



SEATIMES

The Newsletter of the Nautical Professional Education Society of Canada
(Society founded in 1995 by the British Columbia Branch of the Nautical Institute)

Affiliated Members: The Company of Master Mariners of Canada, The Canadian Institute of Marine Engineering.

March 2013

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NPESC Bursaries: We were disappointed with the response to our advertised Bursary for last year. Very few applications were submitted and those we did receive were incomplete. So we chose not to present an award for 2012. Instead we reinvested the money with the Vancouver Foundation. However the award generated from our investment with the BCIT Foundation was presented because the faculty at the Marine Campus of BCIT chooses that recipient. The award is presented to a Second Year Cadet on an alternating basis, i.e. one year to a Nautical Science Cadet and the following year to a Marine Engineering Cadet. In 2012 it was the turn of Nautical Science and the faculty selected James Nairne. On November 14th Brian Silvester, Tony Crowther and I attended BCIT for their Fall Awards Ceremony. Our funds invested with the BCIT Foundation had generated only \$678 in the preceding year so we added a Society cheque in order that he would receive a total of \$1,000.

Soon we shall be advertising the Bursary for 2013.



Annual General Meeting: The Society held its Seventeenth Annual General Meeting on November 22nd 2012 at the Western Marine Institute in Ladysmith on Vancouver Island. Six members were in attendance. Once the formalities of an annual meeting were handled there was much useful discussion amongst the group. One area of concern was the need to have some form of succession planning for the executive officers. There is a distinct scarcity of younger members who are willing to assume the positions of Chairperson or Secretary/Treasurer.

Hong Kong's first female Master: Recently the Marine Professional Promotion Federation (MPPF) of Hong Kong held a press conference to celebrate the success of Carmen Chan MNI, who had made history by being the first Hong Kong female to obtain a Foreign-going Master Class 1 Certificate. We should all congratulate Carmen on her achievement and wish her every success.

The press conference featured several Hong Kong shipping organisations that have worked to encourage local young people to go to sea, including the Hong Kong Branch of the Nautical Institute. The MPPF was formed jointly in 2002 by 13 maritime unions and affiliated maritime organisations. Its members include the Hong Kong Seamen's Union, the Merchant Navy Officers' Guild, the Amalgamated Union of Seafarers Hong Kong, the Nautical Institute Hong Kong Branch and the Hong Kong Pilot Union. Its objectives are to promote the maritime industry,

to enhance relevant education and training, to nurture maritime talents and to maintain Hong Kong's status as an international maritime centre.

Between 2002 and 2004 the MPPF took the initiative to launch a sea-going incentive scheme, providing scholarships for those who aspire to work at sea, and helping them to fulfil their dreams of working on board vessels. Afterwards, in 2004, with the full support of the Hong Kong Maritime Industry Council, the Government launched the Sea-going Training Incentive Scheme to provide more deck cadets and engineer cadets with financial incentive, and to enable more interested youngsters to benefit from it. The Sea-going Training Incentive Scheme provides a cash allowance to cadets under training so as to enable them to realise their dreams of seafaring. To date more than 230 deck and engineer cadets have participated in the Incentive Scheme with the high figure demonstrating the scheme's success.

<http://www.nautinsthk.com/archive/documents/CarmenChan/carmen.htm>

It is good to see that the Nautical Professional Education Society of Canada is not the only organisation trying to assist seafarers. Imagine how cooperation such as has happened in Hong Kong would have helped the NPESC when it was founded eighteen years ago! Apart from the generous grant from the Government of British Columbia, the BC Branch of the NI had help from no other organisation. It was encouraged of course by the support of the Company of Master Mariners of Canada and the Canadian Institute of Marine Engineering, both of which have a position on the Society's Board of Directors.

