



From the Bridge

The Newsletter of Master Mariners of Canada

www.mastermariners.ca
February 2016

Representing the interests of shipmasters and senior deck officers in Canada and, internationally through membership in the International Federation of Shipmasters Associations.

FROM THE MASTER'S DESK

At the next National Council (BOD) conference call in April, we will vote on the re-branding to Master Mariners of Canada, for promotional events, conferences etc., but we will still retain the copyright to the full name - Company of Master Mariners of Canada.

We will also vote on the proposed changes from National Master to National President, using more business handles for the Executive Council as specified in new document of continuance for "Not for Profit" regulations governing organizations such as ours.

We had a good discussion on this at the last conference call on January 14th. The feedback from some of the Divisions was very mixed and not easily quantified for or against. Thus a Motion will be proposed to adopt the re-branding plan or not.

We also had a very good report from Katie Bowen of Drake Promotions in Saint John, N.B., (arranged by Capt. Chris Hall, D.M. Fundy Division), on a Marketing and Communications plan for the CMMC and hence the re-branding to MMC. This is a follow up item from the Strategic Plan to make the organization more easily accessible to our younger members and potential future full members.

We need to develop a Facebook page with a 'gate keeper' from each Division, improve our Twitter account and make the website more mobile friendly. While NOT discussed, my view is we should appoint a member from the Executive Council to be the overall editor for our website. While I do not know the technical details of working websites, I do know that we need an editor to monitor the web page content and keep it current and up to date.

Capt. John McCann, Past National Master and current Chair of our Views and Positions Committee, will represent us at the 42nd IFSMA AGA, in Istanbul, Turkey this May 25, 26. With great input from Capt. Tony Patterson, N.L. Division, Capt. McCann will present a paper on the CMMC's Professional Development Plan. The proposal of Continuing Professional Development is to encourage our members continuing to update their training, skill and become more involved in the betterment of our marine community. The PD program is intended to become a repository of the skills, training and achievements of our members, recognizing their accomplishments annually and eventually all Canadian marine officers, something along the lines of P. Eng., SNAME etc.

I would like to take this opportunity to congratulate Philip Wake, Chief Executive of the Nautical Institute on being awarded an OBE (Officer of the Order of the British Empire) by HRH Queen Elizabeth II in the New Year's honours list. And also our (Maritimes Div.), friend, legal expert on Maritime Environmental law at Dalhousie University, Dr. Aldo Chircop, JSD, on being awarded a



'Canada Research Chair' in Maritime Law and Policy.

Finally, we were all shocked and disgusted with the recent Spanish Court on the two-year sentencing of Captain Apostolos Mangouras. The full text of the National Council's press release on the condemnation of the disgraceful ruling follows below.

Sincerely,

Captain Patrick (Rick) Gates, MNI
National Master / President CMMC

The Company of Master Mariners of Canada comments on the sentencing of Captain Apostolos Mangouras by Spanish courts to 2 years in jail for negligence while he was Master of the ill-fated tanker *PRESTIGE*.

Captain in Jail! It can happen in Canada.

The deplorable injustice of the Spanish courts in sentencing 81 year old Captain Apostolos Mangouras to two years in jail for negligence in the 14 year old case where the Spanish Government refused a request for "Place of Refuge" that precipitated the break-up of the tanker "*PRESTIGE*" is worrisome to Canadian mariners because the same thing could happen in Canada.

Just what the Court expects to punish by this ruling is a mystery. If someone should be in jail, it should be the Spanish who turned a crisis into a disaster by their idiotic decision to order the ship AWAY from the coast into the teeth of a gathering storm, when they were downwind of the storm! A classic example of the dangers of allowing non-mariners to make such decisions.

Canada's expert panel on Tanker Safety has recommended the formation of "a centralized marine casualty decision-making authority acting in the public interest, similar to those authorities established in the United Kingdom and Australia."

RECOMMENDATION 3-1: The Government of Canada should improve the timeliness of decision-making for marine casualties by establishing a centralized marine casualty decision-making authority acting in the public interest, similar to those authorities established in the United Kingdom and Australia.

<https://www.tc.gc.ca/media/documents/mospr/TC-Tanker-E-P2.pdf>

The Company of Master Mariners of Canada deplores the criminalisation of mariners who, in the process of obeying their employer and the law of coastal states, find themselves the innocent victim by professional default.

In Canada, the Migratory Birds Act administered by Environment Canada rather than the Canada Shipping Act 2001, has the power to incarcerate mariners first and ask questions later. This is great encouragement for young mariners seeking a career in the world's greenest and most efficient mode of transportation. Welcome aboard but read the disclaimer that you may be prosecuted in Canada if we experience a marine emergency and someone else on board violates the Migratory Birds Act – if we survive.

Turkey has just announced that it will prosecute the Master whether he personally had anything whatsoever to do with a case of pollution.

The Spanish court has just proven the old adage that "the law is an ass" and sentenced 81 years old Captain Apostolos Mangouras to two years for a crime committed by the Spanish government some 14 years ago! They accused him of negligence for obeying their orders.

The Company of Master Mariners of Canada encourages the Government of Canada to act of the Tanker Safety Recommendation to establish a centralized marine casualty decision-making authority that is GUARANTEED freedom from political interference once the crisis is declared. Ships in search of places of refuge and ships in need of assistance to make a port of refuge are nothing new to Canada and in most cases we are successful in saving lives, property and the environment. We need to keep doing it without the mariner having to think: "If I save your life, I might go to jail for it."

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The Captain G.O. Baugh Memorial Fund Scholarships

for 2015: We had advertised two \$2,000 awards for last year. Notices were sent to nautical institutes across the country late in March providing information about the scholarships. The application deadline was set at September 30th. The time frame is long because the students are attending school and undergoing sea experience at different times.

Thirteen applications were received but one was ineligible. The applicant had won the award in the previous year. The quality of the applications was high and the trustees were faced with some close marks. In the end three \$2,000 Scholarships were awarded. One recipient was Laurier Boudreau of the Marine Institute of Memorial Institute in St. John's University. The others went to Sarah Bidner and Rhianna Henderson, both from the Marine Campus of BCIT in North Vancouver.



Capt. Brian Johnston, Rhianna Henderson, Sarah Bidner & Capt. David Whitaker

Captain Brian Johnston and I made the presentations at BCIT. **David Whitaker. Trustee. Capt. Baugh Fund.**

Junior Officer Sarah Bidner wrote the following letter to the Trustees: -

I would like to express my gratitude to the Company of Master Mariners of Canada and to the Captain G.O. Baugh Memorial fund for awarding me with one of this year's scholarships.

During my first academic term I worked part time while attending school to help pay for rent and tuition. Receiving this scholarship has given me the financial stability where I do not require a part time job, allowing me to focus more of my time on school and achieving my high academic goals.

I began my marine career in 2009 in Australia working for a small whale watching company as a deckhand, which led me to work in New Zealand on offshore factory fishing trawlers processing fish, and gaining seamanship skills. I then went to the Mediterranean Sea and started working on yachts as a deckhand and began to learn more about Navigation. This experience is what led me to joining the BCIT Nautical Science program to gain the knowledge and experience to become a Navigation Officer.

