



SEATIMES

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

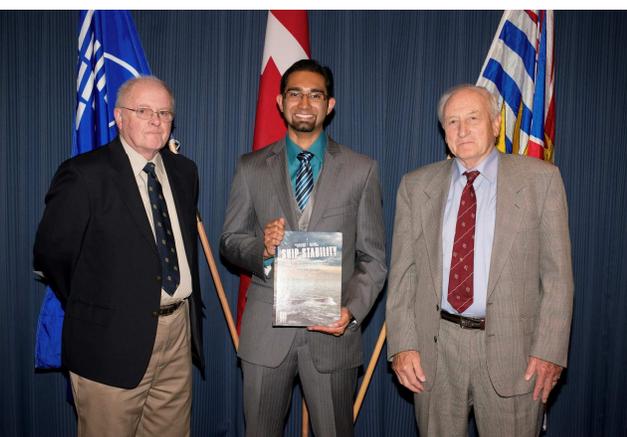
Affiliated Members: The Company of Master Mariners of Canada, The Canadian Institute of Marine Engineers.

September 2012

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On July 13th I attended the 2012 BCIT Marine Engineering Convocation Ceremony. Fourteen were graduating out of the sixteen who began the course as Cadets four year ago. Apparently the other two will graduate later. Included in the graduates was Marc-Andre Houde, the recipient of our Vancouver Foundation Bursary in 2009. The Master of Ceremonies was Farooq Niazi, Technical Superintendent for SMIT Marine Canada, Inc. Farooq had been a graduate in 2002 of the first intake of Cadets to the Marine Engineers Course. After the speeches and the Certificate presentations, there were the Achievement Awards. As usual there were awards from Oak Maritime and Algoma Central Corporation. Next, BC Ferries presented an award, an I-Pad. The Society was last on the list and ours was the only Book Award. This went to Engineer Officer Sheroy Mistry.



who made a fine speech. Once again there were awards from Oak Maritime, Algoma Central and BC Ferries. These were followed by presentations from the Vancouver Maritime Arbitrators Association, the Conway Club of Vancouver and from our Society. Brian and I made the presentation to Deck Officer, Darren Pereira.

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August 10th was the date for the BCIT Nautical Sciences Class to graduate. Brian Johnston and I attended this ceremony. There was a large turnout for this occasion. Various members of the shipping community were there including Captain Duke Snider, a Vice President of the Nautical Institute. There were speeches from the Honourable Naomi Yamamoto, Minister for Advanced Education in the British Columbia Government, Laurie Sterritt of the BCIT Board of Governors and Paul Dangerfield, BCIT Vice President of Education, Research & International. Captain Louis D'Mello, Nautical Sciences Instructor and Jeff Otto, Cooperative Education Coordinator, both from the BCIT Marine Campus, also spoke and finally it was Andrew Turner, the Class Valedictorian who made a fine speech. Once again there were awards from Oak Maritime, Algoma Central and BC Ferries. These were followed by presentations from the Vancouver Maritime Arbitrators Association, the Conway Club of Vancouver and from our Society. Brian and I made the presentation to Deck Officer, Darren Pereira.
Submitted by David Whitaker. August 16th 2012

Before Cadets attend a Nautical School today, they will be provided with instructions about where and when to go and what to bring. For instance, at the BCIT Marine Campus they are given a schedule for the first two days at school and they are asked to bring: "Your Canadian Passport, Citizenship Card or Permanent Residence Card, or any passport issued to you by a country other than Canada; Your original Transport Canada Medical Certificate; Your Transport Canada Discharge Book; Any inoculation certificates/booklets; and a Lock for your Locker."

Following is the letter sent to parents prior to a term at sea-school in the 1950s. Remember that this was a boarding school situated miles away from most students' homes. Note too that Britain was still rationed.

CADET SCHOOL "CONWAY": EASTER TERM 1954.

