



SEATIMES

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



www.npesc.ca

October 2016

BCIT Marine Campus. 2016 Convocation Ceremony. On July 22nd Captain Joachim Ruether MNI, on behalf of the Nautical Professional Education Society of Canada (NPESC), attended the Convocation Ceremony for graduates of the British Columbia Institute of Technology (BCIT) Marine Campus Nautical Science and Marine Engineering Diploma programs.

Achievement Award Presentations
Oak Maritime Awards
Transport Desgagnés Inc. Award
Algoma Central Corporation Awards
Chamber of Shipping Awards
Vancouver Maritime Arbitrators' Association Award
BC Ferry and Marine Workers Union Awards
British Columbia Ferry Services Awards
Lloyd's Register Awards
Vancouver Conway Club Book Award
Nautical Professional Education Society of Canada Book Awards

There have been 14 such annual ceremonies and the NPESC has made book presentations at every one. At the first ceremony in 2003 the NPESC was the only organization to present an Award. The Vancouver Conway Club joined them in the second year. Since then the list of presenters has slowly grown to the list shown here. The Master of Ceremonies on this occasion was Yvette Myers, Regional Director, Marine Safety & Security Pacific, Transport Canada. She introduced various speakers from BCIT and then the

Class Valedictorians for the Nautical Science and the Marine Engineering Classes.

Graduation Certificate presentations followed. Included among the Nautical Science graduates were five who had won Nautical Institute BC Branch (NIBC) Scholarships with funds provided by the Vancouver Transportation Foundation.

The major awards came from three shipping companies, Oak Maritime, Transport Desgagnés, Inc., and Algoma Central Corporation.

The Oak Maritime Group of Companies is involved in the deep-sea transportation of raw materials. Oak Maritime established its operational headquarters in Vancouver as a result of the International Maritime Centre initiative, which encouraged the relocation of international ship owners and managers to British Columbia. Each year Oak Maritime, through the V.K. Eddie Hsu



Foundation, makes donations to the BCIT Foundation providing financial awards for top Marine Campus students from the first and fourth years in both the Nautical Science and Marine Engineering courses. On this occasion the Oak Maritime Award for Nautical Science went to Dylan Fowler, a Director of the British Columbia Branch of The Nautical Institute. He is shown here receiving his award from Captain Philip McCarter, Associate Dean of the BCIT Marine Campus.

Serge Le Guellec, the President and General Manager of "Transport Desgagnés", was on hand to make presentations to four graduates who had served their seetime on Desgagnés' ships.

The Algoma Central Corporation provides awards for a student with high academic marks in both the Nautical Science and Marine Engineering programs.

The NPESC Awards went to Jordan de Brouwer and Phillip Li, seen above after receiving their books from Captain Ruether, the Secretary/Treasurer of the NPESC.

Members of the NIBC founded the Nautical Professional Education Society of Canada in 1995 to provide financial assistance to Canadians pursuing a career at sea. This year the Society will offer **5 x \$1,000 Bursaries** for eligible students at Nautical Schools in British Columbia. One of the Founding Members of the Society is Captain David Snider, the current President of The Nautical Institute. To date the Society has awarded more than \$28,000 in Bursaries.

David Whitaker FNI

“Ultimate Responsibility”. My Journey Becoming a Navigation Officer: People often ask me why I wanted to become a Marine Navigation Officer. My father has been a Master for many years, and from a young age I have always admired his position and professionalism as a Captain. But there are other reason why I have chosen this path; I love the beauty and power of the ocean, the sheer size and engineering of ships, the practice of marine navigation, and I love the responsibility. Sailing as a Cadet I often heard the phrase “ah Cadet, no responsibilities, easy life”. I hated this statement. I wanted responsibility; I strived for responsibility; without some sort of responsibility what is your purpose onboard a vessel? Being a Navigation Officer you have lots of responsibilities, you are responsible for the lives of the sailors that sleep soundly below the bridge, you are responsible for the safe navigation of the ship, you are responsible for protecting the marine environment, and you are responsible for contributing to the safe and effective operation of the ship.

My journey to becoming a Navigation Officer started in September 2012 at British Columbia’s Institute of Technology (BCIT), in North Vancouver BC, Canada. For my first semester of school I was given a general overview of the various aspects of shipping and navigation. After 6 months I was off to join my first vessel *Americas Spirit* in Whiffen Head, Newfoundland. I remember the day clearly, it was cold and grey outside, I was driven to an oil terminal that felt like it was in the middle of nowhere and was greeted by a 260m long Aframax conventional oil tanker. Walking up the gangway I felt like I was going to be sick. A flood of emotions were running through my body, excitement, nervousness, anticipation, and sadness for knowing the fact I would be away from the people and things I loved back at home. After 5 months of sailing up and down the East coast of North America it was time to come back home for another school term at BCIT. My second school term was much more valuable. I had some sailing experience under my belt I could better relate and understand topics. Before I knew it I was back out to sea, this time on *Matterhorn Spirit*.