But the Society really did assist Canadians in their quest for seetime. In 1996 alone, a total of thirteen Canadian seafarers, both male and female, were placed aboard foreign vessels. The success rate, i.e. the number who completed their six-month shift, was over 85%, which was very encouraging for a new project. Some of those seafarers are still at sea, in senior positions. It seems obvious to us that developing a new generation of seafarers is a benefit – a necessity – for Canada. While, sadly, it seems the government doesn't share our view, it is even sadder that our fellow seafarers do not support NPESC as they might. Have we fallen into the trap of expecting the government to do everything? Certainly we should expect the government to step forward but meanwhile, we all grow older and if nothing changes, then – nothing changes.

SA Agulhas on maiden training mission: The research vessel SA Agulhas,

repurposed as a dedicated training vessel left Cape Town with its first batch of cadets. The South African Maritime Safety Authority (Samsa) has taken transfer of the 30-year-old ship from the Department of Environmental Affairs and is using it to conduct practical training for cadets. "It's a working vessel; it's a training vessel. The more we keep it in trade, the better for us. It means we can raise funding which we can use for our people," Samsa CEO, Commander Tsietsi Moheleke told News24. The training mission forms part of the programme to up-skill seafarers so that South Africans can perform as officers aboard international ships.

The dedicated training vessel is departing on a mission that has three pillars: the first pillar is scientific research, the second is pillar is a charitable cause, and the third is education and training," said Lydia Sindisiwe Chikunga, Deputy Minister of Transport at the event to send off the first cadets.

Skills: Samsa said that skills are critical to expanding South Africa's maritime footprint. "There is no shortage of funding or capacity - there is a shortage of leadership. With leadership, we found the vessel; we found the funding," said Moheleke. Samsa has signed a contract with the Commonwealth until 2014 to celebrate the Queen's Diamond Jubilee. The vessel will travel to Ghana, London and then to Antarctica to





drop off researchers. The trip would serve to advertise the cadets' capabilities to international shipping lines and SA is determined to engage with companies over the skills that the training had instilled.

We are going to be talking to many shipping lines saying to them: 'These are the ones you can talk to; these are the ones we have, and we have more where these come from,'" Moheleke said. Most of the cadets completed their training at the Durban and Cape Town Universities of Technology and will complement the 40 junior officers who graduated in the last six months and are already in service on international ships.

Moheleke said that job creation was a priority. "We need to create an environment where any kid who wants employment must find that opportunity." Duncan Alfreds.

Cadets listen to Samsa CEO, Commander Tsietsi Moheleke at the Cape Town V&A Waterfront.

<http://www.news24.com/Green/News/SA-Agulhas-on-maiden-training-mission-20121102> November 2nd 2012



At the HELM - start of new training regime: Warsash Maritime Academy (WMA) claimed to be the first training provider in the UK to gain full MCA approval for its Human Element, Leadership and Management course at the Operational Level (HELM).

The aim of this course is to hone non-technical skills progressively, recognising that such expertise is universally applicable both at sea and on shore and is part of the life-long learning of any seafarer.

HELM, which addresses resource management and is sometimes referred to as non-technical skills, incorporates social skills, such as leadership and team-working; communication; operating effectively in a multicultural environment; planning and co-ordinating skills to optimise work load management and delivery; and cognitive skills, such as problem analysis and decision-making and high-level situational awareness.

This was further supported by the MCA (2010) with the statement, "Analysis of shipping disasters in recent years has produced an increasing awareness of the central importance of the human element...everyone involved [in the shipping industry] needs to understand that they, themselves, are the human element. Their continued business success depends on how far they are able to manage their own behaviour along with the behaviour of those around them."

WMA's three-day HELM course addresses the STCW Manila Amendments requirements, which underline resource management principles as being intrinsic to professional competence.

Simon Holford, WMA's principle lecturer (management) said; "Warsash has been involved in working with the MCA and the industry to develop the standards which have been taken forward by MNTB and we are very pleased to be offering this important training."

The HELM course starts 4th February 2013 at Warsash.

Meanwhile, international training and safety consultancy, WrightWay, claimed to be the first UK company to be awarded HELM accreditation at management level, from the MCA.

After years of championing the application of human factors training and practice in the maritime environment, WrightWay – following a rigorous accreditation process – has become the first UK training firm approved by the MCA to deliver the HELM course.