*In my first sea term I worked for Desgagnes on an Oil/Chemical tanker on the east coast of Canada, and on the Great Lakes. I worked as a Deck Cadet for 5 months where I gained experience with navigation, cargo operations, deck maintenance and safe work practices. My second sea term was spent onboard a Royal Caribbean Cruise Ship, where I worked as an apprentice officer for 7½ months. Onboard the "Explorer of The Seas" we cruised from the Mediterranean to Northern Europe and Northern Africa before then repositioning to Australia travelling through the Middle East and Asia. The experience to work and travel around the world was exceptional and I gained the knowledge and skills to return as a 2nd officer, once completing my academic year and exams this coming July 2016. I look forward to my academic term and to returning to sea to work as an officer. Thank you kindly, **Sarah Bidner.***

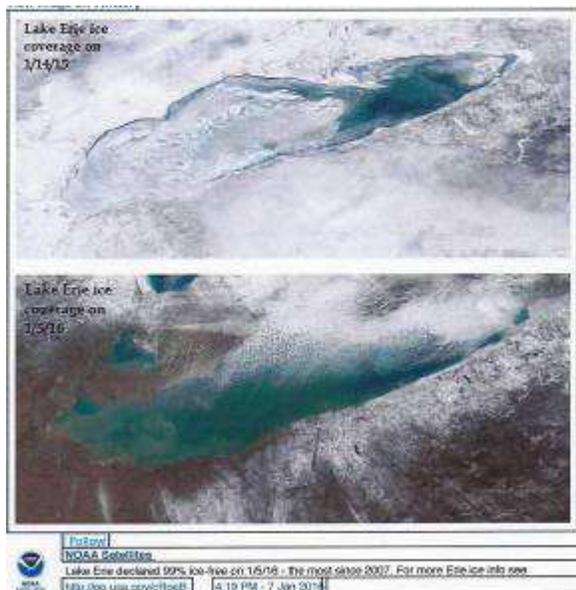


News from the Vancouver Island Division: At a recent meeting we surveyed the possibility of awarding a prize to a marine related college. The closest to Nanaimo is the Western Maritime Institute (<http://www.maritimeed.com/>) at Ladysmith. Contact was made and on 9th of Feb. myself, Captains Humphries and Stalling attended the Institute and awarded the prize, the "Admiralty Manual of Seamanship" to Craig Thibault who is serving with the Canadian Coastguard. The faculty at the Institute selected Craig because of he attained high marks in his Chartwork & Pilotage Course.

Captain Geoffrey Vale. Vancouver Island Division.

(Reference to the WMI can be found in FTB Nov. 2008, Page 11 & FTB Aug 2010, Page 7).

Lake Erie's lack of ice means shipping companies save money this winter: A lack of ice on Lake Erie is making life easier for shipping companies this winter. The National Oceanic and Atmospheric Administration in the U.S. tweeted Thursday that the lake had been declared 99% ice-free earlier this week. Peter Berry, the harbourmaster for the Windsor Port Authority, in Windsor, Ont., said as a result of these conditions, there has been no need to call in the Canadian Coast Guard to help with ice jams this season. Last February, nearly 81% of all the Great Lakes' surface area was covered with ice.



"We don't have to work with the Coast Guard at this point for issuing ice notices or having icebreakers go out to work with the ships," he explained in a telephone interview on Thursday night.

"At 99%, the ice that they are speaking of, that 1% is mostly shoreline ice, which wouldn't affect commercial shipping," said Berry, adding that means big savings for those companies.

The Detroit River is a major shipping channel. It helps link Lake Superior, Lake Huron and Lake Michigan to Lake Erie and eventually Lake Ontario and the St. Lawrence Seaway.

Berry said the low ice levels have also meant that Coast Guard equipment has suffered less wear and tear this winter.

"The impact economically ... is the fact that those repairs do not need to occur and neither do those expenses," he said.

When there is more ice on the lake, it takes time for icebreakers to do their work. But with no ice this winter, there are no such delays to contend with.

"You look at the movement of things such as salt, which is something that moves right through till February most times," said Berry. "Instead of the ships having to wait to leave the salt dock for six to 10 days, they're able to leave as soon as they're full and get through most areas of the lake." Jan 8th 2016.

<http://www.cbc.ca/news/canada/windsor/lake-erie-s-lack-of-ice-means-shipping-companies-save-money-this-winter-1.3394447>

More Icebreakers, Second Poe-Sized Lock Critical to Great Lakes Shipping, Task Force Says: Too few U.S. and Canadian icebreakers and reliance on a single Poe-sized lock to connect Lake Superior to the Lower Lakes and Seaway are among the top issues currently threatening the future of shipping on the Great Lakes, the U.S.-based Great Lakes Maritime Task Force (GLMTF) warned in its 2015 annual report just released.

"Another near arctic winter significantly impacted navigation, and then a 20-day closure of the MacArthur Lock in late summer gave us an uninviting preview of the delays and disruptions that will come should a mechanical or structural issue incapacitate the Poe Lock for a lengthy period of time. If unaddressed, neither augurs well for the future of Lakes/Seaway shipping," wrote GLMTF President Thomas Curelli in the report's opening letter.

In the letter, Curelli called the February 2015 incident involving the U.S.-flagged *Arthur M. Anderson* the "poster child" for the need for more icebreakers. The 767-foot-long Laker became beset in ice on the southern shore of Lake Erie and remained stuck for 5 days before a Canadian Coast Guard icebreaker eventually freed it.

Curelli also noted that in March, just days after the opening of the Soo Locks, the USCG *Mackinaw*, the U.S. Coast Guard's most powerful heavy icebreaker in the Great Lakes, suffered a casualty to its propulsion system and was unable to operate at full strength for the remainder of the spring breakout.

In the report, GLMTF, hailed the Coast Guard Authorization Act of 2015, signed by President Obama this month, and the provision authored by Congresswoman Candice Miller (R-MI) that authorizes construction of a new heavy icebreaker for the Lakes. GLMTF says it will now focus its attention on having Congress appropriate the funds to build the vessel, which is estimated approximately \$200 million.

GLMTF also warned that last summer's 20-day closure of the MacArthur Lock highlights the need to create redundancy at the locks at Sault Ste. Marie, Michigan, by twinning the Poe Lock.

"The MacArthur Lock is 73 years old, the Poe Lock, 47. At least in this instance, vessels that normally transit the MacArthur Lock can use the Poe Lock, so cargo was delayed rather than cancelled. Poe-class vessels are too big to go through the MacArthur Lock, and they represent 70 percent of U.S.-flag carrying capacity on the Lakes. A lengthy closure of the Poe Lock would slow trade to a trickle at best," GLMTF said in the report.

GLMTF said that although authorized by Congress at full Federal expense, a second Poe-sized lock has been stalled by a flawed analysis of the benefit/cost ratio. "Fortunately, that flawed analysis is going to be reviewed, in part because a Department of Homeland Security report forecasts catastrophic and nationwide impacts if the Poe Lock is incapacitated. The Corps has reprogrammed \$1.35 million for the re-evaluation and allotted 24 months for completion. We urge the Corps to complete the new analysis in not more than 18 months."

GLMTF says it is also continuing to support S.373, the Vessel Incidental Discharge Act, as it would establish a uniform, federal ballast water standard.

The Task Force concluded its report by calling for fair trade in steel imports: "We believe in 'May the best man win,' but dumping steel into the U.S. market has cost the Lakes jobs and cargo. Trade in any commodity must be free but fair."