I joined her on May 7, 2014 in Brofjorden, Sweden. I was onboard her for 7 months sailing all over the North Sea and Baltic. I was on a mission, a mission to get as close to that officer role as possible as this was to be my last time sailing as a Cadet. I was expected to act like an officer and that is what I did. Even while disposing of garbage when in port, while the wind was blowing nasty food juices in my face, in my mind I was there acting as the responsible officer, overseeing the operation and making sure the garbage was disposed in accordance with statutory and terminal requirements. On December 13, 2014 I returned home to Victoria BC, Canada, where I began my final school term at BCIT as a Cadet. It was a very important year for me. At the end of the 7 month long semester I would face my oral examination to become an officer. I studied hard, I put in the effort, and on July 20, 2015 I officially became a Navigating Officer. I stepped out of that Transport Canada building and on to the brick road of Government Street with a piece of paper in my hand, a piece of paper that said I could legally hold a navigation watch on any size of vessel anywhere in the world.



I was ready to go. I couldn’t wait to get out to sea as a Navigation Officer. I waited for what felt like forever, until finally one day I received notice from my company. It wasn’t the news I wanted to hear but a few days later I was on a plane to Manila in the Philippines to do some company specific training. I was there for little over 3 weeks doing mostly simulator courses. They put us through the paces, navigating through some of the busiest shipping lanes in the world in all kinds of conditions. It may have been all simulated, but it felt very real, and I left the Philippines with even more confidence than before. I waited a few more weeks at home and then one day it came. I was to join *Galway Spirit* as she was passing through the Strait of Gibraltar en route to Rotterdam. A few days later on November 13th, 2015 just before midnight, I found myself on a small tugboat heading towards *Galway Spirit*. As I was sitting in the rolling tugboat a flood of emotions washed over me much like my first time joining a vessel on *Americas Spirit*. I was excited to finally be joining a vessel with a proper stripe on my epaulets, but with that stripe came a whole lot more responsibilities and expectations. This is what I had been striving for since the beginning, but as we approached closer and closer to *Galway Spirit*, the pitted feeling in my stomach became stronger and stronger. I signed the Articles of Agreement early morning November 14th and I was officially a Third Officer.

I was ready to go. I couldn’t wait to get out to sea as a Navigation Officer. I waited for what felt like forever, until finally one day I received notice from my company. It wasn’t the news I wanted to hear but a few days later I was on a plane to Manila in the Philippines to do some company specific training. I was there for little over 3 weeks doing mostly simulator courses. They put us through the paces, navigating through some of the busiest shipping lanes in the world in all kinds of conditions. It may have been all simulated, but it felt very real, and I left the Philippines with even more confidence than before. I waited a few more weeks at home and then one day it came. I was to join *Galway Spirit* as she was passing through the Strait of Gibraltar en route to Rotterdam. A few days later on November 13th, 2015 just before midnight, I found myself on a small tugboat heading towards *Galway Spirit*. As I was sitting in the rolling tugboat a flood of emotions washed over me much like my first time joining a vessel on *Americas Spirit*. I was excited to finally be joining a vessel with a proper stripe on my epaulets, but with that stripe came a whole lot more responsibilities and expectations. This is what I had been striving for since the beginning, but as we approached closer and closer to *Galway Spirit*, the pitted feeling in my stomach became stronger and stronger. I signed the Articles of Agreement early morning November 14th and I was officially a Third Officer.

The responsibility I was looking for hit me hard. In my handover I read my duties and responsibilities. The list seemed to never end. My primary duty and responsibility was to hold a navigation watch while out at sea and a cargo watch while in port from 8-12 am and pm. But that was only the tip of the iceberg, my secondary duties extended from port papers and ships administration to keeping inventory and organization of flags and day shapes. I remember my first navigational watch as an Officer. It was on that same day that I joined *Galway Spirit*. Saturday's for a Third Officer are generally a busy day and not the ideal conditions for a first time Officer. Emergency systems are tested, alarms going off everywhere, fire zones needing to be isolated. It was the quickest 4 hours of my life. After watch there is still always much work to do. I had to familiarize myself with all my secondary duties, all of the ship's computer systems and where I could find the information I needed to do my jobs. I remember feeling completely overwhelmed, like I was never going to remember everything and wouldn't be able to do my job. But with time these tasks became almost second nature.

Standing watch on the bridge felt right, it was what I had been striving for. I would find myself smiling from ear to ear for no apparent reason, just because of the fact that I was happy to be doing what I loved. For my first few days as a Navigation Officer I simply just had to follow the passage plan, maintain a good lookout, actively assessing the situation,



using all available means to determine the vessel was safe. There were a few overtaking/being-overtaken situations but nothing exciting, as we steamed north off the coast of Portugal and across the Bay of Biscay. But soon we were in the English Channel and transiting through the Dover Straights where my knowledge and skills were really to be put to the test. I remember my first collision avoidance situation where I was required to take substantial action. Leaving the port of Rotterdam, following the Traffic Separation System (TSS), I detected a vessel crossing from starboard in the

approaching junction. The Closest Point of Approach (CPA) was zero. We were steaming half ahead, there was a vessel overtaking me on my starboard side. I weighed out my options; reduce speed further, alter boldly to starboard to pass astern - but after accessing the situation I determined that I would be able to pass at a safe CPA ahead by increasing to full ahead and a slight alteration of course to port. This I saw to be the safest option due to the overtaking vessel on my starboard quarter and the large amount of vessels astern of me that would also have to overtake in a narrow traffic lane if I had reduced speed drastically. It was when I put that telegraph to full ahead and the rudder to port that my heart really started racing, as the situation unfolded and I saw that I was passing safely ahead I could relax and I left the bridge that evening with a boost in confidence.

