



SEATIMES

The Newsletter of the Nautical Professional Education Society of Canada

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

Affiliated Members: The Nautical Institute (BC Branch), The Company of Master Mariners of Canada
& The Canadian Institute of Marine Engineers.

September 2008

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In April this year we held a Directors' meeting at which there was a change in the Executive. Stan Bowles stepped down from the position of Chairman. Stan had held this post for many years but his current job situation kept him away for much of the time and he felt unable to concentrate on the affairs of the Society. David Whitaker replaces Stan while Brian Silvester has taken on the position of Secretary/Treasurer. In the meeting our scholarships were also discussed. Revenue from the BCIT Foundation Endowment will continue to go a Cadet at the Marine Campus of BCIT. However it was decided that the income from the Vancouver Foundation should be offered as an award, or awards, to persons who qualify by the following.

- Attending an approved course, such course to have a minimum program length of 250 hours at a recognized institution (such course and institutions to be determined)
- Demonstrated need, ability and potential

Details for this have yet to be finalised. The current list of Directors includes: Capt. David Whitaker FNI, Capt. Brian Silvester FNI, Capt. Jim Arnott FNI, Capt. Stan Bowles FNI, Capt. David Bremner (representing the CMMC), Phil Dauphinee (representing the CIMarE), Capt. Zak Farid FNI, Capt. Bob Kitching MNI, Capt. John Lewis FNI and Capt. Ivan Oxford (representing Camosun College).



On July 28th Brian Silvester and David Whitaker attended the BCIT Marine Campus to make a presentation to an Engineer Cadet. Patrick Vipond, seen in this picture along with Captain John Clarkson FNI of the Marine Campus, was the recipient of our 2007 BCIT Foundation Award. The rotation of the school and sea phases for the Engineer Cadets made it impossible for Patrick to be present last November when this award should have been presented. As it was we only just managed to catch up with him as he prepared to take his examinations before returning to sea with Teekay Line. We asked Patrick to provide us with a report of his experiences at sea. He has kindly done so and it is presented on the next page.

Later this year the Society will be called to present the 2008 BCIT Foundation Award to a Nautical Science Cadet. There are not

sufficient funds in our Endowment with the Foundation to provide a sizable award to both a Nautical Science Cadet and an Engineer Cadet each year so we alternate between the two groups. Recently we

made an additional gift to this Endowment. The BCIT Foundation was then able to provide a 25% match and that increased the value of the Endowment to \$20,000. This amount should generate \$1,000 annually for many years to come thus making our Award quite respectable. Since 2001 the Society has provided scholarships totalling **\$9,275** from the funds invested in the two Foundations. Before that time the Society had issued stipends to Canadian seafarers with Watchkeeping Mate's or 4th Engineer's Tickets that totalled about **\$45,000**. Without your financial support this could never have happened. Please continue to give generously so that we can support young seafarers.

E-Mail from Patrick Vipond: Date: Thu, 07 Aug 2008. Following is my sea phase report as requested. Once again, thank you very much for the scholarship I was awarded last week. This financial support will definitely help with my 4th year tuition. Sincerely, Patrick Vipond

BCIT Marine Engineering Cadetship with Teekay Shipping. During my first year at BCIT, and with very little shipping industry knowledge, I was interviewed for a Cadet position with Teekay Shipping. A small group had applied and after being hired, along with one of my classmates, we completed our first academic year and then waited to hear about our first sea phase. I was assigned to meet the *Hamane Spirit* in Hong Kong. The *Hamane Spirit* is an Aframax class, diesel powered, 105,000 DWT crude oil tanker. We took the shore launch with the ship's agent through Hong Kong harbour late at night to meet the ship. Bobbing past everything from container ships to squid fishing boats, we arrived as the ship was bunkering lube oils and fuel. Once onboard we met the Chief Engineer who gave us a tour of the engine room. He laughed at the looks on our faces as we stared, wide eyed, at all the huge machinery. The next morning the 2nd Officer gave us a safety tour around the ship. We then went down to the engine room to start work. The machinist was about to rebuild generator cylinder heads with the 2nd Engineer, so we were able to help out doing basic work. The ship was sailing for Hawaii to discharge its cargo. During this voyage we had our first fire and lifeboat drills. It was interesting to see the whole drill process on board for the first time. When we arrived in Hawaii there was a line up of vessels to discharge which allowed us to go ashore a few times during the four days we spent waiting. We were also involved in scavenge space cleanings of the main engine. Cleaning this oily carbon residue out of the air intake pipes of the engine was not much fun but, when you look back on it, it was a necessary part of any engineering cadet's sea phase. When it was our vessel's turn to discharge, we were able to watch how the ship was manoeuvred into position to hook up to the pipeline. The Chief Engineer explained the tanker operations and how it affected the engine room. This being our first discharge, we saw how the boiler was run to provide steam for the cargo pump turbines as well as how the exhaust is used to provide Inert Gas to the cargo tanks. After Hawaii, the ship sailed across the Pacific to Los Angeles and San Francisco, then back across the Pacific to ports in Japan, Korea, Indonesia, Australia and Malaysia. During this time we slowly learned the intricacies of how an engine room works and about ship life. Our trip ended after five months in Yosu, South Korea.

