



SEATIMES

The Newsletter of the Nautical Professional Education Society of Canada

(Society founded in 1995 by the British Columbia Branch of The Nautical Institute)



July 2018

The following article is from the British website, "Careers at Sea" <http://www.careersatsea.org>.



Apprenticeships are particularly suited to the maritime sector because so many jobs require the mix of practical learning and theoretical study that is at the heart of the apprenticeship model. From managing a busy port to catering on a cruise ship, from navigating the open sea to lifting a customer's yacht ashore to clean it, from building a fast ferry to driving it, the maritime sector offers a wide and growing range of apprenticeships as the starting-point for some very rewarding careers. <https://www.maritimeuk.org/careers/apprenticeships/>

Apprenticeships are jobs that mix practical learning on-the-job alongside a more experienced colleague, and more theoretical study. They're designed to give apprentices a strong foundation for their career, and the fact that so many senior people in the industry started their careers as apprentices is powerful evidence of just how successful apprenticeships are. It's no wonder that governments throughout the UK are keen to encourage businesses to offer more apprenticeships, providing subsidies to all sizes of business, with particularly generous packages for smaller firms.

For individuals, apprenticeships have the major attraction that apprentices get a wage while they are learning – rather than accumulating debt as students do.

Apprenticeships are currently available for crew in the shipping sector (particularly ferries and cruise ships), with roles both on deck and in the engine room, for crew on the Thames and other inland waterways (leading to the Boatmaster licence), and for workboat operatives (mostly supporting the construction sector).

There is a specialist boatbuilding apprenticeship covering both building and repair for all types and sizes of boats and yachts. And there are many related apprenticeships in the engineering field.

Ports offer apprenticeships for port operatives and a wide range of engineering and other roles.

In marinas and boatyards there are apprenticeships for the people who move and maintain, and clean customers' boats and yachts.

And of course there's a huge range of apprenticeships in the Royal Navy, and in the Royal Fleet Auxiliary (the civilian fleet which supplies Royal Navy vessels at sea).

The list is growing all the time, with new apprenticeships being prepared for marine pilots and port management roles, for coastguard operations crew, for commercial roles in ports as agents for shipping companies, and for ships' catering crew and superyacht crew.

More information: The Maritime Skills Alliance has further information on apprenticeships in inland waterways, marinas and boatyards, marine pilotage, the Merchant Navy, port operations (stevedoring), the Royal Navy, sea fishing and workboats. <https://www.maritimeuk.org/careers/merchant-navy/>

A career at sea offers a wealth of exciting opportunities for anyone looking for adventure and a job away from the normal humdrum of a desk job.

The Merchant Navy is the collective term for commercial shipping and includes a variety of vessels from cruise ships to tankers and cargo ships of all description.

This fast moving and technologically advanced industry requires highly trained seafarers working across navigation, engineering, electro-technical and on-board services disciplines at both officer and rating levels. There are a variety of entry routes available to start a career at sea within the Merchant Navy, which includes fully sponsored training programmes and apprenticeships.

With world-class institutions and a robust training system, UK seafarers are sought after all across the world and the range of skills they acquire during their training enables them to thrive in a competitive industry.

Those who decide to pursue a career at sea by following the officer training route will, on completion, be in a management position ensuring that the vessel and its crew are safe, all the machinery is maintained and the cargo reaches its destination on time and intact. Ratings are the 'support staff' working on vessels and directed by the officers to ensure the running of the ship is a safe and efficient operation. There are also roles for those interested in on-board services and hospitality, on vessel such as cruise ships and passenger ferries.

For more information on a career in the Merchant Navy visit the dedicated, national careers website, Careers at Sea <http://www.careersatsea.org>.

Reaction after the sinking of the *Titanic* came in various ways: -

Almost immediately some reforms took place. Passengers demanded that the transatlantic ships would follow a more southerly route. Then stokers on the *Olympic* refused to work until more lifeboats were provided. At the end of the year that ship went to the shipyard for a major alteration. After six months watertight bulkheads extended up to the promenade deck and double bottoms turned the corner of the bilge.

Marconi, haunted by the *Californian's* ignorant proximity, worked for a long time to perfect an automatic alarm that would ring when triggered by a series of four dashes. But radio operators soon began working in relay aboard ship so there was always someone monitoring the radio.

Sir Hiram Maxim, inventor of the machine gun, tried to build a device that would broadcast signals and deflect their reflection from anything in the path of the vessel. In effect it was an unsuccessful attempt at acoustical radar – but nothing more was heard of it.