Throughout the next few months my experience and skills grew as a Navigation Officer. I was presented with different situations in which I had to apply the different rules of the collision regulations. I became more and more familiar with the ship's equipment on board. I'll always remember the first time I called the Master to the bridge. Our ship was awaiting orders, steaming dead slow into the heavy wind and seas making about 1.5knots over the ground. Two vessels were approaching from my port side; one was overtaking the other, both with zero CPA. Rainsqualls were passing every 5 minutes or so, at one moment visibility could be over 10 miles and the next less than 2. As the two vessels approached it became clear the one would pass ahead of me but the other continued to maintain her course and speed. I waited until she was at a 2.5-mile range and when I could see she still hadn't taken any action, I called the Captain. We both contemplated our options, we couldn't reduce speed as we were already barely moving, increasing speed would reduce the CPA with the vessel passing ahead, an alteration of course to starboard and running parallel to the two vessels seemed the best option but would still result in a close quarter situation. I was standing by the horn and just about to blast 5 short when finally she altered her course to starboard and it became clear she was going to pass astern. Both vessels passed our ship at the exactly same time, one ahead and one astern, CPA both less than a mile. That situation got my heart pumping and made my palms sweat. When I looked over at the Captain I couldn't read any emotion on his face. No sign of nervousness, but also not too relaxed, just calm and collected, the face of years and years of experience. The situation that day was a perfect example of the importance of calling the Master in good time whenever in doubt. While holding watch you are the Master's representative, the responsibility of the safe navigation of the ship is with you, but overall the responsibility is with the Master, he will be the first to be questioned and convicted in the event of a collision or accident. That is why he has four gold bars on his epaulettes; that is why his title is "Master", that is why he holds the *ultimate* responsibility.

I signed off *Galway Spirit* on March 10, 2016, I had successfully completed my first contract as an Officer. I still had a lot to learn and experience to gain but for the first time since my journey started I felt a complete sense of pride for what I had accomplished. After all, I was a Navigation Officer, sailing on the vast ocean, responsible for keeping my crew, my ship, and the oceans I love safe.

Dylan Fowler AMNI

Notes: 1) An edited version of this article first appeared in the August 2016 edition of *Seaways*, the journal of The Nautical Institute. 2) Dylan is a Director of the BC Branch of The Nautical Institute.

Cemfjord MAIB Report: Trust the locals to give the awesomely scary seas at the eastern end of the Pentland Firth the innocent sounding name 'The Merry Men of Mey', the sea state caused by wind and tide in opposition as the vast surging volume of water falls over submerged obstructions and drives around skerries and headlands. These seas were surely the direct cause of the loss of the cement carrier *Cemfjord* 1,850,'84 and her complement of eight at the turn of the New Year in January 2015.



It has taken the Marine Accident Investigation Board (MAIB) nearly 15 months, but they have come up with a thorough and profoundly important report (reports are [here](#)), forensic in its analysis while giving a clear picture of the nature of the pressures on the experienced, hard working, and, yes, courageous skipper for whom they seem to have a great deal of respect. So the direct cause is almost certainly known, but it is the indirect causes that put her in jeopardy. Why was she where she was and in her condition?

The report is very clear that this ship and others like her under such operating regimes and commercial pressures can be calamities waiting to happen.

The report should be a wake-up call (as if another one was needed) to protect and safeguard those like this skipper and crew, obliged to deliver their cargoes in the shortest time, and therefore lowest cost, by driving their ships hard in fair weather and foul. Just how foul that weather can be in waters like the Pentland Firth are clearly described. The report also indicates how such skippers and crews can be working their hearts out for invisible investment companies and distant managers who do not use their best endeavours to ensure the ships and their complements are as safe as they can be, and legally indeed should be.



Meanwhile, some flag states (often 'flags of convenience') protect themselves by passing paper surveys, reports and 'exemptions' around on vessels regarding safety matters that anyone in the shipping business could admit were little more than fiction. Under the Cyprus Register's regime "*Cemfjord had been inspected by the same surveyor twice a year for the previous seven years, during which time he had carried out seven full inspections and seven documentary verification inspections with no deficiencies ever having been noted*". Port State Control (PSC) inspectors had found several deficiencies and imposed detentions in that time. The report adds "*Given the extent of deficiencies identified by PSC inspectors during the same period, it is not credible for the non-exclusive surveyor to have found no shortcomings during his visits to Cemfjord*". In the 13 months prior to her sinking, *Cemfjord* spent 54% of that time with noted shortcomings in safety related equipment; 40% relating to lifeboats and rafts. This was only possible because the Cyprus flag state, at the request of the managers, repeatedly sent out letters permitting temporary exemptions from the SOLAS regulations.