18.2.16 <http://gcaptain.com/more-icebreakers-second-poe-sized-lock-critical-to-great-lakes-shipping/>



The Laker *Arthur M. Anderson* beset in ice near Conneaut, Ohio, Feb. 19, 2015. Photo credit: Canadian Coast Guard

Sixty Years Ago. April 26, 1956. The Container Ship's Maiden Voyage: The converted tanker *Ideal X* leaves Newark, New Jersey, carrying 58 cargo-laden truck-trailers on its specially fitted deck. Containerization is born. Globalization has set sail.

The first container ship was the brainchild of North Carolina businessman Malcom McLean, who bought a second-hand truck in 1934 and built it into a fleet of nearly 1,800 trucks, the largest in the South and the fifth largest in the USA. As early as 1937, he'd noted the wasted time of break-bulk cargo handling, with longshoremen or stevedores laboriously loading individual items like sacks of coffee or nets full of cotton bales.

He thought it would make much more sense to [lift whole truck trailers on and off the ship](#). And he wanted to save taxes as well as time. Sending truck trailers by ship from one domestic port to another would avoid the state fees imposed for excess weight as a truck passed through a dozen or more states.



The Seatrain shipping line had carried railroad boxcars on deck as early as 1929 on the New York-to-Cuba run. But McLean envisioned ships dedicated entirely to the new loading system. He wanted to separate the truck container from its bed and wheels, and he conceived an angled-corner-post system to allow easy stacking and hold the containers in place.

So, he sold his trucking business (to avoid antitrust issues and the enmity of the established shipping lines), and bought Pan-Atlantic Tanker Co. He [renamed it Sea-Land Shipping](#) and beta-tested his idea with the *Ideal X*.

McLean's gamble was closely watched, and by the time the ship [arrived in Houston](#) five days later, she already had space booked to ship containers north.

The cost savings began immediately, and they got bigger. Ports needed to retool and install new, jumbo cranes, but more and more did so as they saw other containerized ports increase traffic. Ships were built to contain nothing but containers, above deck and below. [Containers were soon standardized](#) to make the system global. They're now 8 feet wide, either 20 or 40 feet long, with heights of 8, 8½ or 9½ feet.

In a classic effect, increasing the nodes in the network increased the capabilities — and therefore the value — of every other part of the network. The U.S. military's need to supply troops across the Pacific during the Vietnam War also provided a big [push for containerization](#). And it proved the container ship in international rather than just domestic, coastal trade.

About 90% of global cargo is now carried by container. Automobiles are the biggest exception, but thanks to refrigerated containers that plug in to shipboard electrical systems, food is not.

The average cost of shipping a product overseas has fallen from 15% of retail to less than 1%. There's less breakage and theft, but there is a downside. Ports handle more cargo, but there aren't as many jobs for dockworkers. And low-cost goods from overseas have cost millions of jobs in developed economies.

McLean was surely a visionary, but that doesn't make him a saint.

By [Randy Alfred Email Author](#) April 26, 2012

<http://www.wired.com/thisdayintech/2012/04/april-26-1956-the-container-ships-maiden-voyage/>



Why Did the Greenwich Meridian Shift? Recently, it was reported that the Prime Meridian, as marked at the Royal Observatory in Greenwich, England, is off by 102 metres. The Prime Meridian is the arbitrary line marking 0 degrees of

longitude. All other longitude is notionally measured from the Prime Meridian. Sir George Airy established the Meridian in 1851 and now 164 years later, it appears that Airy got it wrong. So how could this sort of mistake have been made? How did they catch it? Does this mean that all other lines of longitude are also off by over 100 metres?

The answer to the last question is no. The mistake in calculating the position of the Prime Meridian does not effect any other calculation of longitude. No one actually measures directly from the Prime Meridian to any other point on the globe to determine longitude. The globe is too large to literally run a tape measure. So, longitude on the rest of the earth is still just as accurate as it was before.

How did they catch the error and how do we know that it is an error? A visitor using a modern handheld GPS noticed the discrepancy. The Global Positioning System (GPS) uses satellites to accurately measure grid coordinates at any point on the Earth's surface. GPS is more accurate than older terrestrial methods for calculating a position on the earth.

So, to return to the first question, how could this sort of mistake have been made? Was it just a foul up? No. The calculations were right, as far as they went.

The basic calculation involved using a transit circle, an instrument for measuring star positions, to measure an exact angle between a given star and a notional line running vertically from the centre of the earth. This should be simple, in that a plumb bob, a weight hanging from a string, should be drawn by gravity toward the centre of the earth. It is as simple as up and down. Down is toward the centre of the earth and up is toward the zenith of the sky.

The problem is that down is not always straight down. There is a phenomenon known as "[deflection of the vertical](#)." It turns out that gravity is not quite uniform. It is affected by the mass of mountains and underground geological irregularities. It causes gravity to not pull straight down toward the centre of the earth. The difference can be as much as 10° off what would otherwise be straight up and down. It so happens that a survey of the geography around Greenwich identified a deflection in gravity, which accounts for the discrepancy. When Sir George Airy measured his angles, down was not quite straight down and therefore his meridian was about 100 metres misplaced. <http://www.oldsaltblog.com/2015/08/why-did-the-greenwich-meridian-shift/>

Prime Meridian: 1854 dotted - GPS solid August 31, 2015



"Shipping: indispensable to the world" selected as World Maritime Day theme for 2016: The IMO Council has endorsed a proposal by Secretary-General Koji Sekimizu to adopt "Shipping: indispensable to the world" as the World Maritime Day theme for 2016 (Sept. 22nd).

Addressing the IMO Council, meeting for its 28th Extraordinary Session at IMO Headquarters in London, Mr. Sekimizu said the theme would provide an opportunity to focus on the critical link between shipping and global society and to raise awareness of the relevance of the role of IMO as the global regulatory body for international shipping.

"The importance of shipping to support and sustain today's global society gives IMO's work a significance that reaches far beyond the industry itself," Mr. Sekimizu said.

"Today, around 90% of world trade is carried by the international shipping industry. Without shipping the import and export of goods on the scale necessary to sustain the modern world would not be possible. And seaborne trade

continues to expand, bringing benefits for consumers across the world through competitive freight costs. Yet the fact remains that most of the world's population is not aware of the vital role shipping plays in their everyday lives," he said.

There are more than 50,000 merchant ships trading internationally, transporting every kind of cargo. The world fleet is registered in over 150 nations and manned by more than a million seafarers of virtually every nationality.

Over the past 50 years and more, IMO has developed and adopted a comprehensive framework of global regulations covering maritime safety, environmental protection, legal matters and other areas. Under this regulatory framework, shipping has become progressively safer, more efficient and more environment-friendly.

World Maritime Day □ The World Maritime Day theme provides a focus for year-round activities while the day itself is celebrated at IMO Headquarters and around the world in the last week of September. Since 2005, a formal parallel event has also been held, hosted by an IMO Member State. In 2016 the Parallel Event will be held in Turkey.

<http://www.imo.org/en/MediaCentre/PressBriefings/Pages/47-WMD-theme-2016-.aspx>



Biodegradable Plastics Don't Work At Sea: A new report from the United Nations says plastics labelled biodegradable rarely disintegrate in the ocean because they require industrial composters and prolonged exposure to high temperatures to break down.

Plastic waste is a serious concern in the world's oceans, where as much as 20 million tonnes of plastic ends up each year, according to recent estimates from the United Nations Environment Programme.