One British naval architect proposed the installation of a detachable poop deck on all transatlantic liners that would remain afloat on the surface as a floating haven if the hull sank beneath it.

A Frenchman proposed spanning the Atlantic with a chain of illuminated buoys, connected by insulated cables. A ship in trouble could tie up to a buoy and telephone the shore for assistance.

None of these proposals came close to fruition but the public concern at the time was enough for the ideas to be taken seriously. <https://digitalfireflymarketing.com/our-blog/news-reaction-wake-titanic-sinking-not-so-different-today/>

The monster ships that changed how we travel. The beauty salons, swimming pools and even wireless communications of today's huge cruise ships all got their start with the "floating palaces" of a century ago: When the world's then-largest ocean liner embarked on its first transatlantic voyage in September 1907, thousands of spectators gathered at the docks of Liverpool to watch. "She presented an impressive picture as she left, with her mighty funnels and brilliant illumination," wrote one reporter. Cunard's *RMS Lusitania* had been outfitted with a new type of engine that differed from that of its rivals – and would go on to break the speed record for the fastest ocean crossing not once, but twice.

Between 1850 and 1900, three British passenger lines – Cunard, Inman and White Star – dominated transatlantic travel. Toward the end of that century, as increasing numbers of emigrants sought passage to the US and a growing class of Gilded Age travellers demanded speed and luxury, corporate rivalry intensified. Pressure from other European lines forced the British companies to add amenities like swimming pools and restaurants.

Not unlike today's rivalries between, say, aircraft manufacturers like Airbus and Boeing, each raced to make its ocean liners the largest, fastest and most opulent. In the process, they launched the modern age of leisure cruising – and developed innovations and technologies that continue to be used on cruise ships today.

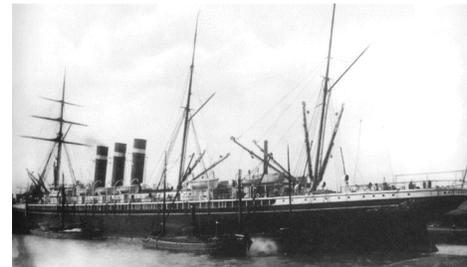
Comfort class. In the mid-19th Century, there were two main players. Inman's inaugural steamship, launched in 1850, made it the first major British line to replace traditional side-mounted paddlewheels with a screw propeller – an apparatus with fixed blades turning on a central axis. With the added speed and fuel efficiency

this brought, plus a sleek iron hull that was more durable than wood, Inman established itself as a company unafraid to try new technology for faster crossings.

Inman's main rival, Cunard, focused on safety instead. "The Cunard way was to let competitors introduce new-fangled technology and let them deal with the setbacks," says Michael Gallagher, Cunard's company historian. "Once that technology had proved itself, only then would Cunard consider using it."

But Cunard risked being left behind both by Inman and by a new rival that burst onto the scene in 1870 – the White Star line's splashy debut included five huge ocean liners, dubbed "floating hotels". Their flagship, *RMS Oceanic*, launched in 1871 had efficient compound engines that burned just 58 tonnes of coal per day, compared with 110 tonnes consumed by Inman's ships. That gave White Star the budget to invest in comfort. The contrast with Cunard was stark. "Where *Oceanic* had bathtubs, Cunard offered a basin; where *Oceanic* had central heating, Cunard offered stoves; and where *Oceanic* had lavatories, Cunard managed with chamber pots," says Gallagher. Architects for *Oceanic* also moved first-class cabins to mid-ship for less rocking on the waves.

In the 1880s and 1890s, each of White Star's new ships captured the Blue Riband, an unofficial accolade that recognises the passenger liner able to make the fastest average speed on a westbound Atlantic crossing. In answer, Inman built *SS City of New York* and *SS City of Paris*. The *City of Paris* won the Blue Riband several times thanks to its expensive but fuel-efficient triple-expansion engines and twin screw propellers. The innovation was a first for an ocean liner, and meant that if one propeller broke, the other could compensate – finally ending the need for auxiliary sails. This suddenly freed up a lot more space on deck that would later be put to good use by providing luxury facilities for their passengers.



Cunard, meanwhile, ventured into the new world of telecommunications by installing the first Marconi wireless stations, which allowed radio operators to transmit messages at sea, on its sister ships *RMS Lucania* and *RMS Campania*. First-class passengers could even book European hotels by wireless before reaching port.