However, that the ship should not have been where she was at that time is unarguable.

Admiralty Sailing Directions give clear warnings. "*Tidal streams are highly significant to navigating in or through Pentland Firth and need to be considered at all times. They encounter a number of obstructions, which give rise to eddies and races, which, in several areas of the Firth, can be very strong and extremely violent. Tidal streams run with great strength, rates up to 16 knots have been reported... Masters should therefore ensure that a close watch is kept at all times on the course and speed of their vessels, which need... sufficient power to overcome the strengths of the tidal streams. Low powered vessels, small vessels, and vessels under sail, whatever the weather, should avoid at all costs being drawn into any race which is at strength, in particular taking care to avoid Merry Men of Mey during the W-going stream.... there is a heavy breaking sea, which can be dangerous to small coasters.*"



She was sailing in a westerly gale gusting Force 10, precisely in the tidal conditions she should have avoided.

But look at the pressure on the Captain and crew. She was late having had problems loading which had two effects. It almost certainly meant the cargo had not settled properly and therefore would be prone to shifting, and crucially it meant the crew were tired. She was heading into a Force 8-10 and the two unrested watch keeping officers, Captain and Mate, fatigued and under time pressure, were heading into waters of great danger. The wise decision in these circumstances might have been to go south about. Rordal (Aalborg) to Runcorn being 981nm via the Pentland Firth, by the English Channel, 1,187nm. That would mean more delay and cost to the company. That wasn't this Captain's style. Anyway, recently a sister vessel **Cemisle** with a new Captain had done just that and earned the query from the managers as to why he had chosen that route.

Maybe **Cemfjord's** Captain in his fatigue and under great commercial pressures had miscalculated his timing into the Firth and underestimated the conditions there, but inexorably he would soon be in a position where he was unable to avoid the greatest danger. He had recently escaped a cargo shifting incident in the same waters in less serious conditions and he would know how vulnerable his 'unsettled' cargo would be to a change of course toward safety. And the ship's best speed was a little more than 9 knots and in such currents, at times she would have no steering control and at best would go backwards.

03 June 2016. *Written by Robert Straughton (Ferry and Coastal Correspondent)*

http://www.seabreezes.co.im/index.php?option=com_content&view=article&id=2153:cemfjord-maib-report&catid=33:coastal-commentary&Itemid=54



LR Defines 'Autonomy Levels' for Ship Design and Operation. New guidance provides the route to classification with six levels for autonomous ships: With autonomous ships likely to enter service soon, Lloyd's Register (LR) has set out the 'how' of marine autonomous operations in a new ShipRight procedure guidance. The guidance describes autonomy levels (AL) ranging from 'AL 1' through to 'AL 6' denoting a fully autonomous ship with no access required during a mission.

The 'AL' system of levels provides clarity to designers, shipbuilders, equipment manufacturers, ship owners and operators, enabling accurate specification of the desired level of autonomy in design and operations and paves the way to a clearer understanding of the investment opportunity/risk equation.

The procedure takes the user from identifying the initial 'business need' to a 'systems classed' status of a design and a ship, ultimately, in operation.

Luis Benito, Head of Innovation Strategy & Research says that autonomous ships are a reality: "Maybe a few years ago this was seen as unlikely. Today, the market wants autonomous ships that can be operated with varying levels of control. So, we have now described and delivered the levels required to make decisions enabling the design, construction and operation of autonomous ships to take place. The levels provide a procedure to address the safety and practical issues required to meet classification, regulatory and market drivers."



LR is working with leading industry players to make autonomous shipping a practical reality. This guidance has been peer reviewed by leading technology companies.

Benito adds: "In the future everything will be cheaper, but with better performance. That's what the market is looking for. But most importantly, from LR's perspective, as well as being more cost effective, shipping can also be safer. Safety will reduce costs. We are only at the start of the cyber ship and a cyber-enabled shipping industry but we are making amazing progress. We are trying to help the industry adopt the data; digital and connectivity technologies could deliver benefits to shipping – and to help keep ships safe.

"We are working with clients to create the new generations of cyber ship safety, security and maintenance monitoring and performance guidance that will help secure improved performance and return on investment. Autonomy is one part of our cyber shipping opportunities.



"Source: Lloyd's Register. 09/07/2016. <http://www.marinelink.com/news/rollsroyce-reveals407021.aspx>
<http://www.hellenicshippingnews.com/lr-defines-autonomy-levels-for-ship-design-and-operation/>

A letter from the Recipient of an NPESC Bursary: Gentlemen, more than 18 busy months have passed since you presented me with a certificate and bursary at Camosun College in November of 2014. The bursary was invaluable in helping pay for the courses I needed to complete the WKM COC, plus keep my son in diapers; my wife and I can't thank you enough for helping with that!

