won a contract to support the construction of a major new offshore wind farm – Moray East – which is being built 22km off the coast of Scotland.

The team will provide an all-inclusive suite of marine coordination and communication services for what will be Scotland's largest wind farm, over the site's 32-month construction period.

JFMS project manager, Pete Leach, who has been working to secure this significant contract says: 'We pooled our wide-ranging breadth of experience with lessons learned from numerous other wind farm construction projects to ensure our offering put us ahead of the competition.'

Pete adds: 'It is this experience that has enabled us to work successfully against challenging time lines to ensure everything was delivered to the customer in time for the

start of construction in May.'

JFMS is making full use of leading offshore wind management system, OWMS, and will also be ensuring smooth communication between the various teams involved in building the wind farm via a state-of-the-art digital trunked radio system called Wavecom, which has been developed by strategic partner, Fern Communications.

Wavecom provides full and clear radio coverage to all of the wind farm sites (near shore, transit route and the entire field) with the flexibility to interconnect with other radio systems.

All aspects of personnel, vessel coordination and weather will be tracked through a single OWMS interface which will allow JFMS to provide the infrastructure to orchestrate all offshore operations from a control room located in Fraserburgh, near Aberdeen.



'We have been successfully using OWMS and Wavecom together at Galloper, Rampion, Humber Gateway and East Anglia ONE and we're very much looking forward to offering the same level of support to the team at Moray East,' says Martin Dronfield, director, strategy and business development at JFMS.

When completed (in 2021) Moray East will be the largest wind farm in Scotland with 100 204m-tall turbines generating enough electricity for around one million homes.

## Protecting sources at Hinkley C

Building an on-site storage facility for x-ray projectors vital to on-going production

**James Fisher Nuclear (JFN)** has designed and built an on-site radioactive source store at Hinkley Point C – the first new nuclear power station to be built in Britain in over 20 years.

The secure storage facility will house a number of specially sealed radioactive sources. These sit inside shielded containers and produce the x-rays used to test the integrity of welds. Their safe use forms a vitally important part of the next construction phase at Hinkley Point where numerous elements are required to undergo non-destructive testing (ie x-ray assessment) as the site is built.

This is the first time so many radioactive sources have been housed on a UK construction site at the same time, but storing them in this way reduces the costly administration and logistical arrangements associated with bringing sources on and off site when required.



**Hinkley Point C nuclear power station under construction**

The idea for on-site storage arose during discussions between energy firm EDF and the supplier of the source material and JFN sister company, High Technology Sources Limited. The project was subsequently delivered with support from Aurora Health Physics Services and Nuclear Shields.

Working in conjunction with these partner companies, the JFN team managed and co-ordinated the design, procurement and construction of the facility for EDF, which was completed in August 2019.

Two separate storage areas provide secure, shielded storage for up to 64 radioactive sources in lockable cubicles

sitting on a reinforced floor. A lead-shielded steel partition wall separates the storage areas from an administration space.

Neil Tyldesley, technical lead for the project, says: 'We have built a strong team to create a cost-effective integrated engineering solution for EDF. Working closely with strategic partners has enabled us to deliver a full-solution so we can offer EDF increased flexibility and lower execution risk, thereby reducing costs and maximising value for money.'

The store uses secure RFID tags (which incorporate bar-coded tracking systems) to control access.



# Making new connections in well tested extremes

Working in partnership with customers to meet industry challenges

**RMSpumptools** is working closely with one of its key customers on the design and development of a technically challenging new suite of subsea connectors.

The team has been working with a major subsea equipment company in Singapore on creating an extremely tough and resilient underwater electrical connector feed-through system.

It comprises a suite of electrical wet and dry mate connectors (which can be connected either in the water or on the surface) to provide continuous electrical connection through the equipment monitoring and production control of a subsea well. The new connectors will be rated to operate at a temperature of 177C and under 20K psi of pressure which is equivalent to operating at depths of 12,000m.

These new subsea connectors are based on RMSpumptools's existing technology principles known for durability, reliability and longevity, but they incorporate innovative new design and materials to ensure superior functioning under high pressure and at extreme temperatures.