"Connectivity was just as important to passengers in the past as it is today," says William Roka, historian and public programmes manager at South Street Seaport Museum in New York City.

In 1897, Germany entered the fray. Shipping company Norddeutscher Lloyd unveiled its colossal *Kaiser Wilhelm der Grosse* – which shocked its rivals by taking the Blue Riband from Britain after 52 years. Another German liner, the *SS Amerika*, wowed its well-heeled guests by introducing the first à la carte restaurant at sea, the Ritz-Carlton, brainchild of Paris hotelier Cesar Ritz and renowned chef Auguste Escoffier. It allowed guests to order meals at their leisure and dine with their friends rather than attend rigidly scheduled seatings – a forerunner of the kind of freestyle dining seen on today's cruise ships.

To complicate matters, American banking tycoon JP Morgan was buying up smaller companies to create a US-based shipping-and-railroad monopoly. In 1901, White Star became his biggest acquisition. Inman, too, now was US-owned, having been bought by an American company in 1893. Suddenly, the battles weren't only in the boardrooms: building the world's top ocean liners was now a point of national pride.

With the help of a £2.6 million government loan (equivalent to more than £261 million today), Britain's Cunard line launched the massive twins *RMS Lusitania* and *RMS Mauretania*. Both had the first steam turbine engines of any superliner. To reach its sustained speed of 25 knots (46.25 km/h), the *Lusitania* had "68 additional furnaces, six more boilers, 52,000 sq. ft. of heating surface, and an increase of 30,000 horsepower," reported the New York Times. "If turbines had not been employed, at least three 20,000-horsepower engines would have been necessary."

White Star fought back with *RMS Olympic*, *RMS Titanic* and *HMHS Britannic*. Like the *Lusitania* and *Mauretania*, White Star's trio would feature double hulls and watertight bulkheads. With standard reciprocating engines, they were slower than the Cunarders, but surpassed them in size and elegance. The *Olympic* and another White Star liner, the *Adriatic*, even debuted the first indoor swimming pools at sea. A first-class passenger "may indulge in Turkish and electric baths, take recreation in the gymnasium or a squash racket or divert himself in the swimming pond", marvelled one newspaper.

"It was fun for the first-class passengers to send postcards back home saying, 'Writing to you from the deck of the world's biggest ship, wish you were here,'" says historian William H Miller Jr.

History changed course when *Titanic* hit an iceberg on 14 April 1912 and sank on her first transatlantic voyage. As a result of the tragedy, safety regulations were updated to require lifeboat berths for every passenger and 24-hour radio surveillance (rules which are still in place).

But there were more challenges to come. World War One broke out in 1914 and European governments requisitioned liners for war service. Then a German submarine torpedoed *Lusitania* off the coast of Ireland on 7 May 1915, killing more than a thousand of those on board.

Cruising on: Despite a post-war liner-building boom, US anti-immigration laws reduced the number of transatlantic emigrants – the liners’ bread and butter – in the 1920s.

“Ships only made money when there were passengers aboard,” says David Perry, a maritime historian. “The companies needed to do something to stay afloat, so they created the tourists.”

Cunard modernised the aging *Mauretania* to burn oil instead of coal (most liners were converted to burn oil after World War One), painted its dark hull white to reflect the sunlight and sent her to the tropics as the first cruise ship catering to the new class of passengers, US vacationers who wanted a holiday at sea, replete with the nostalgic glamour of yesteryear. “Cruising offered a way for steamship companies to keep using their older transatlantic vessels and make additional revenue,” says Roka.

After the Depression forced a struggling Cunard and White Star to merge, the new Cunard-White Star built the immense *RMS Queen Mary* and *RMS Queen Elizabeth*. To compete with German, American and French liners, designers ratcheted up the creature comforts, like air-conditioning and private bathrooms in every stateroom. The Italian liners *Conte de Savoia* and *Rex* featured the first outdoor swimming pools “with real sand around them to make it look beachy – completely over the top,” Perry says. By 1957, more people crossed the Atlantic by ship than ever before.

But by the following year, jet passengers outnumbered them. “Cunard said flying was a fad,” Miller says. “But if, like the company slogan said, ‘Getting there is half the fun’, then getting there faster was more fun.”

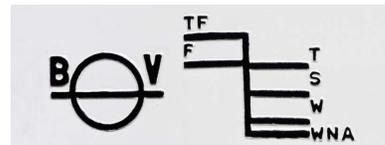
Air travel and high operating costs doomed most transatlantic liners by the 1970s – only Cunard’s *RMS Queen Mary 2* makes regular transatlantic crossings now.