Capt. John Wright, WrightWay founder and managing director, has been delivering bespoke training courses for over 16 years. He said, "We are immensely proud to be the first British company to achieve this milestone at management level. This approval was the culmination of many years of lobbying within the industry and recognises the importance of human factors in ensuring that seafarers throughout the world work in a safer environment." November 27th, 2012

<http://www.officercadet.com/showthread.php/6687-At-the-HELM---start-of-new-training-regime>

Libraries aboard ship: There's nothing like a good book to help while away the hours on a long voyage. This is something that has been appreciated by both passengers and crews for a very long time, although it is the latter who probably value books the more. As far back as 1920, the UK-based Marine Society Seafarers' Education Service began to place libraries aboard ships, something that has been hugely appreciated by generations of seafarers. Selected by the Society's librarians, who have made it their business to know what books their seafaring clients liked to read, these were hard backed books, delivered

in crates into the custody of the ship, and invariably one of the junior officers would be appointed the ship's Librarian, who would open the library at certain times, and whose job it was to keep track of the books being read by the crew members.

At the conclusion of the voyage, the books would be returned to the SES, and a fresh crate of reading material would be delivered. Sometimes the library would be swapped with that of another ship during a long voyage, which would be a welcome distraction for the "speed readers" in a crew, who got through their books fast! And like all good librarians, the society's staff has been able to advise and assist seafarers whose hobbies, or educational needs have required special books.

Recently the library service has been given an overhaul and "launched" as Books@Sea, a new scheme that sees the libraries being supplied as paperbacks on a "non-returnable" basis. This reflects recent trends in the book trade while being a good deal easier to manage, with the society still selecting the books that seafarers wish to read, delivering them to the ships, but no longer requiring their return, which saves a lot of management time and freighting costs. The service is undertaken on a "not for profit" basis and is available to any shipping company, under any flag. It remains up to the ship operators to decide how often they wish their books to be "refreshed", while the size of the crew will clearly determine the number of books that are needed.

Perhaps only seafarers, in their somewhat isolated lives, will appreciate fully the value of such a service, but such is now given international and "official" backing with a recommendation in the new Maritime Labour Convention, which clearly prescribed regularly refreshed reading material for ships' crews. It is also going to be interesting to see how the advent of "e-books" and computerised readers like Kindle might affect leisure time at sea. The Marine Society has "new technology" very much in mind as it seeks to maintain a service that has been part of life at sea for more than 90 years.

<http://www.marine-society.org/>

October 1st 2012

[https://www.bimco.org/en/Education/Seascapes/Maritime Matters/Libraries aboard ship.aspx](https://www.bimco.org/en/Education/Seascapes/Maritime_Matters/Libraries_aboard_ship.aspx)

We all think of the Titanic as a big ocean liner.

*Check out the size comparison -
"Titanic" vs. "Allure of the Seas" Cruise Ship*



MOL launches onboard seafarer training programme for officer cadets: JAPAN's Mitsui OSK Lines (MOL) has built additional training facilities and cabins on CADET training vessels to commence a new onboard training programme, called **Cadet Actual Deployment for Education with Tutorial (CADET Training)**. The programme will use a total of 15 CADET training vessels, comprising 10 containerships and five VLCCs. The maximum number of trainees per year is 330, with up to eight trainees per vessel in each programme. They will remain onboard for two to six months.

The training programme is suitable for cadets (officer candidates) aboard vessels that are already in service. This allows cadets to acquire basic safety education and individual guidance from onboard instructors to learn the skills required for their specific jobs, a company statement explained.

MOL has already started the programme in the tanker division, which is required to meet advanced safety standards. The programme uses two VLCCs and has 30 trainees. It plans to extend the training programme to containerships and other VLCCs.

