



Autumn, the year's last, loveliest smile.

~ William Cullen Bryant

Chauncy Maples

We are proud to be "supporter" donors to Thomas Miller (UK Club) and the restoration fund for the Chauncy Maples which will turn the clock back from Autumn to Summer for this vessel.



Once renovated she will be Lake Malawi's mobile clinic, on a monthly rotation on the west coast of the lake bringing much needed medical assistance to the local people.



The Chauncy Maples restoration project is very personal to Chris as he spent his school days in Malawi (formerly Nyasaland) and spent several family holidays at the lake. He fondly remembers swimming out to the Chauncy Maples to use it as a diving board whilst in Monkey Bay.

The link below will take you to the restoration fund home page, where you can find further information.

<http://www.chauncymaples.org/>

photos courtesy of the 'Chauncy Maples Malawi Trust'

Offshore

Another interesting and varied quarter for us in the offshore world. Instructions took us to the North and Caspian Seas, where we attended variously as warranty surveyors for a Dive Support Vessel departing dry dock, Marine Rep during annual rock dumping operations (protecting installations and other assets) as well as attending on the "standard" rig moves between locations for our clients.

Big Ships

Steel pre-shipment, general cargo discharge, cargo damage in transit including paper, plywood board, steel ingots and steel coils, have kept us busy.

Our opinion and arbitration work continues to vary from safe port and or berth disputes to personal injury and speed and consumption.

Overseas Adventures

Although based in the South West of England, we continue to travel further than our normal "exotic" stomping grounds of Cornwall or Wales, (neither of which require passports)!

Within the last twelve months we have travelled to ships in various countries around the world including Azerbaijan, Dubai, Denmark, Brazil, Greece, Holland, Sweden, Germany, Belgium.

Countries that particularly stick in the mind (for a variety of reasons) and about which we also had enquires for attendance but which unfortunately did not progress into jobs, were St Lucia, Estonia and Nigeria.

From the comfort of our desks we have worked on cases arising in India, South America, West Africa, the Near, Middle and Far East as well as South Africa.

NAABSA

Closer to home than either Africa or the Caspian Sea, we carried out a "layerage" survey of a "NAABSA" berth in South Wales. (Not Always Afloat but Safely Aground).

The procedure is essentially simple in the principle of "shooting heights" with a dumpy level to obtain measured heights on the river bed and therefore the bed levels. However, the hazards of the River Severn's notorious tides together with the various bits of debris, metal, wood, old bicycles and the difficulty of moving through the sometimes surprisingly deep mud, made for a very interesting (and rewarding?) experience.



Port of Bridgwater

Keith Badsey has just qualified as a pilot for the River Parrett. After just seven months under training and learning the strengths of the river currents and the problems of the changing mud banks, in daylight and darkness, he will be going solo from now on. When back in the office he will continue to look after most of the port's paperwork, whilst running the harbour master's desk.

Eating and Meeting

Following Fraser's admission to the Honourable Company of Master Mariners in July, the HQS Wellington's curry lunch was the perfect place to take clients, and also a superb networking opportunity for all on the poop deck in the afternoon sunshine.

The sunshine fortunately continued for our recent shipping lunch in our office garden.

Two BBQ's and plenty of (soft) drinks ensured a thoroughly enjoyable afternoon for those who travelled to the shipping hub of Somerset.

TV and Radio appearances

A spate of incidents resulted in "unlucky" tourists getting themselves stuck in the treacherous mud in Bridgwater Bay on the August Bank Holiday.

Both Chris and Keith appeared on BBC TV and Radio explaining (again!!) that if lots of notices warn of the dangers of thick deep mud, the notices are probably there for a reason.

PMSC

Following a relaxing holiday in Devon, Keith travelled further west to Cornwall to carry out Port Marine Safety Code evaluations on four ports.

As a company we have carried out many such evaluations and associated risk assessments and Keith brings his decade plus experience in port marine management to move us forward in this direction.

Small Craft

As well as carrying out the normal Code of Practice surveys on small working boats around the West Country, Chris and John attended a "special forces" style RIB with engine problems.

Although not officially special forces trained themselves, they both feel they look good in black!



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