Even so, cruising itself grew more popular over the ensuing decades. And not only does the idea of leisure cruising stem from these early days of competition, but so do many of the specific features of today’s massive ships. Today’s vessels still feature oil-burning engines, though the power and propulsion systems are much more sophisticated. Modern perks like barbershops and beauty salons, freestyle dining, pools and libraries all were introduced on the original “floating palaces.” Even internet communication has its roots in the wireless rooms aboard the great ocean liners.

But the most important similarity may be the most basic. “The feeling of the deck under your feet is the same,” says Perry. “That’s the transformative power of a voyage at sea.”

<http://www.bbc.com/future/story/20170411-the-monster-ships-that-changed-how-we-travel>

US Company Claims Ownership of Plimsoll Mark: In 2017 alone, over ten billion tons of cargo was carried by the world’s fleet of over 50,000 registered ships. Each of those ships is unique – they fly the flag of over 100 different countries and employ crew from every nation on earth. No two ships are identical except that, painted at the waterline of each of these ships, is the same simple mark, the International Load Line. [Today gCaptain received notice](#) from an American company to Cease and Desist use of this mark.



The International Load Line is more commonly called a Plimsoll Mark in deference to [Samuel Plimsoll](#), a British MP who took up the load line cause in the 1860s. Plimsoll lobbied for a Royal Commission on the seaworthiness of ships in 1872, and in 1876 the United Kingdom Merchant Shipping Act made the load line mark compulsory on all British commercial vessels. In 1906, laws were passed requiring foreign ships visiting British ports to be marked with a load line and in 1930 the [Load Line Convention](#) mandated its use internationally.

Since 1872 the Plimsoll Mark has become so ubiquitous that this simple mark has [inspired books](#), [movie studios](#), and even [popular athletic shoes](#). It is featured on numerous memorials to lost sailors and is etched in stone to mark [Samuel Plimsoll’s grave](#).

In 2009, despite over a century of use by countless parties, the United States Patent and Trademark Office issued a trademark for the exclusive use of this mark on items ranging from [“magnets, namely, decorative magnets and](#)

refrigerator magnets” to “plastic license plates”, to William C. Leewenburg, a [Marine Cargo Surveyor in Morehead City, North Carolina](#).

In a [cease and desist letter sent to gCaptain](#) this morning E. Eric Mills, an attorney representing Leewenburg’s company states that Mr. Leewenburg’s company “Plimsollgear.com” offers an assortment of products under trademark registrations worldwide, including the United States, Europe, Canada, and Australia” and asks that we remove the mark from the [shirt](#), [mug](#) and [poster](#) gCaptain created to honour the work of Samuel Plimsoll.

While Mills concedes that the version of the Plimsoll mark used by gCaptain is “not identical to the one shown in his client’s registration” he believes it is “similar enough that a purchaser could confuse one version for the other” and “is in violation of his client’s rights under federal and state trademark and unfair competition laws.”

Can a mark as historic and important as the Plimsoll Mark be trademarked? Was a mistake made by the US Patent and Trademark Office? Will shipping companies be asked to pay a fee or remove the mark from the sides of their ships?

gCaptain has contacted a few shipping companies and has found out that Mr. Leewenburg has not yet asked them to remove the mark from the sides of their ships.

Note from gCaptain CEO John Konrad: gCaptain does not believe we have violated any law or trademark by offering our Samuel Plimsoll products. We shall consider removing the products if they do in fact break the law but we also firmly believe that mariners should be able to buy and wear with pride a mark that signifies safety and professionalism in our industry. In the spirit of this belief gCaptain will be donating \$10 [for each plimsoll shirt](#) we sell to a charity organization for seafarers.

Any mariner who would prefer to purchase these items at cost rather than donate may use coupon code “plimsoll” at checkout for 25% off. –JK



May 10, 2018 by [gCaptain](#). <http://gCaptain.com/us-company-claims-ownership-of-plimsoll-mark/>
Plimsoll International Load Line mark on a ship. Photo by J. Quendag, Shutterstock

About gCaptain: gCaptain is the top-visited maritime and offshore industry news site in the world. Since 2007, gCaptain has proven to be a highly effective platform for information sharing and a source for up-to-date and relevant news for industry professionals worldwide.

vancouver
foundation



In June the Vancouver Foundation published its annual Magazine as it celebrated its **75th anniversary**. The magazine is interesting. It tells the history of the Foundation and explains the benefits of an endowment.