Subsea connectors play an important role in well pressure testing on oil and gas rigs. Information about temperature and pressure passes through them from the downhole gauge to the subsea controls system, and a clear signal even under extreme conditions, allows the operator to efficiently control the well flow.

'We have combined our wealth of knowledge and our experience of both product application and industry requirements for this project, and we are using materials from proven suppliers in order to comply with agreed specifications and industry standards,' says Michael Winfield,



The new dry mateable connector (top right) and (left) the vertical instrument wet mateable connector



subsea business manager at RMSpumptools.

'Although we have worked closely with this customer in the past, on this particular project we are sharing detailed technical information so the bespoke system can interface into their equipment in order to meet the challenging technical specifications of the project.'

'This project is being co-funded by the customer, which is a clear demonstration of their commitment and confidence in us and the products we are producing,' he adds.

The product is currently in manufacture, awaiting verification to various industry standards.

# Ships' crews tap into new water testing kit

The team from Martek has been working closely with the Manchester Port Health Authority (MPHA) to show ships' crews how to effectively test water for evidence of potentially harmful bacterium.

Martek first approached MPHA in April to better understand the role of port health authorities in relation to potable water, offering to improve the water testing procedures and educate crews in effective testing.

A number of subsequent vessel inspections identified an alarming number of positive legionella samples including evidence of one (called 'serotype 1') which can be fatal if left untreated.

The bacteria thrives in purpose-built water systems such as showers, air conditioning, cleaning and drinking water systems where temperatures remain between 20-50 °C. If



these systems are poorly maintained, the bacteria will grow and increase the risk of legionnaires' disease.

As a consequence, MPHA and Martek teamed up with Martek's content marketing manager, Sean Hickey and regional sales manager, Ben Horner to join Lynnette Crossley, MPHA's senior port health officer on a tour of two vessels under MPHA's authority to gain a better understanding of crew procedures and to

educate crew on best practice.

The team filmed correct sampling and water outlet flushing procedures and showed crews the measures they should be taking on a regular basis. Martek has now produced a guide for its service engineers to hand to crews. The team is also producing educational materials and running a webinar which clearly explains how to correctly perform each test in the DrinkSafe kit.

We meet Alan Summers, who is the software applications tester at JF Asset Information Systems responsible for streamlining one of the group's leading digital products, R2S Mosaic



## Under the surface with: Alan Summers

### Tell us a bit about yourself

I've always had a passion for computers and I started doing a bit of coding at the age of 11 so I could hack into my computer games and find out how they worked. At school I took every possible tech option and spotted flaws in the school's firewall which I urged the IT team to change. I jumped at the chance to study software development at college and that led to taking a degree in ethical hacking at the University of Abertay Dundee learning all about the ways hackers exploit security flaws so we could work out ways to better defend against them. I was part of a team which won the annual university 'hackathon' (a two-day coding competition) for building a piece of Trojan software which could access passwords – it was quite an eye opener to see how easily key information could be accessed.

### How did you come to join the James Fisher group?

My first job out of university in July 2017, was as a software tester for Return To Scene in Aberdeen. Our main product, R2S Mosaic, uses specialised photography and spatial awareness to provide a completely immersive 360 degree visualisation of an asset or location which allows you to 'walk around' the whole facility without actually being there.

Although I was employed to test the R2S Mosaic system for bugs and glitches, after just a few months I identified a way to automate and shorten the process of icon creation for any job, bringing it down from two to three days to a matter of minutes. This saves a huge amount of time and makes it more cost-effective for the customer. It's hugely rewarding to be able to put my skills into practise and I've been consciously nudging my job in that direction and looking for those kinds of opportunities. For example, I found a way to automate our server maintenance in a way which has improved the customer experience and has taken quite a bit of strain off our IT team.

### Tell us about your job?

Much of my time and energy is spent identifying improvements to R2S Mosaic and helping it to achieve its full potential. We are now working under the umbrella of James Fisher Asset Information Systems (JFAIS) which has generated a big drive to understand and interrogate the data held in Mosaic through using the latest data science techniques and artificial intelligence.

It's really fascinating. We hold regular 'design thinking' workshops to brainstorm potential efficiencies and areas of benefit for customers and other companies within the James Fisher group. This has got me involved with 'proof of concept' work where I take a customer's idea, challenge or problem and then work out ways that R2S can help.