- **'Great Pacific Garbage Patch' researchers devastated by sight**
- **Plastics dumped in world's oceans estimated at 8M tonnes annually**

Biodegradable plastics were created to help reduce waste. However, the report released this week says some polymers need to be exposed to prolonged temperatures of above 50 C to disintegrate.

These conditions are hard to come by in nature, says Peter Kershaw, one of the authors of the study.

"When you get in the ocean, the rates of degradation are even lower because UV light penetration is very limited," said Kershaw.

"It's cold, there's less oxygen. So once it's in the sea it's just going to stay there for an extremely long period of time."

Kershaw says it could take two or three years for some biodegradable plastics to disintegrate.

"Essentially the ocean is being used as a waste basket and the waste basket is getting fuller and fuller, and so the impacts of that plastic litter are just going to keep on increasing."

Forget recycling: The report says biodegradable plastic also poses a problem for recycling.

"If you're recycling plastic you don't want to have anything to do with biodegradable plastics," Kershaw says.

"Because if you mix biodegradable with standard plastics you can compromise the properties of the original plastic."

He says even when biodegradable plastic does disintegrate, the fragments can pose a threat to ocean life.

"Each of those fragments then behaves exactly the same way as a standard piece of polyethylene," adds Kershaw.

"The objects may disintegrate, but you're still left with an awful lot of microplastics and those have their own problems in terms of impact on the environment."

Some evidence also suggests that labelling products as 'biodegradable' increases people's tendency to litter because they think they are not creating waste.

Arctic ice compounds the issue: Plastic distributes toxic chemicals throughout Canada's oceans, says David Miller, president and CEO of World Wildlife Fund Canada.

"It can have an impact on all sorts of marine life, from marine mammals to corals, and of course it can get ingested and become part of the food chain," said Miller.

In the Arctic, ice compounds the issue.

"In the Arctic, because the ice traps them, the abundance of microplastics is at least three times more than in other areas in oceans, including the Great Pacific Garbage Patch, which is THE concentration of plastics."

- **Arctic sea ice polluted with microplastics**

Miller says a lot of the plastic that WWF-Canada finds on shorelines is from everyday waste, such as grocery bags, food wrappers and water bottles.



A clump of plastic waste & other debris drifts in the ocean.

"What we can do, each of us, is dramatically reduce the amount of plastic we use; the second thing is to dispose of it properly," said Miller.

He adds that the good news is that more and more organizations are getting involved in clean up efforts to help restore our coastlines, such as the Great Canadian Shoreline Cleanup in Iqaluit this past June. **Nov 19th 2015**
<http://www.cbc.ca/news/canada/north/biodegradable-plastics-not-breaking-down-in-ocean-un-report-says-1.3325486>

What will it take to get plastics out of the ocean? A few palm trees stand strong in the salty breeze. Located on the southern tip of the Pacific island chain of Hawaii, Kamilo Beach is an isolated stretch of black volcanic shoreline in the middle of nowhere. Just a few hundred yards from shore, humpback whales rise up from the depths, colourful fish fill the reefs and rare sea turtles swim in to nest on the beach.

But even in this remote place, garbage washes ashore each day. "We find a lot of toothbrushes and combs, plastic bottles and caps, over and over again," says Megan Lamson, a marine biologist working for a local non-governmental organization, the [Hawai'i Wildlife Fund](#).

Old Hawaiian sayings have described the bay as a place where people went looking for loved ones if they got lost at sea. "Historically that area has been kind of the catcher of things that are floating in the ocean," Lamson says. But over time, the composition of materials that wash ashore has changed dramatically. "Back in the day it was large pieces of heavy wood from other continents," she says, "now, unfortunately, it's a lot of plastic."

It's an all too familiar sight around the world. Since the early 1970s, researchers have collected plastic from beaches and oceans around the globe. At the 9-mile (14-kilometer) stretch of coastline around South Point alone, about 15 to 20 tons (14 to 18 metric tons) of trash wash up each year. "Here on Hawaiian beaches, we have debris from all around the North Pacific," Nikolai Maximenko, an oceanographer at the University of Hawaii at Manoa, explains. Some pieces come from Asia, others from the West Coast of North America, and, Maximenko adds, "of course we have local products, too."

From Gyre to Garbage Patch

To understand how a remote place like Kamilo can get so swamped by massive amounts of trash, one must consider the hydrodynamics at play. Hawaii is located in a huge circular system of ocean currents, the North Pacific Gyre. Within the gyre, trash can get trapped and circulate for years. One region between the islands and California contains such a high density of man-made debris that it has been nicknamed the Eastern Pacific Garbage Patch. When currents change, the garbage can wash back ashore — and so it is found on beaches like Kamilo.

At the International Pacific Research Center in Honolulu, Maximenko and his colleagues have taken major steps in understanding how marine debris travels the oceans' currents. He and his team have developed a computer simulation that can project the behaviour of floating items at sea. By using drifter buoys and satellite data, the model indicates [how trash accumulates in the oceans](#).

February 1, 2016

This is just the beginning of a very extensive report. For the remainder go to: -

<http://ensia.com/features/what-will-it-take-to-get-plastics-out-of-the-ocean/>

Hacked at sea: Researchers find ships' data recorders

vulnerable to attack: When the freighter *El Faro* was lost in a hurricane on October 1 2015, one of the goals of the salvage operation was to recover its voyage data recorder (VDR)—the maritime equivalent of the "black box" carried aboard airliners. The VDR, required aboard **all large commercial ships** (and any passenger ships over 150 gross tons), collects a wealth of data about the ship's systems as well as audio from the bridge of the ship, radio communications, radar, and navigation data. Writing its data to storage within a protective capsule with an acoustic beacon, the VDR is an essential part of investigating any incident at sea, acting as an automated version of a ship's logbook.

Sometimes, that data can be awfully inconvenient. While the data in the VDR is the property of the ship owner, in the event of an accident or other incident an investigator can take it—and that may not always be in the ship owner's (or crew's) interest. The **VDRs aboard the cruise ship *Costa Concordia* were used as evidence** in the manslaughter trial of the ship's Captain and other crewmembers. Likewise, that data could be valuable to others—especially if it can be tapped into live.

It turns out that some VDRs may not be very good witnesses. As **a report recently published by the security firm IOActive** points out, VDRs can be hacked, and their data can be stolen or destroyed.

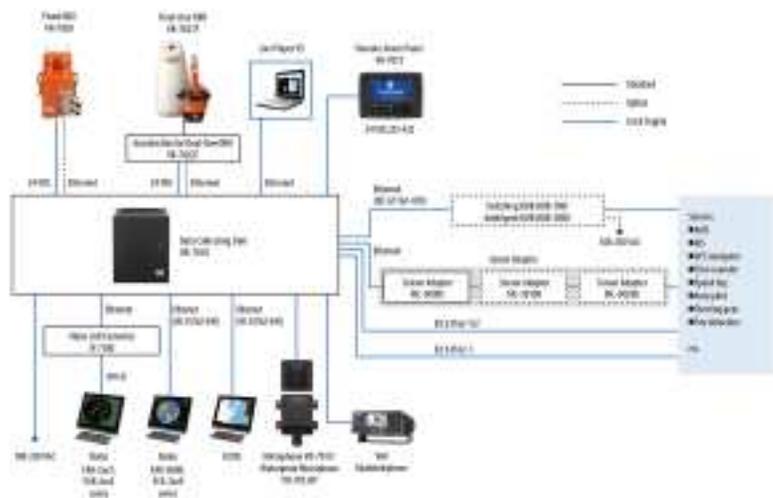


The US Coast Guard is **developing policies to help defend against "transportation security incidents"** caused by cyber-attacks against shipping, including issuing guidance to vessel operators on how to secure their systems and reviewing the design of required marine systems—including VDRs. That's promising to be a tall order, especially taking the breadth of systems installed on the over 80,000 cargo and passenger vessels in the world. And given the types of criminal activity recently highlighted by the *New York Times'* **"Outlaw Ocean" reports**, there's plenty of reason for some ship operators to not want VDRs to be secure—including covering up environmental issues, incidents at sea with other vessels, and sometimes even murder.