One article, entitled “Investing in Perpetuity”, contains a story about how “The Arthritis Society BC & Yukon Division”

established its first of four endowment funds in 1951 with an initial contribution of \$4,000. It has since received over \$2.5 million in distributed income – far exceeding the fund’s current capital value.

When charities have a steady stream of income, they can focus on what they do best, fulfilling the mandate for which they were created.

The NPESC “Invested in Perpetuity” when it established its endowment in 2001 with an initial contribution of \$23,000. The first income received from it, in 2003, was a sum of \$1,107.30. The income in 2017 was \$1,801.06. It is quite probable that very soon the endowment will have earned more for the Society than its initial deposit.

Read the magazine at: -

<https://www.vancouverfoundation.ca/sites/default/files/publications/Vancouver%20Foundation%20Magazine.pdf>

This is the Longest Sailable Straight Line Path on Earth: In 2012, reddit (<https://www.reddit.com/>) user kepleronlyknows [posted a map](#) claiming to show the longest straight line a vessel could theoretically sail on earth without hitting land.

The map showed a route from Pakistan, through the Mozambique Channel, around the Cape of Good Hope and Cape Horn, and north through the Pacific to eastern Russia. The user provided no details about how he came to his conclusion, writing only “The Longest Straight Line: you can sail almost 20,000 miles in a straight line from Pakistan to Kamchatka Peninsula, Russia.”

The post generated a lot of interest and led to subsequent attempts to prove and disprove kepleronlyknows’ route, while some others chimed in with their own theories about the longest sailable straight line earth.



The Longest Sailable Straight Line Path on Earth. Credit: Rohan Chabukswar and Kushal Mukherjee

Now, some six years later, a pair of researchers has developed an algorithm claiming to solve the problem once and for all. Interestingly, what their models showed looked nearly identical to kepleronlyknows' original route.

According to the authors, Rohan Chabukswar and Kushal Mukherjee, the longest straight line path on earth can be found using "branch-and-bound" algorithm, which the authors say uses great circles.

"Although it does not look like a straight line on the map, the algorithm using great circles ensures that it is," Chabukswar and Mukherjee noted.

The line originates in Sonmiani, Las Bela, Balochistan, Pakistan, threads the needle between Africa and Madagascar, between Antarctica and Tierra del Fuego in South America, and ending in Karaginsky District, Kamchatka Krai, Russia. The line also covers an astounding distance of 32,089.7 kilometers (19939.62 miles), further corroborating kepleronlyknows findings.

In their conclusion, researchers Rohan Chabukswar and Kushal Mukherjee write:

"We proposed an innovative approach for relaxation of an optimisation problem for utilising the branch- and-bound algorithm. On the way, we managed to prove that kepleronlyknows was right about the longest sailable straight line path on the Earth." May 3, 2018 by Mike Schuler

You can read the full research [paper HERE](#).

http://gcaptain.com/this-is-the-longest-sailable-straight-line-on-earth/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Gcaptain+%28gcaptain.com%29&goal=0_f50174ef03-993ef7f111-169937937&mc_cid=993ef7f111&mc_eid=35ccf165ad

Life at Sea. The experiences of apprentices who served with four different British shipping companies. From 'Ships Monthly' May 1996.

1. Moor Line: I was an apprentice with Walter Runciman's Moor Line during the 1930s. There were six of us on the *Eastmore*, each earning a total of £40 for four years' and as we did watch for watch and daywork for daywork with the ABs, we were obviously cheap labour. The ABs were getting £8.2s a month each.

It made an economical voyage at that time to go light ship to Australia and bring grain home. The proviso was that we should take enough cheap UK coal with us to last all the way to Aussie, about two month's steaming. Coming home laden with wheat we had to bunker at Cape Town and perhaps Dakar or Las Palmas.

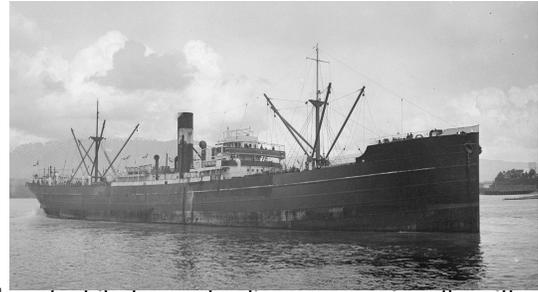
One voyage, when I was about 17 years old, we loaded coal in the bunkers in Cardiff until the hatches were brim full and then the chute moved on to No.2 hold and half filled that. We sailed through Biscay and the N.E. Trade Winds and, when we were about latitude 25° N (pretty hot), came the dreadful news. Working bunkers tomorrow lads! Off came the No.2 hatches and up went the derricks. Then four large baskets down the hold and three heavy steel barrows on deck, together with a ramp of hatch boards leading to the bunker hatch, just abaft the bridge.