After completing the WKM program at Camosun, I took a deckhand position on the *FV Ocean Pearl* for a 7-week trip, a 150ft Black Cod longliner. After being off fishing vessels for 5yrs I was reminded pretty sharply what hard work was like, plus it reaffirmed my choice of future career path was the right one. I didn't miss commercial fishing, just the paychecks! It did earn me enough to move house to Campbell River and spend the next 4 months focusing on completing all the required MED courses, while in between said courses I stayed at home to self-study Celestial navigation.

In June of last year I passed my Orals for WKM Unlimited and Master 150GT and set about searching for a berth on the Great Lakes and East coast, but I had missed the spring hiring boom it seemed, so I took the Mates position aboard the *Uchuck III* in Gold River to keep myself gainfully employed over the remaining summer and winter.

I worked for 10 months with them until June this year, an interesting time indeed. Relishing the opportunity to use the two-derrick, butterfly rigged, union purchase. It took some practise but I became pretty slick at operating those winches, but it took a lot of TLC to keep them working too! Many of the spare parts for them aren't available anymore so most things have to be made to fit and work.

I am now sailing as 3rd Mate aboard the *Sedna Desgagnes*, a sister ship to the *Claude A. Desgagnes* that Captain Oxford is aboard this summer. Right now we are at anchor at Repulse Bay, tomorrow we're heading north in the Foxe Basin to Hall Beach, then to Igloodik, which is as far north as we go for this trip. We departed Quebec with 20,000m³ of

cargo on board including containers, machinery, vehicles and break-bulk general cargo.

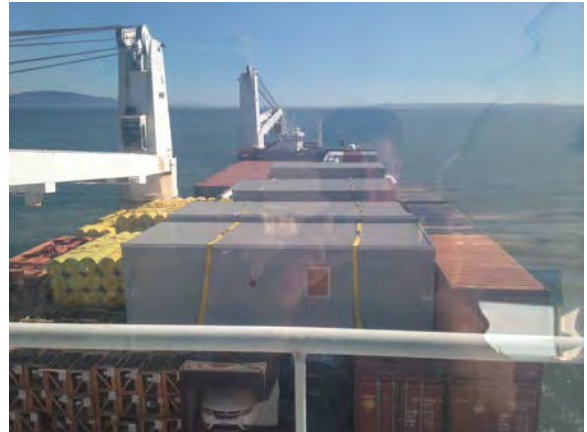
The job is interesting, challenging and allows me to utilize the skills I learnt in college. I'm getting a chance to gain valuable ice navigation experience. The scenery is nice, reminds me of home a bit, looks like the North York Moors in March apart from there's less sheep and more snowmobiles. I haven't seen a polar bear yet, but I'm keeping my eyes peeled.

I'm looking to take the Oil & Chemical Tanker familiarization course this fall, so I can work as relief mate aboard a vessel in Desgagnes' tanker fleet, gain some experience and look to move to work on the tankers full time after maybe another season or two in the Arctic. The 6-week on/off schedule would better suit the family and me, than being away all summer.

I have another little nipper in the oven currently, the timers due to go off December 3rd so I'm making sure to be home before then. Once again, I do genuinely appreciate the generosity of the bursary you awarded me. The certificate is framed and hung on the wall at home.

Best regards.

Sincerely, Simon Winterburn.



Interesting conversations take place during the return voyage to the mainland after a Branch Meeting of The Nautical Institute. The most recent included the perils of wrongly declared and unsecured cargo in containers. Before containers Mates could see their cargo and would know what it was and how it was secured.

And then came Malcom McLean: A Simple Plan, An International Revolution: It seems like such a simple concept in retrospect – transferring boxes of commercial cargo to and from trucks and trains on to ships.

Despite some experimentations in the early 50's, such as Alaska Steamship's breakbulk vessels flirting with what were called "lift vans" and White Pass & Yukon throwing some eight-foot boxes onboard a ship, the seeds of the revolution didn't really take root until a non-maritime person decided to put the concept into regular service – he was the owner of a trucking firm on the U.S. East Coast.

Malcom McLean, who passed away in May 2001 at the age of 87, didn't stay a trucker long. In the 1950's, he purchased shipping line Pan Atlantic Co.

McLean was frustrated with what he viewed as the inefficiencies of traditional cargo mechanisms (read: nets, grappling hooks). McLean came up with the idea of having a ship act as a "tractor" that could haul multiple trailers. He converted a tanker vessel into what he termed the *Ideal X*, which in turn could carry up to 58 thirty-five foot containers. The vessel made its inaugural voyage from Newark, New Jersey to Houston, Texas in April 1956.



Later that year, in the November 3, 1956 edition of Marine Digest, the following story appeared:

Pan-Atlantic Will Modify 8 C-2-Type Ships

Pan-Atlantic Steamship Corporation has revealed that it plans to modify eight C-2-type ships for trailer operation, instead of building seven roll-on roll-off vessels, for the Atlantic-Gulf coastal trade.