The course is in line with the group's "GEAR UP! MOL" mid-term management plan which is based on the goal of achieving "Four Zeroes", namely, zero serious marine accidents, zero oil pollution incidents, zero fatal accidents, and zero serious cargo damage. March 6th 2013. http://www.mol.co.jp/pr-e/2013/e-pr_1311.html



A wish list for the New Year: *On the principle of "if you don't ask, you don't get", Michael Grey sets out a wish list for 2013, even if many of the items will go the same way as New Year resolutions and get forgotten as the year advances.*

What would you wish for in 2013? Smooth seas and safe sailing, obviously, although with slow steaming becoming institutionalised, to wish for a fast passage would seem to be quite unrealistic! But on the principle of "if you don't ask, you don't get", it might be instructive to devise a wish list for the upcoming year, even if many of them will go the same way as those new year resolutions and be forgotten as the year advances.

Well, 2013 will be the year in which the Maritime Labour Convention begins to "bite" and it is not altogether an unrealistic hope that it might signal a sea change in the way that seafarers are treated. Crew welfare cannot any longer be left to charitable institutions, but must be taken rather more seriously. Seafarers, the convention clearly implies, must be treated as human beings and not just regarded as a commodity like lube oil or tins of anti-fouling, to be obtained as cheaply as possible. There are obligations here.

Perhaps a little less likely is a more creative approach to the lives seafarers live aboard ship, putting a bit more fun into life afloat, with more account taken of the fact that sentient human beings are social creatures and perform best when conversation is facilitated by a common language. Life is also a lot better if you are not dog-tired and at long last, through the *Horizon Project*, we have real evidence of the insidious effect of fatigue on people apart from anecdotes of exhausted folk making mistakes. You would think a 90+ hours week was not the best fact to encourage recruiting. Maybe this year we will start to become sensible?

Wouldn't it be good if the coming year was one in which there would be worldwide promotion of coastal and short sea shipping, with more goods and people exchanging crowded landside transport for the empty seas around our coasts? It would be a lot better for the environment too, and there would be more jobs for seafarers, if some of the really good examples of short sea logistics (mainly practiced around European waters) could be repeated around the world. It's just the policy makers we have to convince.

Now here's a very long shot. Most people agree that the 1969 Tonnage Measurement Convention has had a largely negative effect upon ship design. It was supposed to do precisely the opposite, but it has brought in design stupidities like flush-decked ships with inadequate freeboard, the nonsense of a modern containership with most of its cargo piled high on deck, and has had a shocking effect on the provision of accommodation, not least that provided for cadets and trainees. We are never going to get it changed this side of 2020, but what a good start it would be if there was some research undertaken that would identify all of the bad things that this hastily produced convention has left us with.

Then there are the plainly obvious, but no less difficult to achieve wishes. What seafarer would not wish to see some real, effective and lasting action on the "symptoms" of piracy? Sure, best management practice and armed guards, along with the fleet of warships on patrol keep it damped down, but we need things to be such that a voyage across the Indian Ocean or the Gulf of Guinea does not mean ships swathed in razor wire and locked down, with relatives worried sick for weeks on end. There needs to be some light at the end of this very dark tunnel, and the shipping industry won't find it alone.

And would it not be so very good if there could be rather less use of criminal sanctions when accidents occur, or the wrong decision happens to be made by somebody who is under pressure? That won't happen either in an era where we are obsessed with the need to blame, but it is up to us all to make a noise about these injustices in our respective countries. In the electronic age, campaigning is much easier than it used to be. And while we are at it, we should be shouting about the rights of seafarers to obtain shore leave without jumping through hoops to get visas, and to be politely and respectfully treated by all officials who stamp up gangways in port. Seafarers need to be "empowered", a word flung about liberally by other minorities.

The list is getting longer. Would it not be a positive development if all those shouting environmentalists could back off shipping for a while and just digest what the industry has done to make itself greener? Because if shipping is a facilitator of world trade, this itself is going to be seriously damaged by endless environmental regulations that will make the movement of goods more expensive and harder. If they could just admit, during 2013, that shipping is making spectacular progress in so many different ways, how good that would be.