IOActive researchers looked specifically at the Furuno VR-3000, a VDR that was involved in a case in 2012 where data for a period during which Italian marines aboard a freighter fired upon an Indian fishing vessel "mysteriously" corrupted before investigators could access it. The marines, who were **embarked aboard the freighter *Enrica Lexie***, claimed that they were in international waters and believed the fishermen to be pirates. The data that could have proven their location, along with communications data, was lost.

The VR-3000's Data Recording Unit is essentially a Linux-based personal computer with little in the way of security hardening. Other manufacturers

use various industrial, real-time operating systems. But at least it's more secure than some of the other VDRs sold by Furuno. In another incident with a different Windows XP-based VDR in 2012, data was corrupted when a crewmember on a Singapore-flagged ship inserted a USB drive into a port on the VDR—causing it to be infected with malware and for voice and navigation data to be overwritten. (No, that wasn't a typo: it was **a Windows XP-based black box**.) **Enlarge** / The network of devices connected to a voyage data recorder system.



Windows XP is embedded in a variety of hardware at sea. **Furuno's XP-based VX2 system** is used in GPS systems, autopilots, satellite weather terminals, and Automatic Identification System (AIS) transponders used to provide vessel-tracking data. And many of these systems use standard Ethernet local area networks to connect to navigational systems—as well as to PCs that provide access to the stored data.

IOActive did a deep analysis on the VR-3000 and found a number of vulnerabilities, including:

- Weak encryption of voice data files using an embedded, shared password.
- Vulnerabilities in software services that allowed remote attackers to execute code on the data recording unit with root privileges, including the ability to "delete certain conversations from the bridge, delete radar images, or alter speed or position readings."
- The VDR could also be turned into a remote bug to spy on the crew of a ship through its attached microphones.

To execute remote attacks on the VDR, the attacker only needed access to the network. Since many VDR systems use Ethernet and sit on the same network as satellite communications systems (some of which are known to be vulnerable to attacks), there are a number of potential ways attackers could breach the security of the VDR while not being aboard. Terrorists, pirates, hostile state actors and others could pinpoint the location of ships of interest and then listen to the conversations of crewmembers as well as their radio calls.

IOActive revealed these vulnerabilities to the Department of Homeland Security's Industrial Control Systems Computer Emergency Response Team (ICS-CERT) and Japan's CERT Coordination Centre (JPCERT/CC) over a year ago. Furuno was notified as well, but it promised only to patch the problem "sometime in 2015," according to the IOActive report. There's no word on whether the patches have been distributed to ship operators.

<http://arstechnica.com/information-technology/2015/12/hacked-at-sea-researchers-find-ships-data-recorders-vulnerable-to-attack/>

Mandatory Ship Reporting System for North Atlantic Right Whales – Survey: The Coast Guard is helping to get the word out about the importance and effectiveness of speed limits and the responsible use of the safety exception as they relate to the North Atlantic Right Whale. Therefore, some of the annual seasonal speed restrictions, in the mid-Atlantic areas, came into effect on November 1, 2015 and will remain in effect until April 30, 2016.



"NOAA's robust and practical enforcement strategy has yielded very positive results – particularly on approaches to pilot stations," said Rear Adm. Paul Thomas, assistant commandant for prevention policy.

"The safety exception is an important part of the process. We greatly value the input provided by professional mariners, who benefit from a reasonable enforcement approach that considers the challenges of ensuring safe navigation in confined waters."

Also, the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NMFS) is conducting a survey of its North Atlantic Right Whale Mandatory Ship Reporting (MSR system). The purpose of the survey is to evaluate and improve the MSR program.

If you are a mariner operating or working on a vessel 300GT or greater on the east coast of the United States, or who has operated in this area in the past, NMFS is seeking your input on a short nine-question survey. The survey asks for mariner's opinions and feedback on the MSR system so that NMFS can improve the system to better suit mariner's needs. Completing the survey is voluntary and expected to take less than 10 minutes. All responses are anonymous and confidential. To take the survey, log on to:

<http://marinerrightwhaleopinionsurvey.com/Survey/NMFSSurvey.aspx>

"The MSR has been in place for over a decade and has been an important conservation measure for the depleted North Atlantic right whale. However, we'd like to get mariners' views on whether the information provided through the program is useful to them" said Greg Silber. Silber is the coordinator of recovery activities for endangered large whales in NOAA Fisheries' Office of Protected Resources. 9 November 2015. Also see FTB May 2008 Page 9 & FTB August 2008 Page 5.

GREEN4SEA

<http://www.green4sea.com/mandatory-ship-reporting-system-for-north-atlantic-right-whales/>



B.C. tugboat makes Fodors' list of world's best cruises for

2016: An expedition aboard a converted tugboat to B.C.'s Great Bear Rainforest is on Fodors' list of the world's best cruises for 2016. The 12-passenger *Swell* shares company on the list with a fleet of new ships including Royal Caribbean's 16-deck *Harmony*, the world's largest cruise liner.

The tugboat, built in Vancouver in 1912, had its maiden voyage as a boutique expedition ship last April. Its history of service along the B.C. coast includes an appearance in a 1974 episode of CBC-TV's "The Beachcombers."

The *Swell* has six private cabins, each with ensuite bathroom and shower, and carries kayaks, inflatable boats and fishing gear.

Victoria-based Maple Leaf Adventures is offering sailings aboard the *Swell* in 2016 to the Great Bear Rainforest from ports including Port McNeill, Bella Bella and Kitimat.

A sample eight-day itinerary in May starts at \$4,720 per person and includes rainforest walks, fiord cruising and a visit to the First Nations community of Klemtu. Dec 18th 2015

<http://www.vancouversun.com/travel/tugboat+makes+fodors+list+worlds+best+cruises+2016/11597082/story.html>

<http://www.mapleleafadventures.com/>

Lloyd's Register classification for Project Resolve conversion at Chantier Davie Canada: Project Resolve is the conversion of the container vessel *M.V. Asterix* to an Auxiliary Oiler Replenishment (AOR) ship to support the Royal Canadian Navy's (RCN) interim supply ship capability requirements.

Lloyd's Register's naval technology expertise and complex conversion experience will provide key support to Project Resolve. Lloyd's Register (LR) will support the conversion process from the development of a safety certification regime with the Flag Administration and approval of design plans through to on-site supervision at Davie and commissioning of the new AOR ship. □As the leading provider of classification services to navies, as well as to commercial shipping, and with a 160-year history in Canada, LR possesses the necessary capability to support the project. This naval capability, married to deep technical experience in structural, machinery and service requirement integration, provides the technical assurance that Project Resolve requires.