Customers had been asking if there was a way for them to see 'point clouds' within Mosaic so using existing tools I was able to integrate point clouds into the software so you can view an asset from any angle, look around corners and get a better sense of position. We have already started winning new business as a result.

One fun part of my job is working on 'user analytics' which involves tracking

key users of our system to help us identify potential areas for improvement. We've also been using images and plans of oil and gas rigs to train AI to identify various bits of equipment so that they can be located without having to walk around the site or scan the entire R2S capture.

### What do you enjoy most about your job?

I've always loved coding, and I'm really enjoying the research and development aspect of my job. It is fantastic to be working with the very latest technology in a fast-evolving arena. I think I assumed I'd end up with a job in computer security but I'd never have found that as rewarding as this job. I spend less time computer gaming at home these days – my two small pet dogs keep me pretty busy instead!

### What does the future hold?

There is a huge potential for integration with JFAIS and other group companies as we look for ways to capitalise on the vast range and quantity of images and data within the group. We are working on a joint project with Prolec, for instance, and developing ideas for Mosaic in the wind turbine market too.



# Bigger bollards for mega cruise ship moorings in Southampton

Fendercare Marine has designed and manufactured a critical mooring solution at Southampton's cruise terminal, which showcases the team's technical ability and sets new safety standards at public ports.

Back in April 2018 the team was approached by Associated British Ports (ABP) Southampton and asked to provide reliable mooring bollards to support critical mooring at its ocean cruise terminal. This is one of the largest and busiest UK ports and a main stopping point for massive cruise ships but, with the cruise industry growing and the latest ships increasing in size, it was clear the port's quayside bollards would need upgrading.

ABP Southampton needed a mooring solution that could be guaranteed to

withstand the stress of the new and growing fleets of heavy cruise liners.

Andy Sawyer and Jay Stephens from the Fendercare Marine design department worked closely with ARUP – a consultant engineering design company to create the concept. Then project manager, Rhiannon Evans co-ordinated the logistically complex supply chain with quality engineer, Glen Jones, who oversaw the intricate testing requirements to ensure the project was successfully completed.

The result is the delivery of 32 150-tonne and five 50-tonne cast iron tee head bollards made from high-quality material, which were put through a rigorous non-destructive and destructive test regime before being painted and delivered with full certification.

Greg Murray, project engineer at ABP confirms: 'We approached several suppliers but found that Fendercare Marine fully understood our requirements and worked hard to achieve them – one of which was fabricating the bollards and load testing them in the UK, which gave us the ability to witness the process every step of the way.'

Lara Griffin, products division director at Fendercare Marine adds: 'This is a massive step towards improving efficiency and safety standards at British ports and a great example of how the Fendercare Marine team is working to develop and improve industry standards. It is extremely satisfying to be able to work with ABP to prove the integrity of the bollards we supplied.'

## THE WORLD'S LARGEST PNEUMATIC FENDERS

The Fendercare Marine team has also been asked to supply a set of 'mega fenders' to large US customers. The Yokohama fenders are the largest pneumatic fenders in the world, measuring 12.7m long (longer than a London bus) and 6.8m high.



## Maiden offshore role on the Ivory Coast

When ScanTech Offshore recently completed a well testing support contract off the Ivory Coast the team was joined by 20-year old field operator Mhairi Forsyth on her very first offshore job.

Mhairi joined ScanTech Offshore at 18 as an energy engineering apprentice and took on an offshore role earlier this year working as part of a team tasked with operating and maintaining energy sector equipment for the oil and gas well test market around the world.

The Ivory Coast job required the team to be stationed offshore for 28 days providing well test support in the form of heat and fire suppression during. This means supervising the constant flow of water and compressed air which suppresses the heat released by the flare and enables the rig to continue to operate

during the testing process.

'I was on site throughout the contract, dragging around hoses, carrying out maintenance, running up and down ladders and connecting various fittings in extremely high temperatures that, at first, I simply wasn't used to,' says Mhairi. 'We have to travel between the floors of the rig to conduct temperature readings on the areas most prone to overheating or at most risk from the flaring operations. This really is a physically and mentally demanding job at times.'

