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Documentaries serve a number of purposes. They can educate. You can report it. But the most powerful go far beyond education and information: they change the world. It's an empowering idea for a filmmaker. Being able to put something on a screen so that millions of people can see, and make them leave that theater not only with a new perspective, but also with a burning desire to make the world with us live in a better place. It could be argued that such a reaction is why documentaries exist in a fictional-forged cinematic world that takes us away from reality. They bring us back from that escape to a place where we can see things so they are at face value. 1. Blackfish (2013) Virtually every child who grew up in California remembers their family trip to Sea World. You have to go see fish, eat cotton candy, and most importantly go see the show starring the beautiful orcas whales trained. In 2013, Blackfish appeared, crumbling this powdered illusion and showing us how inhumane the treatment of these whales is. Hollywood Reporter estimates that directly after launch, Seaworld experienced a nearly 5% drop in revenue and a 4.3% drop in attendance. A bill was even introduced in California's state legislature as a direct result of the documentary that would effectively ban captive orcas used for entertainment. 2. Super Size Me (2004) Morgan Spurlock has made a career as an activist documentary filmmaker, but Super Size Me was where it all began. For the doctor, he ate nothing but McDonald's for an entire month, experiencing rapid weight gain, a massive increase in lethargy, an uptick in his cholesterol, and a number of other health problems. Six weeks after he took Sundance by surprise, McDonald's took the Super Size option from its menu, and as it did not happen to be the fast food chain introduced Go Active adult meals just one day before the wide launch, designed to infuse healthier options into its menu. 3. An Uncomfortable Truth (2006) We may all be familiar with Al Gore's revolutionary documentary, but it is worth noting its direct effect almost a decade after the fact. In 2006, climate change was widely regarded as a theory. Experts generally split in the middle as to whether or not humans were causing a global crisis that would have far-reaching effects on future generations. But an awkward truth came, and suddenly the debate on climate change began to tilt in the direction of this is definitely happening. Today, there is still a marked partisan divide, but the scientific community is virtually unanimous in saying that this is the theme of our generation. 4. Why We Fight (1942-45) This is not a single documentary, but Frank Capra's World War II propaganda film series unraveled the course of public opinion in huge ways in the United States. The legendary director was commissioned by the United States government to sell the war to its citizens, and selling it did. It's easy for to forget, but there was a great movement in our country in the early 1940s to keep it by not talking about what was considered the war in Europe. Following the Pearl Harbor and Capra films, however, we were united in the front of the house enough to get into the fray, and from there, the rest, of course, was history. 5. The Invisible War (2012) Here in the United States, changing the way the military works is almost impossible. But with The Invisible War covering the horrible culture of rape that exists within the armed forces, we saw that the reform came almost instantly. The documentary itself interviewed more than 100 former military personnel and men about the prevalent culture of sexual abuse in the military. Two days after the film's screening, Defense Secretary Leon Panetta reformed the sexual abuse reporting structure, giving victims more options to report it to the appropriate authorities (before they could only report abuse to their direct superior, who was often responsible). Follow Nick on Twitter @NickNorthwest More From Entertainment Cheat Sheet: On a quiet night in the Malacca Strait of Southeast Asia, John Burnett went under the deck to turn on his yacht's VHF radio. Suddenly, a jolt threw him. He stopped to the deck and saw the ghostly silhouette of another ship tied to his, and two men with assault rifles pointed at his head. It was a modern pirate attack. Cargo ships are no longer the only targets in the world's most pirated waters. Kidnapping passengers for millions in ransom may be more lucrative than hijacking ships for the value of cargo. Fortunately, the percentage of attacks is minuscule; most cruise routes are not affected; and small boats and yachts are more vulnerable than increasingly fortified cruisers. In fact, cruise lines have taken many proactive steps to ensure the safety of their passengers. Lanie Fagan, communications director at Cruise Lines International Association (CLIA), says all members have implemented anti-piracy measures. Most companies are reluctant to share details, but Crystal Cruises, for example, he hired more security professionals and improved his contact with regional naval authorities and Combined Task Force 151, an anti-piracy patrol launched by 20 nations in 2009. To determining the world's most pirated waters, gathering data from CLIA, the International Piracy Information Center of the Maritime Office (PRC) and maritime and underwater security consultants, with an emphasis on the busiest access roads. According to the People's Republic of China, in 2011 it has already seen more than 240 attacks and more than 360 hostage