After our second year at BCIT we were assigned to join the *Matterhorn Spirit* at the Fos tanker terminal in France. The *Matterhorn* is also an Aframax class, diesel driven, crude oil tanker but was slightly larger at 115,000 DWT plus it had A1 ice class certification. The ability to travel in areas that required ice certification meant that during the winter months while we were aboard it transported crude mostly out of the Primorsk, Russia, tanker terminal. These cargos were taken to ports in Spain, Denmark, and Holland. This ship was also much newer than the *Hamane*, as the *Matterhorn* was a 2005 build. Because of the newer design, it had an electronically controlled camshaftless main engine and more automation in the control of the generators and auxiliary boilers. My classmate and I were split up and assigned to help the 3rd and 2nd Engineers for a month, and then switch back and forth. My first month was spent with the 2nd Engineer learning more about running and maintaining the generators. Also, on this trip we took a more active role in the running of cargo operations during watches in the engine room. After the month was up I switched over to working with the 3rd Engineer and helped him with the air compressors, fuel oil and lube oil purifiers, fresh water generators and regular boiler maintenance. There was also cargo watches to do during this stint too.

Both of these cadet phases with Teekay Shipping were excellent learning experiences. Both sets of ships crews were very helpful in showing us how everything worked. I look forward to going back to Teekay after gaining my 4th class motor license to complete the final sea phase of the BCIT Marine Engineering program.

Patrick Vipond



BCIT Marine Campus Graduation 2008: On Saturday August 9th Brian Silvester and David Whitaker joined a contingent of guests aboard the 1300 sailing from the Tsawwassen Ferry Terminal of the ferry *Spirit of Vancouver Island*. We were there at the invitation of the BCIT Marine Campus to attend the combined convocation ceremony of a Nautical Science and an Engineering Class.

B.C. Ferry Services Inc had proposed the ceremony could be held on their vessel. For the occasion the “Pacific Buffet” restaurant, on the main passenger deck at the stern of the ship, was closed to the public for the round trip voyage between Tsawwassen and Swartz Bay on Vancouver Island. This was surely a unique event. Graduations had been held on ships before but not while the vessel was underway. Soon after the ferry had backed away from



the terminal and was commencing its turn, the Graduates were piped into the room where the guests were already assembled. The piper was a Chief Officer, Trevor Caldwell, from the sister ship, *Spirit of British Columbia*.

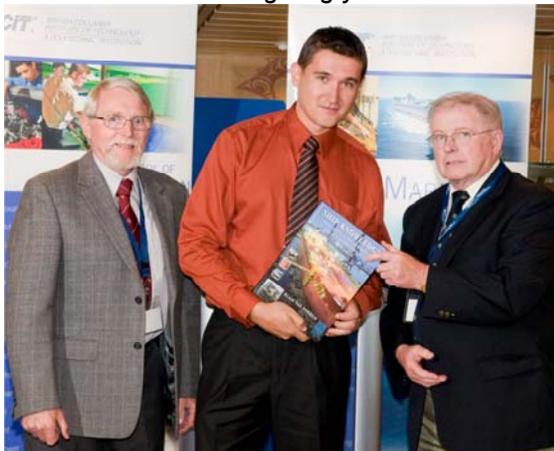
The piper was a Chief Officer, Trevor Caldwell, from the sister ship, *Spirit of British Columbia*.

