



Master, Gubert Tide

Capt. Daley's Sea Stories
Maiden Voyage to the Windjammer Drillsite
Pemba, Moçambique, Africa

13 December 2009



Belford Dolphin Drillship



IMG_2708.JPG (above)

There is a discotheque within a block of the dock. One evening the Ivoriennes accompanied me there so I could check it out. The live entertainment was supposed to start at 2200. I left about 2230. It didn't start until midnight. It was a long night for the guys that stayed.



IMG_2710.JPG (above)

There was a pool table there. Well, more like a many snookers table. Very round pockets, very small balls. Took a lot of skill to sink a ball, but was a nice break!



IMG_2716.JPG (above)

The guy in grey was somewhat of an expert, but did not want his picture taken. Too bad. He had quite a stance. He looked more like a stork than a pool player, but he was very accurate.



IMG_2754.JPG (above)

This is one of the six Moçambique Marines standing watch while we are underway. Their weapons are locked up while we are at the dock and while we are alongside the Belford Dolphin drillship. Underway, the clip of rounds is in their pocket, not in the weapon. BTW, this is an AK-47. So far, so good – no encounters as of yet.



IMG_2799.JPG (above)

I like this shot from my stateroom of the Belford Dolphin drillship. We worked alongside for about two days and have been on standby for two days. We are presently waiting orders to return to Pemba. Personally, standby is a good thing. The crew is more occupied, there are fewer visitors and people tend to leave us alone more when we are at sea. I don't mind the standby time at all. We cruise along at 3 to 5 knots with the loud bow thrusters off – a little Moçambique Channel cruise. Nice!



IMG_2803.JPG (above)

The barite line had not been properly purged when it was filled in Abidjan. In order to unload the cargo, we had to backflow the line. As the barite came out of the fill line I couldn't help but fantasize about pirates trying to board my stern and being covered with a huge cloud of dry powder cement – all over their face, in their eyes, covering their boats, in their motor...



IMG_2804.JPG (above)

Of course, it would be impractical to fill the cement line, pressure the tank and blast the pirates. There would be too much else going on, but some kind of remote control device that would send up a huge cloud of irritant might work nicely. This is probably not an original idea, but I did enjoy the fantasy.



IMG_2813.JPG (above)

What a beautiful day. The water is so clear in this area. On a cloudless day the colors are so vibrant!



IMG_2824.JPG (above)

The FRC (Fast Rescue Craft) returning to the Desoto Tide. The Desoto Tide is a sister ship to the Gubert Tide, a GPA 670 Mk III.



IMG_2827.JPG (above)

One morning I woke up with the ship working alongside the drillship on DP and found that the 36 inch risers had not been properly secured. The weather was beginning to pick up and we were starting to take five degree rolls. The yellow striped joint on the left side of the picture (starboard side, you are looking aft) began to roll. The problem is that this one joint weighs ten tons, 20,000 pounds and would crash into the crash rail and then crash into the other five joints. The crew could not understand how to secure it and I had to go on deck and physically show them how to use wedges and chains to secure the joint from damaging the boat, injuring somebody or killing somebody. It was a learning experience for the Chief Mate.



IMG_2830.JPG (above)

You can see the distance the joint was rolling. The Chief Mate and crew couldn't understand that the loose joint had to be secured to the other joints so that none of them would roll any longer. After 45 minutes we were able to safely secure the renegade riser. Many crewmembers and officers loading in calm weather forget that it is not always calm. Squalls can come up quickly and can turn objects not properly secured into dangerous and sometimes lethal weapons. Everyone learned from this and hopefully was impressed with the need to tie down cargo timely and properly.



IMG_2833.JPG (above)

This is another view of the space between the 36 inch and the crash rail looking forward from the stern. That joint should have been loaded against the rail. I believe the Chief Mate learned a lot from this lesson and hope he never does this again.



SWL 2T-16M

TTS

IMG_2841.JPG (above)

Salim and Erie are doing some painting on the bridge. Notice the shades on the windows. These sun shades are so good! They reflect over 90% of the sun's light and radiation. These shades alone will lower the temperature on the bridge a good 10 degrees. From the inside they look like mild sunglasses. The visibility through them is terrific, especially when you consider the lack of glare. I don't know who made them, but I sure do like them!



IMG_9154.JPG (above)

This was actually taken several months ago by a crewmember using his cell phone, but I only recently received it. You don't need a license to cut hair in the Philippines, just a lot of experience and a good reputation. Third Engineer Bobby has both and the scissors as well! He did an excellent job. There is nothing like a haircut outdoors in Africa on a boat!