Then the work: Half of us down No.2 hold shovelling coal into baskets, the other half working the winches, tipping the coal into barrows and up the ramp to pour down the bunkers. The ramp seemed to get steeper throughout the watch. We did this for four hours with a fifteen-minute 'smoko', then a quick lunch and four hours more for the afternoon. This exercise lasted about fourteen days or more and then relief. Wash No.2 hold down ready for the eventual grain.

And then there were the delights of meeting nice Australian girls – luckily home to dinner occasionally with their families – after four weeks on salt beef and salt pork. Bliss!

Although this sounds, on the whole, a hard life, we had a wonderful bosun who taught us all he could of seamanship, the safe way to work aloft or go over the side. At the age of eighteen I could splice wire as good as any rigger. **Don Robinson, Loughborough.**

(No. 2, Smiths of Cardiff will appear in the next edition of Seatimes.)



Captain Cook's Endeavour replica comes 'home' to Whitby in Yorkshire, England. A replica of the ship Captain James Cook used to sail to Australia and New Zealand has arrived in Whitby to form part of a new tourist attraction:

The full-scale copy of *Endeavour* was towed 40 miles by sea from Middlesbrough. It is to be transformed into a floating museum due to open later this year to mark the 250th anniversary of Cook's first expedition to the Pacific.

Yorkshire-born Cook began his maritime career in Whitby. Crowds of people lined the harbour walls and watched from the surrounding cliffs as *Endeavour* arrived to a cannon salute and the sound of ringing bells.

The replica, built in 1993, had been based in Stockton-on-Tees. Businessman and ex-naval officer Andrew Fiddler bought the ship at auction in 2017.

Mr. Fiddler said, "It was fantastic to see the *Endeavour* coming through the harbour entrance in full glory and



receiving a great Whitby welcome, knowing she will be staying in her rightful home.

"We can now look forward to the final stage in her transformation, from being a rundown function venue to becoming an engaging and entertaining attraction."

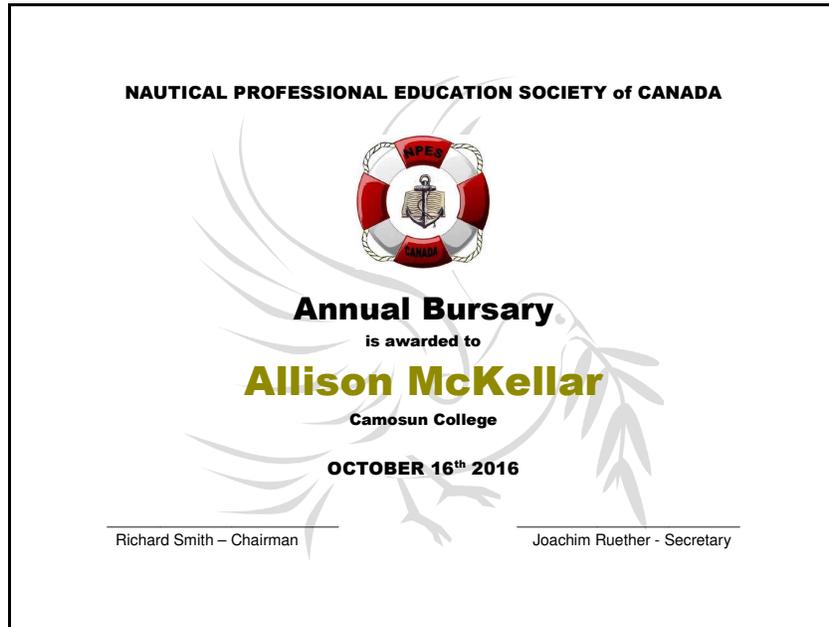
Unlike its Australian counterpart, the UK replica was never built to be sailed, which is why it had to be towed down the coastline.

The original *Endeavour* was first registered as the *Earl of Pembroke* when ship builder Thomas Fishburn built her in Whitby in 1764. She was built as a Whitby Cat designed to

haul coal before the Navy commissioned and re-registered her as *HM Bark Endeavour*.

