



This picture was taken by the captain of the M.V Selkirk Settler of the Scott Misener Steamship Co (St. Catherines, Ontario, Canada).

She was carrying steel from Europe for North America in the fall/winter of 1988.

I joined the ship as an officer cadet about 5 months later. She sustained a 12-foot crack in her hull plating during this storm.

She encountered a microburst that pegged the anemometer at 90 kts. Seas were up to 80+ ft.

The view is from the bridge. Just visible in the fore ground is the pump room for the hatch cover hydraulics. The main deck is 560 ft long.

The ship was 730 ft LOA, 35,315 tons DWT, 75.95 ft beam; Summer Draft 32 ft.

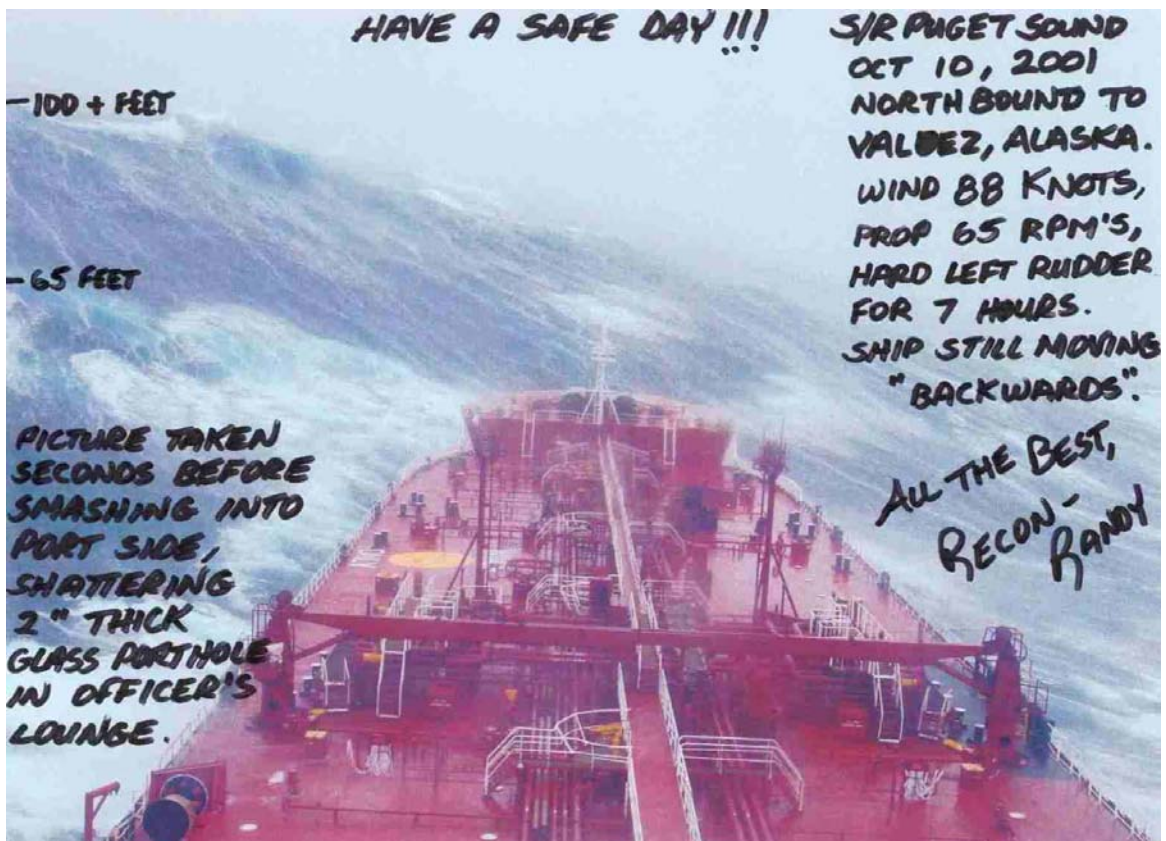
She is an ocean-going laker, built by BRITISH SHIPBUILDERS (Goven-Scotland 1983).

At the time of the photo she had been flagged out from Canada to the Isle of Man.



One fine day...

The attached image shows the semi-submersible drilling rig 'Sedco 706' riding over a giant wave in the North Sea at 60°30'N 000°50'E during the winter 2000/01. The deck should have been 60 feet above the water line and the rig is approximately 325 feet wide.



HAVE A SAFE DAY !!!

S/R PUGET SOUND  
OCT 10, 2001  
NORTH BOUND TO  
VALDEZ, ALASKA.  
WIND 88 KNOTS,  
PROP 65 RPM'S,  
HARD LEFT RUDDER  
FOR 7 HOURS.  
SHIP STILL MOVING  
"BACKWARDS".

- 100 + FEET

- 65 FEET

PICTURE TAKEN  
SECONDS BEFORE  
SMASHING INTO  
PORT SIDE,  
SHATTERING  
2" THICK  
GLASS PORTHOLE  
IN OFFICER'S  
LOUNGE.

ALL THE BEST,  
RECON-  
RANDY



JUST ANOTHER  
AVERAGE SEA RIVER DAY!!!  
ALL THE BEST,  
BECON-RANDY

S/R PUGET SOUND  
NORTH BOUND TO VALDEZ  
OCTOBER 22, 2001  
NW WINDS GUSTING  
TO "99" KNOTS