L.A. Parish, Pan-Atlantic vice-president told of the plans of his company in testimony at an Interstate Commerce Commission hearing on Pan-Atlantic's application to buy Atlantic – Gulf operating rights of Agwilines, Inc.

Parish said the cost of converting the C-2's will be \$12 million, compared with \$74 million which would have been required for construction of new tonnage.

The ships will be lengthened about 60 feet and will undergo certain hull modifications. Cargo holds will also be changed to permit the vertical loading and unloading of trailer bodies through oversized hatches. Travelling cranes, both fore and aft of the deckhouse, will perform the work of loading and unloading trailer bodies.

Collapsible derricks will extend over the sides of the vessels, so that, when the ship is alongside the dock, the movable portion may be dropped down to engage the trailer body, lift it above deck height, and move it into position to lower into the hold.

Trailer bodies to be used are the type now used in Pan-Atlantic's present container ship service. The converted ships would be capable of handling trailers up to 35 feet in length.

Parish pointed out several advantages in modification of the C-2s:

1. Modification of the C-2s will cost \$1.5 million per vessel, while it would cost \$10.5 million to build a new roll-on roll-off ship.
2. The modified C-2s will give greater flexibility because they can be worked at any dock.

3. The modified ships would carry only the trailer body, eliminating from ocean movement the transportation of the truck bodies and tires.

This remarkable news was tucked way back in that issue of the Digest, which on the face of things, shouldn't be too surprising – innovations, no matter how practically applicable they might be, always tend to take a while to catch on, especially in a shipping industry where few have ever wanted to be first, second or third in trying something new.

Nevertheless, the rest of the McLean, SeaLand, US Lines story, including the overall steady growth of containerization worldwide (such as Matson Navigation's pioneering containerized service on the West Coast), is well documented. However, those simple, boring-looking containers turned the shipping industry on its ear, including the transitioning to different vessels, labor strife, new terminal-infrastructure investment and the emergence of total multi-mode transport. The result of the revolution is a commercial waterborne industry that is currently container-dominated and features vessels that are a far cry from McLean's 58 converted trailers.

It is pretty safe to say that Mr. McLean was one of a handful of pioneers who could actually claim they caused literal, physical change to a big system in a relatively short period of time.

A lesson to those who are seeking the next big, innovative changes in a complex shipping industry might be to take a page from Malcom McLean's book: keep it simple, stupid.

This article appeared in the July 2001 edition of the "Marine Digest" and was reproduced with their permission. The "Marine Digest" used to be published monthly in Seattle, Washington. www.marinedigest.com

Next was the story about misdeclared cargo. The article appeared in a 1980s edition of Fairplay.

Zinc or Swim! Ensuring the safety of the crew when the ship is transporting dangerous cargo is the responsibility of both the shipper and the ship's crew. The following incident took place in the late 1980s.

The officer at sea must always be prepared for the unexpected. But imagine the watch keeper's surprise when, while peering through the wheelhouse window, he heard a deafening explosion and saw a heavy hatch cover, with two tiers of containers on top, leap straight into the air.

The cause of this incident was the wrongful declaration of some explosive cargo, which should never be carried underdeck. The cargo wasn't dynamite or nitro-glycerine, but drums of zinc sludge. The drums had been stuffed into a container as if they were harmless. But the shipper had not done enough research. Zinc sludge is a dangerous cargo: very inflammable and prone to spontaneous combustion.

Normally zinc residues are packed into perforated steel drums and left for eight months to drain. Only when dry should they be shipped. Apparently these drums had not been sufficiently drained, and far from being left in a well-drained location, they were packed into a container which was then stowed underdeck. Zinc, steel and water when combined, produce an electrolytic reaction. This electrolysis creates highly explosive hydrogen with a burning velocity of eleven feet per second. Hence the explosion in the container and the flying hatch cover.

Maintaining good order and discipline: Maritime law affords seafarers extraordinary rights such as medical care, decent food and lodging, and repatriation. Balanced against these rights, however, are obligations, responsibilities, and strict discipline similar to that of the military.

Ships' Masters are responsible for maintaining good order and discipline on their ships. Masters have legal and moral responsibility for protecting their ships, crew, passengers and cargo. Because of this, maritime law affords unique authority to a Master.

As the US Supreme Court has decided, "Ever since men have gone to sea, the relationship of Master to seaman has been entirely different from that of employer to employee on land. The lives of passengers and crew, as well as the safety of ship and cargo are entrusted to the Master's care. Everyone and everything depends on him. He must command and the crew must obey. Authority cannot be divided."

Surprisingly, there is very little written in court decisions, in statutes or in international instruments that define a Master's authority. Modern laws and court decisions seem to take for granted the extraordinary authority of a Master relative to vessel operations. When balancing individual seafarers' rights with the public interest of preserving Master's authority on a ship at sea, maritime law puts a higher value on a master's authority as a way of protecting lives and property at sea. Today's courts continue to enforce traditional concepts of a Ship Master's authority.