<https://www.bbc.com/news/uk-england-york-north-yorkshire-44335848> June 2nd 2018

When a student receives a Bursary from the NPESC he or she is also presented with a Certificate. Here is an example, front and back, of the Certificate: -



The Nautical Professional Education Society of Canada

In the early 1990's Canadian seafarers with Watchkeeping Mate (WKM) or Fourth Class Marine Engineer certificates were experiencing difficulty in accruing sea service towards the next level of certification. A group of members of **The Nautical Institute, B.C. Branch**, (NIBC) recognized that the WKM & 4th Class ME certificates had become a choke point in the certificate structure and less and less people were progressing towards the senior levels of certification. The *ad hoc* committee became the **Nautical Professional Education Society of British Columbia (NPESBC)** by incorporation on 10 February 1995. A few years later the name was changed to the **Nautical Professional Education Society of Canada (NPESC)**. With the Society as a legal entity, a submission was made to the Provincial Government for funding which resulted in a grant of \$76,000 to assist in the aims of the Society. The initial aims of the Society were achieved and both individuals and the marine industry benefited from the foresight and generosity of the founding members. With the passage of time, conditions in the marine industry changed. International operators recognized the quality of Canadian officers; employment opportunities and salaries in foreign flag vessels increased.



In 1998 the Cadet Program began at the Marine Campus of BCIT. The Executive and Board of Directors of the NPESC determined that the original focus of providing stipends and training positions was no longer appropriate and a decision was made to transfer the Society's funds to the BCIT Foundation and to the Vancouver Foundation to provide an income for bursaries and awards to Deck and Engineering Cadets in the BCIT Cadet program. The Society now operates with funds donated by its members and other interested parties. It provides two bursaries each year. <http://www.npesc.ca/>.

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This bursary is generated from funds donated by the B.C. Supercargoes' Association. It is advertised annually at marine training schools in British Columbia and students compete for it. The Society's Selection Committee assesses the documents submitted by students to determine the successful applicant.



The B.C. Supercargoes' Association is an organization of independent, cargo supervision and planning consultants, who have served the needs of ship operators and charterers along the West Coast of North America since 1952. Their attention to cargo care and the efficient loading of deep-sea vessels results in faster turnarounds and lower costs to Clients.

Multinational in origin, most BC Supercargoes hold Master Mariner Certificates and have seafaring experience in senior command positions. They deal with ship's officers using a common terminology and a shared cargo handling experience. From their days at sea, they appreciate ocean forces and the necessity for securely stowed cargo, especially cargo stowed on deck. For more information see <http://www.supercargoes.bc.ca/>.

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The Directors and Members of The Nautical Professional Education Society of Canada & of the B.C. Supercargoes' Association congratulate you upon being selected to receive this Bursary for the year 2016.

We offer you our Best Wishes for the future.

Father and Daughter Pilot Bulker Out to Sea: It is not every day that a father can tag along with his daughter in her profession. It is exceptionally rare when a daughter is a professional mariner. Recently, a father joined his daughter on board a bulk carrier that she navigated outbound Norrköping, Sweden. Captain Hanna Odengrund, from Norrköping, Sweden, is a role model in the online community of Women Offshore. She is a graduate of Kalmar Maritime Academy and a Master and Pilot on unlimited tonnage vessels.

Captain Hanna has worked on the water for the past fifteen years, much of that time on chemical tankers before becoming a maritime pilot. As a pilot, Captain Hanna is a navigational expert. Her main duties involve navigating and manoeuvring ships between the ports of Oxelösund and Norrköping, Sweden. Since October, Captain Hanna has expanded her social media presence from Instagram, where she educates and inspires others with details of her job, to a blog site where she shares even more sea stories about life as a maritime pilot in Sweden. She answers questions about the monotony of navigating in and out of the same ports all the time and even opened up about a ship manoeuvre that wasn't executed as planned.

"Sometimes things don't really turn out the way you plan. I think all of us can relate to the frustration. The really hard part is assessing what happened and why. Learn from it and move on as a stronger and more competent person." One of Captain Hanna's latest piloting assignments, shared on her Instagram account, included inviting her father, Johan Högquist, along to observe her navigate a bulk carrier, the Norwegian-flagged, *Tifjord*, outbound Norrköping. The vessel was scheduled to transit from its berth in Norrköping through a fjärd called Bråviken and then meet a pilot boat at a rendezvous point 8 nautical miles off the coast of Oxelösund. Captain Hanna would then disembark the *Tifjord* at the meeting point on to a small boat to head back ashore for another assignment, while the *Tifjord* continued with her voyage through the Baltic Sea. Forty miles long, the entire pilotage would take about 4 hours to complete.