situations. The Twitter feed of THE PEOPLE'S REPUBLIC OF CHINA reveals frequent news pirate attacks, while the criminality division of the International Chamber of Commerce updates a piracy map daily. Still, the data remains imperfect, as a ship may choose not to report an incident. Pirate attacks occur everywhere from the Philippines to Peru, but the waters around Somalia and the southern points have the worst reputation. In January 2011, pirates pursued the Spirit of and the captain huddled the 350 passengers in the center of the ship. The ship outperded the pirates, and the passengers returned home safely. Still, it is the independent navigators who need to be especially wary of the pirate threat. The idyllic anchorages and ports of Kenya and Tanzania, in East Africa, the Seychelles, Mauritius and Yemen, once essential for boaters, are now avoided because they are in pirate waters, says John Burnett, whose heartbreaking experience in Southeast Asia led him to write Dangerous Waters: Modern Piracy and Terror on the High Seas. Your book serves as a tale of caution. I was one of the lucky ones, Burnett says. Survived. Credit: Mark Pearson / Alamy Adjacent to the Red Sea sea routes, Somalia's 1,880-mile coastline has become the Venus flying trap of modern piracy. Pirates on motherships launch smaller vessels, whose crews use weapons to maneuver their victims in exposed positions where they can be kidnapped. Somali pirates have also become more adventurous and attack ships off the coast of Tanzania, Kenya, Yemen and Oman. During the monsoon season, pirates migrate to calmer waters in the southern Red Sea, the Gulf of Aden and the Mozambique Channel. Advertising Advertising Credit: Pier Red Koor / Alamy As luxury cruises and yacht tours for tourists increase between the islands of the Maldives and the Seychelles, the waterway has caught the attention of pirates. Off the coast of the Seychelles, pirates fired on MSC Melody in April 2009. Passengers were able to prevent the pirates from taking the ship by throwing sun loungers at them while trying to board, while Melody's crew fired at the pirates with pistols. Credit: Mireille Vautier / Alamy Illegal drug trafficking has put the coast of Peru on the map of pirate-infested waters. The port city of Callao has become a leading region for piracy attacks in both South and North America. Advertising credit: Stefano Politi Markovina / Alamy Most pirates here aim to hijack cargo traffic to the Suez Canal. That said, this was the place where pirates captured a Danish family of five on a trip around the world on a yacht. But steps are being taken to eliminate all danger. In February 2009, the Centre for Maritime Safety – Horn of Africa established the Internationally Recommended Transit Corridor. In addition, naval and air assets have been strategically deployed in the area to provide safety and support to passing vessels. Credit: Picture Contact BV/Alamy Pirates are migratory, and their ramshackle ships must follow weather patterns. During monsoon season, the Arabic Sea is too for maritime navigation, but from October to May, it is a privileged place to be targeted by Somali pirates, who are extending their reach in this area. The International Chamber of Commerce recommends visual and radar surveillance throughout the day as you transit through these waters. Credit: Martin Harvey / Alamy This beautiful stretch of ocean is increasingly popular with tourists, and also close to a busy shipping which unfortunately makes it popular with pirates. In 2009, a British couple were abducted from their yacht and held in Somalia for 13 months until a ransom payment was made. Advertising Advertising Credit: dbmages / Alamy These waters were once considered the most dangerous in the world; cargo and tourists were preyed on by bands of Orang Laut pirates, and insurance rates were on par with Iraq. But the Strait of Malacca in Southeast Asia has seen a significant decline in pirate activity over the past two years thanks to the better-patrolled waters. Credit: Rob Fenenga / Alamy There has been a sharp increase in cargo attacks and piracy of tankers off the coast of Nigeria, as the turmoil of the oil-rich Niger extends out to sea. And as cruise ships on itineraries around the world increasingly avoid pirate waters on the Suez Canal route, they now veer off to the coast of Nigeria, Benin, Guinea and Cameroon. No official reports of attacks have been submitted to tourists, although a case of a cruise ship bound for Asia shot by pirates was rumored. Credit: Eric Gevaert / Alamy Some sailors and cruisers rely on the Red Sea as a gateway for trips around the world. Most pirate activity has traditionally focused on areas not frequented by leisure boats: the southern part of the sea and the Bab-el-Mandeb (the Gate of Pain), a strait between Yemen and Djibouti. But patterns are slowly trending north. There have already been 17 attacks in 2011, all on cargo ships and tankers, none on yachts or cruisers. Advertising credit: AfricaSnapshots / Amyn Nasser / Alamy The Mafia Island archipelago off the coast of Tanzania offers excellent snorkeling. And with tourist attractions such as Zanzibar and the Comoros Islands, the coast has long been one of the intrepid tourists and cruise ships alike. In January 2011, the pirates pursued the Spirit of Adventure bound for Zanzibar during a black tie dinner, and the 348 passengers sought safety under cover. Fortunately, the ship outperfed the pirates and the passengers returned home safely. Safety.

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