The moderator for the afternoon was Dr. Michael Henderson, Regional Director General, Transport Canada, Pacific Region. He introduced the speakers including:-

- For the BC Ferry Services Inc: Captain Trafford Taylor, Executive VP New Vessel Construction
- For BCIT: Don Wright, President
- For BCIT Marine Campus: Captain John Clarkson, Associate Dean; Jeff Otto, Cooperative Education Coordinator; Captain Ivan Pichugin, Nautical Sciences Cadet Chief Instructor; Sanjeev Sarwal, Marine Engineering Chief Instructor
- For the Graduates: Jordan Pechie, Nautical Sciences Class Valedictorian; Cody McMillan, Marine Engineering Class Valedictorian

After the interesting and entertaining speeches the Graduates were each called forward to receive their Diploma plus a book from BC Ferries and this was followed by the Achievement Award Presentations. These awards came from Oak Maritime, which Company has been very generous to the Cadet Program, from the Algoma Central Corporation, from the Vancouver Maritime Arbitrators’ Association, from the “Conway Club” of Vancouver and from this Society. The Conway Club presented the NI Publication, “Lumber Deck Cargos” written by B.C. Branch member Mike Fothergill. The Society presented “Ship Knowledge”, a Dokmar publication (www.dokmar.com) and two copies of “Marine Fire Fighting” which we obtain from the Alberta Fire Chiefs Association. Captain John Lewis is one of the authors of this book.

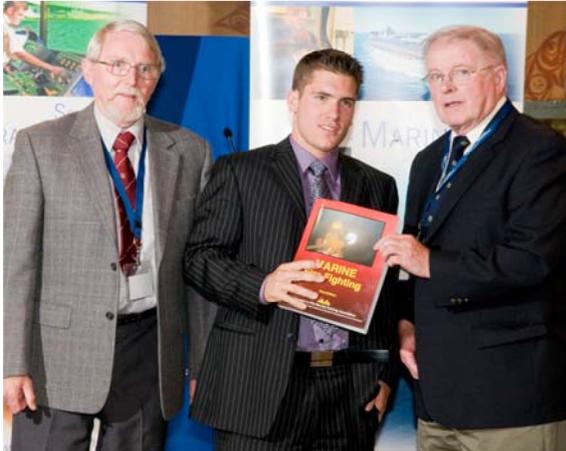
Deck Officer Oleg Degtyarenko



Deck Officer Neil Appleton



Engineer Officer Tavis Nordstrom



To all members of the BC Branch of the Nautical Institute: You may have forgotten that this Society is really a function of the Branch, providing support to those who are the future of our shipping industry. This activity came about after much deliberation and hard work by the Branch Executive in 1994/5. To begin with, members contributed money to help support Canadians find the seetime with which to improve their qualifications. Then, with a financial grant provided by the Provincial Government of the day, a non-profit Charitable Society was founded in order to continue the task of supporting Canadians at sea with the hope they might fill high positions in the shipping industry in future years. Many members still contribute cash on an annual basis to support the original aims of the

Branch. Now, because the Branch formed a Charitable Society, their contribution is tax deductible.

The Founding Members were: Captains J. Arnott, D. Batchelor, S. Bowles, G. Brown, T. Crimp, M. Drouin, D. Hodgson, B. Johnston, J. Kenefick, E. Monteiro, A. Mortimer, A. Shard, B. Silvester, D. Snider, J. Steele, J. Swain and Lt Cdr G. Stanford.

Affiliated Members are listed in the banner on Page 1.

Corporate Members: None

Life Memberships are awarded to persons who have donated \$500 or more. Life membership has been presented to **Captains A. Crowther, R. Kitching and J. Lewis** plus **Lt Cdr G. Stanford** and to his late wife **Lt B. Stanford RCN (Retd).**

In 1995 it was agreed that all members of the NI BC Branch would be members of the Society but the continuing success of the Society does rely on annual contributions provided by Branch members. The annual membership fee was set at \$40 however we would be pleased to receive whatever you feel you can contribute. If you have recently made your annual gift, thank you. But if not, please give as generously as you can to show your support for your Society and for the seafarers who will benefit from our investments. Your donation is eligible for charitable donation calculation for Canadian income tax purposes so you will receive an official tax receipt (Charity Registration #1039049-20). **Remember that Brian Silvester is the Treasurer now and he needs much experience of depositing your cheques in the bank. Please put him to work.**

To members of the **CMMC** the need for donations applies to the Baugh Fund and the CMMC Foundation too. Similarly the **CIMarE** has Scholarships which need the support of the Institute's members.

Questions? Contact David Whitaker, <whitknit@shaw.ca> or Brian Silvester <BrianSilvester@shaw.ca>

Contributions to our Society should be made payable to the NPESC and mailed to: -

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

When making a donation please complete the form below to accompany your cheque.

Yes! I wish to support the aims of the Nautical Professional Education Society of Canada.

Enclosed is my tax deductible contribution of: \$.....

Name .. Telephone

Address .. E-mail address ..