Fjärd: a rocky inlet of the sea, usually found along relatively low-lying coasts. Formed by the submergence of a glacial valley, fjärds are characteristically more irregularly shaped than the fjords. Like fjords, they may be quite deep and may have thresholds at their mouths. Fjärds are often connected by mazes of channels but are not typically river-fed estuaries. With a pair of binoculars in hand, Johan walked up the gangway of the 95.1 meter, 2999 gross-ton *Tifjord* to join his daughter in her element as the pinnacle of the maritime industry, a Maritime Pilot. He was ready to observe her in action on the bridge of the bulk carrier. On board the *Tifjord*, Captain Hanna showed her father the chart, explaining the vessel's safe passage through Bråviken. She also briefed her father on how to manoeuvre the ballasted bulk carrier away from its berth.

When the ship was ready to depart for sea, Captain Hanna communicated over the VHF radio to the ship's Captain and crew, port tugs, and shore linesmen to let go the mooring lines and steer the ship safely towards the channel. As the



Tifjord moved at dead slow ahead, slowly increasing speed, Johan put his binoculars to work to look out for oncoming traffic. For Captain Hanna, this was a pilotage to remember. "It is really humbling to be able to share my life at sea with him. He served as the perfect lookout," she proudly declared after the experience. Hanna added that her father has always been very supportive of her career, even if unconventional. She said, "I have really felt that support throughout everything I have been up to. It is an amazing feeling that I hope I can give my kids as well."

Just like her father, Captain Hanna knows the value of supporting a child's ambitions. Once near the designated pilot drop off area, Captain Hanna disembarked the *Tifjord* by climbing down a ladder to a pilot boat. On the way back to port, they each revelled in the sunshine, salt air, and ocean spray. With a 'thumbs up' to the camera, Johan beamed with pride.

Ally Cedeno 2018-06-25

Ally Cedeno is the founder of WomenOffshore.org.

<https://www.maritime-executive.com/editorials/father-and-daughter-pilot-bulker-out-to-sea#gs.Ub9rfVQ>

Camosun student David Rutherford wins 2018 Nautical Training Program Award:

This year's Thermopylae Club Watchkeeping Mate "Award of Excellence" was presented May 29 to David Rutherford at the Trades Awards Ceremony of Camosun College School of Trades & Technology in Victoria.

The award goes to the Watchkeeping Mate program student who receives the highest aggregate marks on the Transport Canada examinations that year. "Rutherford was our top student in the Nautical Department," says Rick Worrall, Camosun instructor and member of the Thermopylae Club. "He has a broad understanding of the marine industry and has worked at several of the B.C. Ferries operations. He is presently based on Hornby Island."

Students in Camosun's Nautical Training Program learn current technologies and the leadership skills needed in work as Officers, including Captains, of fishing, domestic and international vessels.



The award is co-sponsored by B.C. Ferries and the Thermopylae Club of Victoria. The club was formed in 1932 by a small number of retired seafaring men of all ranks, including some who had served in the tea clipper *Thermopylae*. Support of merit awards for maritime studies is part of the club's mandate.

In the picture from l to r Capt. Morteza Peivast, Camosun, David Rutherford, Capt. Fred Fowler, BC Ferries, Michael Derry, Thermopylae Club

Do you keep a diary? If so let's hope you never have to make an entry like this: -

**"The meats have become rotten,
the butter has gone bad,
and beer has run out".**

Vasco Da Gama. In his diary, September 17th 1457.

At the 2018 BCIT Marine Campus Convocation Ceremony on July 6th, the Society made two book awards. Captains Richard Smith and Joachim Ruether were on hand to make presentations to Nico Ortega and William Campbell.



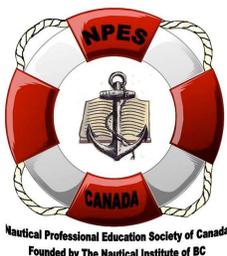
Your Society. Do you wish to make a financial contribution to the Society? Is it time for you to renew your membership? The Annual Membership Fee remains at \$40.00 but any amount that you can donate will be greatly appreciated.

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 whitknit@telus.net
David Whitaker FNI**