'It is rare for someone doing a technical job like mine to get the opportunity to go offshore and there aren't many women in my type of role at the moment,' she adds, 'so when people first meet me they're often surprised, but there are lots of women working offshore in other job positions, and they are an inspiration to me.'

## Warship workout for marine conditioning software

James Fisher Mimic is taking advantage of a suite of new contracts to make further improvements and future-proof its Mimic marine condition monitoring software and associated hardware products.

A new contract with a major customer has given the JF Mimic team the opportunity to meet specific requirements for the enhancement of its flagship Mimic condition monitoring software. These enhancements will improve overall functionality of the software to ensure it can satisfy the condition monitoring demands of future warships.

Additional contracts from customers in the commercial and cruise shipping sectors means the development of a condition monitoring fleet management and asset efficiency solution is also underway. The development will result in an all new version, Mimic5, which is expected to be ready for release in autumn 2020.

'Because the ships being built right now have an expected life of over 25 years, our challenge is to think ahead and provide a condition monitoring solution to fulfil ship operator's future requirements,' explains Martin Briddon, business development manager at JF Mimic.

'This significant development has been two years in the planning through close engagement with our customers. It will provide a condition monitoring solution that is fully compliant in this era of digitalisation,' adds Martin.

Mimic5 will leverage the latest development techniques and technologies to offer ship owners and operators the ability to harness their IoT (internet of things) data. It will be a cross-platform browser application with full capability for distribution on cloud-based platforms.

The new system will also include a powerful, innovative data analytic dashboard which gives customers the ability to create unlimited advanced dashboards enabling rich data visualisation. It also introduces dynamic alarms which make it possible to identify defects at an earlier stage so ship owners and operators can plan maintenance more efficiently, thereby saving costs.

Working in collaboration with sister company JF Testing Services the JF Mimic team has also developed a new Bluetooth wireless accelerometer for android tablet devices.



Wind turbine monitoring in China (above) and railway bridge monitoring in Indonesia (right)



## Taking the strain and staying on track in China and Indonesia

Strainstall Middle East and Malaysia (part of James Fisher Testing Services) is expanding its structural monitoring presence in the fast-growing Southeast Asia and China markets with two new contracts.

In light of the rapid expansion of China's renewables sector, the Strainstall team set out to showcase its specialist structural monitoring expertise and, as a direct consequence, has just completed the installation of onshore sensors for a new Yangjiang wind turbine field in China.

By using a combination of Strainstall's instrumentation and associated Smart Asset Management System (SAMS) software, the Chinese wind farm developers are now able to remotely monitor the condition of their turbines.

'We have developed a great relationship with our local distributor in China and we plan to continue to deliver competitive solutions to the Chinese market,' says Strainstall Malaysia manager, Jasper Lee.

Right now, China is seeing rapid growth in renewable energy, with plans to surpass the UK's current target of 10GW of renewable wind energy by 2020, and this project comes as a consequence of Strainstall's extensive experience with nine different operators on 13 wind farms around the world.

Jasper adds: 'There were multiple technical discussions and site visits leading up to the completion of this contract and it's great to see all that hard work paying off

as this project comes to life.'

The first phase of the installation was carried out by local Chinese staff, supervised by Justin St George from Strainstall Singapore and Don Albero and Larry Gregorio from Strainstall Middle East.

Meanwhile, in Indonesia, Strainstall's SAMS BridgeWatch system is being deployed on the first railway bridge in Bandung.

This contract comes on the back of Strainstall's extensive track record on railway bridges across India and the UK. Success in India prompted the Indonesian department of transport to approach Strainstall and to ask the team to design and fit monitoring equipment to one critical railway route into the capital city of Jakarta.

The team designed a bespoke system which includes a range of sensors to monitor ground conditions and key performance characteristics of the bridge which might have to withstand earthquakes. Data is processed in SAMS Bridgwatch to provide real-time reporting to operations managers.

As Strainstall's regional monitoring solutions manager for the Middle East and Southeast Asia, Damian Griffiths is overseeing both new projects. He says: 'By pooling the huge wealth of skills and experience we have at three offices in the region, we have been able to cover a huge geographical area and mobilise very quickly to deliver these projects efficiently and quickly.'