LR's Technical Support Office in Burlington, Ontario will be responsible for design approval and an onsite team at the shipyard in Levis, Quebec will provide class supervision and support through the conversion process. □□Bud Streeter, President, Lloyd's Register Canada Limited, commented, "This is a challenging, exciting and important engineering project. We are ready and able to provide the support that Davie and partners need to help ensure that the end result is a safe, reliable AOR ship that is fit for purpose." □Alan Bowen, CEO of Davie added, "We are very pleased to extend our long-standing relationship with Lloyd's Register with the award of this contract. Lloyd's Register, globally, is the preferred classification society for naval vessels and their blend of experience in commercial and naval ships as well as with ship conversions is invaluable for this innovative and dynamic program." □□Chantier Davie Canada Inc. is one of Canada's largest shipbuilders and fabricators. Davie provides a broad range of products and services to industries from offshore oil and gas to defence. Certified to ISO 9001:2008, Davie leverages its high-capacity fabrication facilities with its advanced project management and engineering capability to manage end-to-end construction projects and provide best practice through-life solutions to its corporate and governmental clients. □□Davie was voted North American Shipyard of the Year (2015) by Lloyd's List.



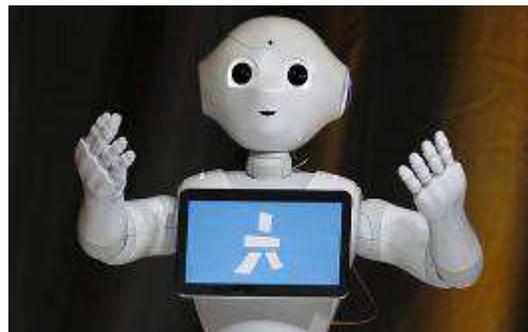
Find out more about Project Resolve at projectresolve.ca.
<http://www.lr.org/en/news/news/Lloyds-Register-classification-for-Project-Resolve-conversion-at-Chantier-Davie-Canada.aspx>

For more on Project Resolve see <http://www.cbc.ca/news/politics/davie-shipyard-s-700m-deal-for-navy-supply-ship-retrofit-to-go-ahead-1.3344037>

Pepper the robot to start work on cruise liner. The world's first "robot with a heart" will join Costa Cruises in the spring: The increasingly popular humanoid has been signed up by a cruise line to help customers on

board a cruise ship. Pepper, a life-size personal robot with the ability to read and understand feelings, has been **flying off the shelves in Japan**, and will now join the crew of Costa Cruises' *Costa Diadema* and sister ship *AIDAprima* from spring next year.

It will be the first time in the world the robots have been used to help out on a cruise ship. It is not, however, the first time a robot has been used in the hospitality industry. Earlier this year, **an English-speaking robot in the form of a dinosaur was employed as a concierge at a hotel in Nagasaki**. Last month, Amsterdam's Schiphol Airport introduced **a robot guide to help passengers find their way around the airport** and prevent them from missing their flights.



Pepper, developed by Japanese telecom giant SoftBank and Taiwanese contract manufacturer Hon Hai Precision Industry, is capable of reading human emotions and responding to questions, commands and facial expressions such as laughing or frowning. The robots will be on-hand to greet guests as well as offering recommendations on restaurants, events and excursions.

A spokesperson for Costa Cruises said: "It was no easy feat for Pepper to secure the job as he had to undertake an intensive internship programme on board *AIDAstella* and had to display his seaworthiness and ability to engage with customers and crew."

The robot, which has been marketed as a friendly, "house robot" companion in Japan, is able to move fluidly and freely on its wheels. It is 120cm tall, has 17 joints and come with a touch screen. It has a 3D camera that enables it to interact with people. The spokesperson said Pepper is expected to be on-board across the entire fleet by the summer.

• **My weekend with Pepper the robot**

16 Dec 2015. <http://www.telegraph.co.uk/travel/cruises/cruise-news/12053417/Pepper-the-robot-to-start-work-on-cruise-liner.html>



The Port of Los Angeles is often in the news:

One of the issues affecting Southern California ports is the marine industry's move to bigger and bigger ships, and in June of 2015 a new construction contract at the Port of Los Angeles was created to address that problem. In another development for the harbour, the Port announced that a two-year construction project to improve the 185-acre Yusen Terminals Inc. facility was scheduled to begin that summer. See <http://www.hellenicshippingnews.com/port-of-los-angeles-announces-construction-plans-leaders-praise-ports-deal/>

In December, Congress approved a funding bill that included \$1.2 billion to pay for dredging and other maintenance work at the ports of Los Angeles and Long Beach <http://www.presstelegram.com/business/20151218/12-billion-approved-for-ports-of-los-angeles-and-long-beach?obref=obinsite>.

Late in December the headlines were full of the arrival of the *CMA CGM Benjamin Franklin*, the largest container ship to call at a North American port.

<http://www.presstelegram.com/business/20151226/new-era-dawns-at-port-of-los-angeles-as-megaship-arrives>

<http://www.theverge.com/2015/12/29/10681936/biggest-cargo-ship-ever-united-states-la-benjamin-franklin>



(Editor's Note: At another time I was a Terminal Ship Planner. Looking at this view of the ship I am curious to know how long it took to plan a stow with only CMA CGM boxes down the sides and across the forward and after ends).

The Port of Los Angeles has an interesting website that tells the history of the port. <https://www.portoflosangeles.org/history/timeline.asp>

My own experiences with Los Angeles happened between 50 & 60 years ago when I sailed into the port on two different services of the Furness, Withy Group of companies. At that time I thought of it as the Port of Wilmington, California. We berthed near the foot of Avalon Boulevard.

Each morning from that berth we would watch

the steamer depart for Santa Catalina, a distance of "26 Miles Across The Sea". Seen here is the Prince Line vessel *Cingalese Prince* approaching the berth in Wilmington in 1955. She was one of five ships involved in a westwards "Round the World Service".

Late in the 60s and into the 70s I worked in the nearby Port of Hueneme <http://www.portofhueneme.org/> and was a witness to the great changes taking place in the Ports of LA/LB.



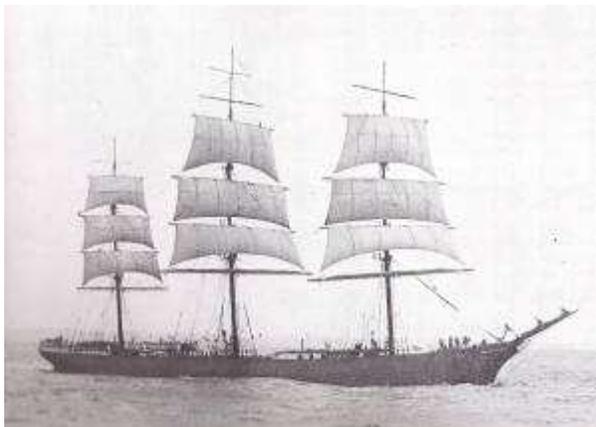
A lot has happened since that time but so much had happened before.

Following is a quote from a book titled "Passage from Sail to Steam" by Captain L.R.W. Beavis (ISBN 0-935503-04-8) describing the port 70 years earlier.

In March 1883 Lance Beavis joined the *Micronesia* as Third Mate. (The vessel is seen below leaving Iquique in Chile). They sailed from Glasgow to Sydney, Australia with a heavy, general cargo. After an 81-day voyage they discharged their cargo at Miller's Point and then moved to Snail's Bay to load coal for San Pedro, California.