Now we are running out of space, with all sorts of items on the wish list unrecorded. But let's tell the people who use ships – the shippers and charterers – to stop interfering in detailed ship operations. Let's revisit the ISPS Code ten years on and make it better. Let's rein in manufacturers who seem intent on automating seamanship. And finally, let's step up the campaign to raise awareness of seafaring. You know it all makes sense.

The Sea. Jan/Feb 2013. www.missiontoseafarers.org



Certainty on the weight of the box: A growing number of influential interests are getting behind the proposals that would eventually see a degree of certainty over the weight of containers, an issue that has been something of a scandal for many years. With a worrying list of incidents in which the weight of containers has been found to prejudice the safety or stability of ships, the International Maritime Organization's sub-committee on Dangerous Goods, Solid Cargoes and Containers has been asked to prescribe a mandatory solution at its next meeting this September. It should be noted that already today, SOLAS requires the shipper to provide an accurate container weight declaration, but this requirement is often not met or enforced by the SOLAS parties.

BIMCO has joined with flag states and a number of non-governmental bodies to call for all containers to be weighed before they are loaded aboard a ship, as it seems voluntary recommendations have often fallen on deaf ears. BIMCO Secretary-General Torben Skaanild has pointed out that such a measure would improve safety aboard ship, in ports and on the roads and that there is no reason to continue the tolerance of inaccurate data on container weights.

Hopefully, this time around there will be widespread support for the measure which, it might be thought, becomes ever more important as the numbers of containers carried by sea continues to increase. Hitherto there have been objections at the cost of such measures and the alleged delays that the weighing of containers might cause in terminals.

There were protests that it was not always possible to gain access to weighing arrangements such as weighbridges near where the boxes were stuffed and at the burden this would put upon shippers. Such arguments may not have been convincing for ship owners worried about the incidence of misdeclared cargo and port operators concerned about accidents involving over-weight boxes, but they have managed to postpone any action over the years.

A cavalier attitude to the weight, safe stowage and the actuality of the contents has remained a feature of container shipping, with a minority of shippers and forwarders around the world either ignorant or unconcerned about the consequences of their carelessness. It has been found, during checks, that a substantial number of containers provide problems for sea carriers, terminal operators and even road hauliers, with those who have been responsible for their loading regarding their responsibilities over, just as soon as the doors have been closed!

Damaged lifting equipment, trailers overturned on roundabouts and corners and worrying incidents with vessels being put at risk – all demand a more professional approach to container weights and contents. Container feederships toppling over alongside their berths because of grossly overweight boxes and structural damage to even large ships represent a high price to pay for what is a wholly preventable problem.

A more robust attitude by authorities to overweight and misdeclared containers would appear to be long overdue. And while objections have tended to cite both the costs and delays, it is believed that modern weighing equipment, installed at container yard gates and elsewhere, will be both efficient and affordable. Those countries which already insist on weighing boxes pre-shipment have found that the process is quite practicable, and a universal requirement is the very least that carriers, and those whose lives are hazarded by overweight boxes, deserve.

Watchkeeper 27.06.12 https://www.bimco.org/en/News/2012/06/27_Watchkeeper_Week_26.aspx

On Giving

*It is well to give when asked, but it is better to give unasked, through understanding;
And to the open handed the search for one who shall receive is joy greater than giving.
And is there aught you would withhold?
All you have shall someday be given;
Therefore give now, that the season of giving may be yours, and not your inheritors.*

Kahlil Gibran

Would you like to know more about the Society? Do you have any articles suitable for this newsletter? If so, please contact me at whitknit@telus.net. As most readers know, the Society is no longer in a position to provide stipends for seafarers as they work to improve their qualifications but we do provide some needed financial support in the form of Bursaries. We like to think that such Bursaries are a great help to the worthy recipients. We wish we could do more. With your help perhaps we can. **David Whitaker FNI.**

The Society welcomes any financial contribution you can make.
Donations should be made payable to the **NPESC** and mailed to: -

**Nautical Professional Education Society of Canada,
20 – 1030 Hulford Street, Victoria, B.C. V8X 3B6**

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