## New kids on the block

Three engineering apprentices have completed their four-year apprenticeships with flying colours.

In a continual effort to nurture talent within JF Nuclear and address an anticipated STEM skills gap, the company has been focusing on the development of engineering apprentices and providing a structured approach to training.

As part of this drive, Nathan Arrowsmith joined James Fisher Nuclear (JFN) as an apprentice analysis engineer in 2015, and both Ellis McDonald and David Lyde joined as apprentice mechanical design engineers in the same year.

They spent the first year of their apprenticeships studying theoretical and practical engineering modules at college. For their second, third and fourth years, each spent four days a week at JFN working on projects and putting into practice the knowledge and skills learnt at college. The apprentices underwent a broad range of technical training including computer aided design and NEC3 appreciation, and attended the Nuclear



Left to right: Ellis McDonald, David Lyde and Nathan Arrowsmith receive their awards

Institute's 'Introduction to Waste Management and Decommissioning' event, created for recruits starting out in the nuclear industry.

They also attended college one day a week to continue their qualification modules, ending up with an advanced level apprenticeship in engineering manufacture, comprising a Level 3 NVQ extended diploma in engineering technical support and supplemented by a Level 4 HNC diploma in manufacturing engineering.

David and Nathan chose to continue their studies in mechanical engineering and Ellis has moved to the JFN project

management team.

Nic Maher, training manager at JFN says engaging with STEM activities is key to filling the anticipated skills gap in the nuclear industry: 'By raising young people's awareness of the benefits of a career in nuclear we can encourage the next generation to fulfil the broad skills requirement of the industry,' he explains.

JFN's investment in apprenticeship development provides fresh creative input to the business which 'creates a talent pipeline of future subject matter experts', Nic adds.

## Running around in endless circles – all for charity



Willie Richards, one of Subtech's offshore experts, has embarked on an epic charity challenge that will see him cycle and run over 1500km across the Western Cape of South Africa to raise funds and awareness for the animal charity, African Tails.

He set off from Stellenbosch on 10th September cycling to Plettenberg Bay before returning on foot – which means running 14 ultramarathons (between 55 and 70km a day) consecutively.

Over the summer Willie worked as offshore construction manager for Subtech on board its diving support vessel the BE 808, and was forced to run around the helideck to keep up with his gruelling training regime.

'My training has consisted of running endless circles on the helideck to rack up the mileage, which has been tough as the vessel is constantly rolling,' he says, 'I have also spent quite a bit of time in the ship's gym on the rowing machine, the stationary bike and circuit training.'

'If this is anything like my previous expeditions the biggest challenge will be inside my head,' adds Willie, who completed a similar mission (1,845km from Namibia to Cape Town in 19 days) to raise funds for African Tails back in 2017.

African Tails works to curb the over-population of street dogs and cats in South Africa in a bid to improve their quality of life through educational programmes and neutering.

You can support Willie on social media @500kmpus via #whereswillie2019 and donate here: [www.givengain.com/cc/whereswillie-2019](http://www.givengain.com/cc/whereswillie-2019)



## Late-night rescue mission

A James Fisher tanker recently played a part in the rescue of stranded migrants in the Mediterranean.

At 4am on 2 September, the oil tanker was making its way along the coast of Menorca on its way to the island of Crete to deliver jet fuel and diesel oil to the NATO facility on the island, when Florin Jitea, the seaman on watch spotted a distress flare in the distance.

The alarm was sounded and the ship diverted its course to head towards the flare. A nearby passenger ship (the Mediterranean) joined the search, with both vessels using their searchlights to scan the water. The Spanish naval coastguard launched a collaborative search and rescue plan, and a small plastic craft was spotted with 18 migrants on board. They were swiftly rescued to the Mediterranean.

Because the Mediterranean and the Spanish coastguard were having radio difficulties, the James Fisher tanker stayed in the area on standby to assist in communications between the two parties. 'The quick and decisive action of the master and crew and their work in assisting in the coastguard-led rescue effort highlights the professionalism, skill and dedication of our crews working at sea,' says Mark Armistead, fleet manager of James Fisher Shipping Services.