We had strong trades with sometimes heavy squalls; it was a case of standby royal and t'gallant halliards, luffing through the squalls. We were able to weather through the Sandwich Islands (Hawaii) and the first land we made was one of the islands of the Santa Barbara Channel. I was aloft when we were standing through the channel in a light wind with thick fog below the upper topsails but it was clear as a bell above. I could see all the high land. Here we picked up the only pilot who was cruising in a small sailboat on the lookout for an American ship. He was not expecting us for a week or more. We anchored on the forty-fifth day from Sydney, a record for time I believe stands today.

San Pedro consisted of only a few houses on a cliff. The coal was discharged into lighters from the Southern Pacific Railway. These lighters were towed down from Wilmington, some two or three miles up the creek. There was no breakwater in those days. The ships lay at anchor about four miles off the shore and the anchorage was considered unsafe after November until the following March. Being exposed to southeasters, the moored ships kept all their sails



bent. We had a donkey engine brought off from the shore. The lighters held from 200 to 300 tons. Some of the ships discharged one end first, others amidships but, at that, unless you kept the ship on a fairly even keel, it was a case of riding out any gale that came along.

The skippers of the various ships generally went ashore in the forenoon and stayed until about 5pm. It was nice work in the pulling boats because you escaped working the coal. One nearly always had a nice breeze in the afternoon so there was not much hard pulling. Often we bathed from the boat although warned to watch out for stingrays. There were quite a few pelicans too.

The stevedore was General Benning and even today (1937) the principal stevedoring company is of the same name, not that we had any longshoremen. It was the case of the crew shovelling coal from 6am to 6pm. No wonder the Third Mate

and the boys liked to be in the boat. (Editor's Note: I believe the stevedore's name was "Banning").

It took us about three weeks to discharge our coal and, keeping 700 tons on board as ballast, we sailed for San Francisco. We had sent our royal yards on deck. Standing off shore with a fresh northwest wind, we soon dropped Catalina Island, in those days only tenanted by goats.

How the place has changed in 130 years! David Whitaker.

Washington State Ferries orders new 144-car ship: Washington State Ferries has ordered a new Olympic Class ferry. WSF gave shipbuilder Vigor Industrial permission to begin building its fourth 144-vehicle ferry. The ship will join the *Tokitae*, *Samish* and *Chimacum* in the Olympic Class.

It will be funded through the Connecting Washington transportation package and construction will begin in January on Seattle's Harbour Island. The \$122 million vessel is expected to start carrying passengers in mid-2018. Meanwhile, the third ferryboat in the Olympic Class fleet is about 50% complete. The *Chimacum* is currently under construction at Vigor Industrial in Seattle.

The 362-foot, 144-car vessel also promises to be a quieter smoother ride and add to the reliability of the aging WSDOT fleet.

When completed, it will be placed on the busy Seattle-Bremerton run in 2017.

"These are being built to world class standards. They are very efficient vessels," said Kevin Hein, Director of Engineering at Vigor. "A lot of thought and effort has gone into their design."

A tight partnership between Vigor and WSDOT means the new Olympic Class fleet is built specifically for Puget Sound waters.

The superstructure, or top portion of the ferry where passengers sit, is being built by Nichols Brothers on Whidbey Island.

According to WSF, the *Tokitae* and *Samish* were finished on time and under budget.

The Washington State Transportation Commission has been asked to provide a name for the new ferry by March 2016.

The commission conducted a name search last year, as work began on the third 144-car ferry, and that search resulted in four eligible name proposals coming forward. The commission ultimately selected the name "*Chimacum*" in 2014, leaving three names that are still eligible: *Cowlitz*, *Sammamish*, and *Suquamish*.

The commission will discuss the three remaining eligible names at their Jan. 12 and 13 meeting in Olympia and is seeking public comment on the names as part of its review and selection process. The commission will make its final selection of the name at the March 15 and 16 meeting in Olympia.

<http://www.king5.com/story/news/2015/12/29/state-orders-new-ferry/78008332/> December 29, 2015



Fednav adds eco-friendly ship: The 34,500 dwt vessel *Federal Biscay* has been delivered to Fednav from Japan's Oshima shipyard. The multipurpose vessel will be used to ship general cargo to the Great Lakes St. Lawrence Seaway System, as well as bulk commodities from the Midwest to world markets, said Fednav.

Federal Biscay is the first of Fednav's ships to be equipped with a ballast water treatment system, **BallastAce**, which intends to protect the Great Lakes St. Lawrence Seaway System against invasive species and preserve biodiversity in the region. Developed by **JFE Engineering Corporation** in Japan, the BallastAce system will be effective in both fresh and salt water. It operates through a sophisticated filter and sodium hypochlorite (bleach) injection mechanism in the ship's ballast system. Fednav will begin using the BallastAce system in the Great Lakes at the opening of the St. Lawrence Seaway in 2016. The company claims that *Federal Biscay* will be the first ship in the region to be equipped with such a system. Fednav plans to equip a total of twelve new ships with the same system, in order to meet the upcoming ballast water management requirements.

October 23 2015

<http://www.heavyliftfpi.com/news/fednav-adds-eco-friendly-ship.html>



Autonomous tugs: A vision of the future? The renowned firm of naval architects, Robert Allan Limited (RAL), has recently invited the industry to imagine the impact of a workboat designed to operate in hazardous environments, but without risk to crew. The Canadian company points out that drone technologies have opened up a new realm of possibilities for tug operations and, following a research and development programme lasting more than a year, the company has unveiled a new autonomous tug concept, called the RAMora.

Part of an anticipated TOWBoT (Tele-Operated Workboat or Tug) series, the RAMora 2400 is designed primarily for ship assist and berthing operations. A high-performance tug with a bollard pull of 55 tonnes, it features a hybrid propulsion system and substantial battery storage capacity to enable extended operation even in potentially hazardous environments such as LNG terminals or fire-fighting situations.

According to RAL, RAMora is designed to leverage - not lose - the capabilities of a traditional tug and operator by working in tandem with a conventional 'command tug'. An experienced tug master, operating RAMora remotely from the command tug, will use the 'immersive telepresence' features built into the RAMora console, including live 360 degree video and real-time electronic position-sensing to capture a continuous on-board perspective for safe and effective ship handling. An advanced real-time control system provides the interface for the operator, as well as onboard manoeuvring/positioning controls, equipment and workspace monitoring

and safety management functionality. This control system design has been developed in partnership with International Submarine Engineering of Port Coquitlam, British Columbia, Canada, and is derived from proven remotely operated vehicle, autonomous underwater vehicle and surface vessel applications.

The RAMora design incorporates Voith Schneider Propeller (VSP) drives arranged in a fore/aft configuration for omni-directional manoeuvrability, profiting from experience gained with RAL's new RAVE



tug concept. The hull form, designed for high stability and good seakeeping performance in waves, is the product of extensive development work including CFD and towing tank testing. However, being a TOWBoT, with no need for a conventional wheelhouse, crew accommodation, domestic systems or lifesaving equipment, RAMora is claimed to be simpler and more compact than any conventional tug of comparable performance.

Additionally, the RAMora 2400 has several other innovative features. Heavy-duty cylindrical fendering is installed about the entire deck perimeter to allow RAMora to push from any point, while a stabilised line-handling crane is used to pass the end of the towline to the ship. According to RAL, the combination of the clear working deck, slotted staple design and fore/aft VSP configuration makes RAMora extremely versatile, and more importantly, safer for ship handling operations which pose higher risk to crewed tugs, such as working in close proximity to the bow of a ship that is underway, or within confined channels or locks.