Masters are not above the law however, and there are legal sanctions for their abusing their authority, but in most cases seafarers must wait until returning to port for any redress. Disobeying a Master's orders is considered to be a serious offence. Seafarers taking over control of a ship at sea from the Master is one of the most serious crimes in maritime law. When seafarers resist a Master's lawful command by force, fraud or threats, or prevent a Master from carrying out the free and lawful exercise of authority and command, they can be convicted of the crime of mutiny. Going on strike while at sea could be considered mutiny in many maritime nations.

While a ship Master's authority to maintain discipline is supported by the courts, the methods to be used to maintain discipline have been severely limited by statute. Cruel punishments such as flogging and keel-hauling (being dragged along under the keel of a ship) have long been outlawed. Historic punishments for seafarers' offences have been generally replaced by statutory and contractual sanctions. While offences and sanctions vary from country to country, common features of shipboard disciplinary procedure include the following: -

- Ship's Log. A Master's failure to record an offence in the ship's log in a timely manner can be a reason to overturn a penalty.
- Fines and forfeitures. Where law allows fines and forfeitures, they are usually paid to the flag state, not to the shipowner.
- Dismissal. Many seafarers' employment agreements and flag state laws allow a Master to dismiss a seafarer for specified infractions or contract violations.
- The Master must follow procedures. Courts are reluctant to deprive seafarers of their wages or employment unless the Master strictly follows procedures specified by contract or law.
- Disrating. Masters have authority to reduce a seafarer's rank or rating for incompetence to protect the health and safety of the ship and its crew.

Deductions against wages are no longer allowed except in very limited circumstances specifically authorised by statute.



"Justice Matters" by Douglas Stevenson. "the Sea". May/June 2016. www.missiontoseafarers.org

In Denmark, more young people want to be engineers: The interest in becoming an engineer continues to rise. Four out of five maritime educational institutions have had a higher uptake in 2016 than in 2015. The highest growth is in the Engineer School of Copenhagen, which has an increase in the number of students at 9% to 141 students.



Martec Frederikshavn is the only school to have a modest decrease of 3% to 98 students. In total there were admitted 776 new students to higher maritime education, which is an overall increase of 6% compared to 2015.

figures, the 776 adm itte

and 19 are shipmasters. The 160 students who are admitted to SIMAC, consists of 126 engineers, 15 dual ship officers and 19 shipmasters. Aarhus School of Engineering is the largest engineers school with 264 students this year, which is 6% more than in 2015. There are about 3,000 engineering students at the country's engineer's schools.

<http://www.maritimedenmark.dk/?Id=18771>

Source: Maskinmestrenes Forening / Maritime Denmark. August 2nd 2016

V.Group seafarers are in the know with all the latest news from home: Being away from home for months at end can be hard however being able to get a regular feed of news from your homeland can certainly help ease the homesickness.

Andy Cook, V.Group's global crew operations director explains how we are helping our seafarers connect with home: "We subscribe to a daily NEWSlink service, delivered by KVH Media Group. The news is filtered both on country and interest areas, which essentially means our seafarers get all the latest news from home and more."

In addition to regular newsfeeds we have the opportunity to provide additional special interest news and from today our crew will also receive all the latest from the Rio Olympics along with their regular newsfeeds.

Previous special issues have included football events as well as major political events.

Source: V. Group. 08/08/2016



<http://www.kvhmediagroup.com/commercialmaritime/news.php>

<http://www.hellenicshippingnews.com/v-group-seafarers-are-in-the-know-with-all-the-latest-news-from-home/>

Seafarers Urged To Renew International STCW Certificates: The Australian Maritime Safety Authority is urging seafarers with international qualifications to check the validity of their STCW certificates. This is in recognition that many qualifications are set to expire on December 31, 2016, including previously perpetual certificates.

In line with amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1978 (STCW), for certificates to be valid past December 31 seafarers are required to demonstrate continued competencies for a range of certificates. The new continued competence requirements are not required for near coastal

certificates and near coastal perpetual certificates will not be affected for domestic qualification holders under the National System for Domestic Commercial Vessel Safety.

All seafarers holding STCW certificates (excluding GMDSS Radio Operator Certificates) must have completed sea survival and firefighting training every five years to renew their certificates under the changes. Previously perpetual certificates that need to be renewed include Certificate of Safety Training, Integrated Rating, Chief Integrated Rating, Able Seaman, Deck Rating and Engine Room Rating. Continued competence requirements for holders of Certificate of Proficiency in Fast Rescue Boats are also required under the changes and all seafarers must complete security awareness training once in their career.

Ship Safety General Manager Allan Schwartz said seafarers should ensure any new training under the requirements is undertaken before revalidating their certificates, as the December 31 deadline approaches.

"What the changes mean is that unless the revalidation requirements have been met, all perpetual STCW certificates and STCW Certificates of Competency and STCW Certificates of Proficiency will expire on December 31," Mr. Schwartz said. "Holders of STCW Certificates of Competency and STCW Certificates of Proficiency can simply check the expiry date of their certificate to see if they are affected by this change.