RAL says it has been working with a number of tug operator clients, a major classification society, Voith and other supplier partners to ensure the RAMora TOWBoT system is fully viable, safe, highly reliable and meets

the requirements of local port and harbour authorities. According to the company, "As the first of its type, the RAMora is set to become a powerful new player in the modern tug fleet in the years to come."

It will be interesting to see how the RAMora concept progresses and who will be brave enough to commission a first in series. Regulatory issues will also have to be addressed by port authorities to allow such unmanned craft to operate. However the concept shows that when it comes to embracing new technology used in other industries the tug sector is right up there at the cutting edge. 05 Oct 2015

http://www.tugtechnologyandbusiness.com/news/view/autonomous-tugs-a-vision-of-the-future_39373.htm

The seafarers' centre – on the edge of a lake: Anne Zuliani, Chairperson of The Mission to Seafarers in the Port of Thunder Bay, Ontario <http://www.portofthunderbay.com/>, tells us about the need for a Seafarer's Centre on the largest freshwater lake in the world.

I write this article from Thunder Bay, a Canadian city of 110,000 people, located on the north shore of Lake Superior, arguably the largest freshwater lake in the world. Thunder Bay is also known as the Lakehead due to its location at the head of the lakes, or the furthest western point of the Great lakes and The St. Lawrence Seaway. If you check a map of North America you will note a large lake and river system connecting the centre of the country to the east coast and Atlantic Ocean.

Why does this matter to an organization like The Mission to Seafarers? The river system that connects the lakes to the ocean has been made navigable by a system of locks, all the way from Sault Ste. Marie in the west to Montreal in the east. What this means (and has since the St. Lawrence Seaway's opening in 1959. **See FTB May 2009 Page 5.** <http://www.mastermariners.ca/fromthebridge.php>) is that ocean going ships transport cargo as far west as Thunder Bay and collect cargo transported across the Canadian prairies via rail for the return trip. Since 1885, with the opening of the Canadian Pacific Railway, the Port of Thunder Bay has been a major hub

for the grain industry and due to excellent harvests over the past two years, continues to see grain transiting through the Port. Potash from Saskatchewan is also a major cargo for the Port, as are windmill parts and large machinery headed for Fort McMurray in Alberta and other sites. Notably, the water in Lake Superior gets "very hard" from January through to March, with ice preventing the use of the Seaway to all shipping. (And yes, in case you were wondering, seafarers find our climate pretty cold!)

The result of our busy port is the ongoing need to support seafarers from ocean-going ships, hence The Mission to Seafarers: Port of Thunder Bay. Opened in 1962, the Mission has served seafarers for over 50 years, with 127 ocean-going ships visiting the Port of Thunder Bay in 2014. The Port itself is spread out along the shoreline, and driving from a terminal at one end of the Port to a terminal at the opposite end can take upwards of an hour. What that means for seafarers is very costly taxi rides – as much as \$70 Canadian each way, which is not practical.

<http://www.canadiangeographic.ca/magazine/ja09/seaway.asp>

<http://www.portofthunderbay.com/upload/audiovideo/port-aerial-footage-hd.mp4> <http://www.missiontoseafarers.ca/thunderbay/>

In 2014 alone the Mission in Thunder Bay transported 1,202 seafarers, with 791 visiting our small centre to make use of our Wi-Fi and other amenities. Fortunately our Seafarers' Centre is located fairly centrally in the port.

The Mission has a small but dedicated group of volunteers who have been transporting seafarers with our old 1981 passenger van. This van finally ceased to work one year ago, and as you can imagine it is difficult, if not impossible, for a Mission to function without one.

It was a trying year but we persevered and with the encouragement of the Revd. Canon Ken Peters we applied to the International Transport Workers' Federation (ITF) Seafarers' Trust for the funding of a new van. This took time, partly because, as you can imagine, requesting a van to transport seafarers from ocean-going ships in the centre of Canada is somewhat counterintuitive. This made for some interesting conversations, but in the end the ITF came through for us with a generous grant, which has allowed us to purchase a van and continue our good work for the seafarers.



We held an appropriate ceremony – a blessing of the van – based loosely on the old Gaelic blessing of a ship. The Rt. Revd. Stephen Andrew, Bishop of the Anglican Diocese of Algoma, and Archdeacon Deborah Kraft were in attendance, as were representatives from the Roman Catholic and Lutheran churches, along with close to 80 participants. It was a lovely ceremony of blessing followed by fellowship over lemonade and cookies outside the centre.

The Chaplain of our Mission, Canon Ed Swayze, as well as our board of directors, have all worked hard to finalise this project, but at the blessing of the van we realised that it had taken so many more people to see us through to the successful end of this project. First of all, our heartfelt thanks to the ITF Seafarers' Trust, which has made this van a reality. Also, a big "thank you" to Trevor O'Farrell from the Mission to Seafarers International Headquarters in the UK, who helped us immensely with the application process. And finally, thanks to everyone who donated or supported us in any way – we are truly blessed by your thoughtfulness and concern for seafarers.

So now The Mission to Seafarers, Port of Thunder Bay, can move forward and continue caring for seafarers. We are proud to be a part of this amazing international organization.

FAN (Flying Angel News) October 2015. www.missiontoseafarers.org

IFSMA Newsletters: The latest can be read at: -<http://www.ifsma.org/about/newsletters/newsletters.html>

An extract from Captain Kinghorn's book, "Away to Sea". ISBN 1 872006 12 4

Pirates? *The ship carried a cargo of bagged urea from Damman in Saudi Arabia to Colombo, Sri Lanka. On arrival off Colombo they were told that no berth was available and were directed to anchor 15 miles south of the city of Panadura. Panadura, even only a few years ago, was an anchorage often visited by pirates.....*



One morning, before breakfast when I was doing my customary hour on the bridge while the Mate went down for a shave and breakfast, a small motorboat edged towards us, six lean and hungry faces tensed for action. With our low freeboard they would have little difficulty boarding and I wondered, as they came alongside aft, what they were up to. If they were armed we had little chance. But we did have an old Schermuly rocket-firing pistol in a wheelhouse locker. No cartridges, but it looked suitably impressive, I hoped, as I cocked it and regarded the party in the boat from my vantage on the bridge. They looked increasingly wary, and as I pointed it at them they suddenly panicked and departed, their engine roaring into life.



Smugly satisfied, I felt, "That's the way to deal with pirates". Until the cook came up after breakfast and pointed out that, as we had been unable to purchase provisions since Dubai, a month ago, he was running short of fresh fruit and veg. True he grew delicious bean shoots in his storeroom, fresh each day, but he was now out of tomatoes, lettuce and melons. He had, he told me, made arrangements with a local fisherman yesterday to buy some here at the anchorage and they had come out before breakfast – but for some reason had suddenly backed off before any sales were made!

Do you have any article for inclusion in "From the Bridge"? If so please send it to me at whitknit@telus.net or by mail to 509 – 15111 Russell Avenue, White Rock, B.C. V4B 2P4. Let me know if you have any comments too. I'd like to hear from you.
Sincerely, David Whitaker FNI

See the latest newsletter from the Newfoundland & Labrador Division at <http://www.mastermariners.ca/newfoundland/2016comp/2016NSCNews2.pdf>

Earlier editions of "From the Bridge" can be found on the Company's website <http://www.mastermariners.ca>