"If a person holds a STCW certificate without an expiry date, they will be affected by this change and need to take action should they wish to maintain a valid seagoing qualification. A large number of seafarers have yet to apply for their certificates to be revalidated beyond this date.

"To avoid their STCW certificates becoming invalid and subsequently making seafarers unable to work, AMSA urges certificate holders to revalidate as soon as possible," Mr. Schwartz said.

Revalidating in advance of the deadline will deliver a new expiry date five years from December 31, not from the date of application, so there is no penalty for getting in early.

Source: AMSA. <http://www.hellenicshippingnews.com/seafarers-urged-to-renew-international-stcw-certificates/>



Ripple Rock: Many readers will know about Ripple Rock but I think the story is well worth looking at again. Seymour Narrows is a corridor half a mile wide and two miles long between Discovery Passage and Johnstone Strait. The tide runs through the Narrows at speeds from 12 to 15 knots with about half an hour of



slack tide twice a day. Since 1875, at least 114 lives have been lost and 120 vessels have been damaged or sunk in these waters. These disasters were mostly due to Ripple Rock, which jutted to within 10 feet of the water's surface in the middle of the channel.

The first recorded victim of the Rock was the US gunboat *Saranac*, which sank in 1875. The last large vessel to run into trouble here was the Canadian ship, *William J. Stewart*, in the early 1940s, which was holed when it swerved to avoid an oncoming passenger vessel. The most serious loss of life occurred aboard the converted US naval vessel *Grappler*, which caught fire at the entrance to the

narrows in 1883. About 77 people died, most of them Chinese bound for coastal canneries.

In 1958, after many unsuccessful attempts to remove the rock, 1,400 tons of high explosives were placed at the end of a tunnel under the narrows and the top 40 feet of the rock were demolished. It was the largest non-nuclear explosion in the world up to that date. Removal of the rock had been a politically sensitive issue because some feared it would trigger an earthquake or tidal wave, neither of which happened. Others opposed the blast because they believed Ripple Rock could serve as the base for a pillar to support a bridge across Seymour Narrows, which would have been a major link from the BC mainland to Vancouver Island.

If it had not been removed, the cruise ship business from Vancouver to Alaska might never have become successful. Look at the links below. I think you will find them interesting.

<http://www.cbc.ca/archives/categories/science-technology/applied-science/> (then scroll down to find 1958: BC's Deadly Ripple Rock blown up)

https://www.youtube.com/watch?v=6W9PV_s_zF4

<https://www.youtube.com/watch?v=x0h20xpFmZI>

Cruise Giant Sets Up Safety Training Centre: A safety training centre for its 6,500 deck and engineering officers has been opened in the Netherlands by the world's largest cruise ship company, the [Carnival Corporation](#), of Miami.

The €75mn facility, named the Arison Maritime Centre, at Almere, will provide training for officers from its fleet of cruise ships across its 10 brands, including Cunard Line, P&O Cruises and Princess Cruises.

The seven-acre campus, named after Ted Arison who founded Carnival in 1972, has an 110,000cu ft. Centre for Simulator Maritime Training Academy (known as the CSMART Academy), a medical centre and a 176-room hotel for trainees.



The five-storey academy is equipped with four full-mission bridge simulators and four full-mission engine room simulators, as well as 24 part-task engine simulators, eight debriefing rooms and eight part-task bridge simulators.

The CSMART Academy will create real-world bridge and engine room scenarios, as well as sea conditions including ship traffic, aircraft interference, weather events and wildlife circumvention.



30 August 2016. <http://www.seabreezes.co.im/index.php/news/maritime-log/2248-cruise-giant-sets-up-safety-training-centre>

Surprise, surprise!!! Lawyers are the winners so far from the Hanjin Shipping crisis.

Lawyers are clearly the biggest winners to date in the 17 days since Hanjin Shipping [sought court receivership](#), triggering supply chain chaos and the largest container shipping bankruptcy in history. Across the world, lawyers have been fighting either to protect or arrest Hanjin assets.

SEPTEMBER 16TH, 2016

<http://splash247.com/lawyers-winners-far-hanjin-crisis/>



Do you wish to navigate the Northwest Passage? Have you some time to spare? Then try: -

https://www.youtube.com/watch?v=MAB_cRMbxvl&feature=youtu.be

(This worked well on my laptop but there were some problems when opened on an iPad).

Your Society. Do you wish to make a financial contribution to the Society? Is it time for you to renew your membership? The Annual Membership Fee remains at **\$40.00** but any amount that you can donate will be greatly appreciated.

Please make your cheque payable to the NPESC and mail it to: -

**Nautical Professional Education Society of Canada,
3648 Glenview Crescent, North Vancouver, B.C. V7R 3E8**

Thank you.

Contributions to the NPESC are tax deductible. Charitable Registration # 1039049-20



Articles or comments for inclusion in future editions of *Seatimes* can be sent to me at whitkni@telus.net
Sincerely, David Whitaker FNI