1. The EASTER TERM will commence on January 13th and end on April 8th. NEW CADETS will join on January 14th. All Cadets are expected to join on the appointed day and sickness, supported by a Doctor's Certificate, will be the only reason accepted for not doing so. The SUMMER TERM will commence on May 5th and end on July 29th.
2. All Cadets should bring with them: RATION BOOKS, DENTAL CERTIFICATES, MEDICAL CERTIFICATE, CLOTHES LIST checked by PARENTS or GUARDIANS. Parents or Guardians are requested to take early dental appointments for the EASTER leave.
3. DANCING CLASS will be held during the term. Cadets wishing to take these should have letters of consent from their Parents or Guardians. Dancing is an extra and those Cadets taking it will be charged £1.0s.0d on their Debit notes. Parents are particularly asked NOT to pay in advance as there are always more Cadets opting for this than are accepted.
4. BUSES. Arrangements will be made for duplicate buses from Bangor Station to Plas Newydd at approx. 3.45 and 5.30 pm. Fares will be collected in the buses. Cadets arriving at any other times than the above should arrange their own transport (Service Bus or Taxi).
5. FOOD PARCELS. Although it is appreciated that all boys like an occasional parcel, some parents, because of their business, find it easy to provide unlimited ones; others are finding requests for parcels a hardship. In future no Cadet is to receive more than one parcel per month plus an additional one on his birthday. Parcels containing clothes only are to be so marked and may be opened in the presence of the recipient's Divisional Officer. Parcels received in excess of the stipulated number may be distributed on the mess deck or returned to the sender. Parcels containing fresh fruit are not subject to limitation.
6. POCKET MONEY. Considerable temptation is being placed in the way of less fortunate Cadets by Parents and Relations not conforming to instructions in the Prospectus regarding Pocket Money. Boys are returning with their Pocket Money in currency notes and failing to hand this to the Padre. It is therefore requested that ALL POCKET MONEY be either sent to Liverpool Office when settling the fee Debit Note or to me, CROSS "CONWAY POCKET MONEY ACCOUNT", and also that additional gifts on birthdays etc. be sent by CROSSED POSTAL ORDERS, not, as is so often the case at present, by open postal orders with the name left blank. Pocket Money will then be issued by the Padre weekly, each boy normally being allowed FIVE SHILLINGS. No boy will be allowed to draw money without permission of his Divisional Officer.
7. SMOKING is an offence which is severely punished and a boy caught doing it a 2nd time will receive a DEMERIT in his report book in addition to the usual punishment. Certain Parents have encouraged this offence by sending cigarettes not realising, perhaps, what a serious attitude Shipping Companies take towards Executive Demerits. In the interest of their son, as well as the general discipline of the Establishment, such action is deprecated.
8. LEAVE. Occasional leave may be granted to Cadets during the term to meet Parents or Relatives. Requests for such leave should be addressed to the Captain Superintendent, if possible a week in advance, in order that the Parents may be informed if Cadets are under stoppage of leave. Such requests should not be more frequent than once a month and it is particularly requested they are NOT made for NEW CADETS before they have had a full month in which to settle down.
Leave may be given once a month (1) Wednesdays from 1.15... 8.0.PM, or (2) Saturdays from 1.15... 8.0.PM provided Sunday leave has not been asked for, or (3) Saturdays after games until 8.0.PM followed by Sunday Noon to 8.0.PM, or (4) Sunday 10.30.AM..... 8.0.PM
No leave is granted on last Sunday of term.
Parents spending the Sunday in the district are always welcome to Morning Service at 11.15.AM.

E. Hewitt
Captain Superintendent.
Captain R.N.R.



Command Seminar – A Young mariner’s View:

As a recently qualified Deck Officer having been through the Trinity House Merchant Navy Scholarship Scheme, and an Associate Member of the Nautical Institute, I was invited to attend The Nautical Institute Command Seminar in Bristol, England in November 2011, along with other Trinity House Cadets. I saw the Seminar as an opportunity to start involving myself in the professional world; both an exciting and daunting prospect.

What is it like to attend an NI Seminar? I can only give you my experience through the eyes of a young mariner, and having spent time at sea where I have experienced how rank can sometimes overshadow communication and prevent integration of Cadets into the bridge team, I was uncertain how this group of young, fresh mariners would be received. A room full of Master Mariners and Chief Executives is a little daunting and we felt like scared rabbits who had wandered into the lion’s den.

My initial concerns were quickly removed when it became apparent that our presence was not only accepted but celebrated.

The contents of the seminar were enlightening and constructive to awareness of the working relationship between ship and shore. The speakers were highly knowledgeable in their topic and raised challenging questions for debate open to all after each presentation.

During intervals and after the day’s events, there were opportunities to socialise and network with the various professionals from a variety of backgrounds, all more than willing to share their knowledge and experience.

The Seminar experience is beneficial in so many ways; it acts well as an introduction to The Nautical Institute and their work, builds knowledge and an interest in ongoing professional education and enhances personal confidence in a professional surrounding. This is why I believe that the introduction of young mariners to future seminars should be a continued privilege.

The NI delegates gave us so much; however it appeared to be a mutual relationship. The impact of fresh mariners, young in experience but rich in knowledge of how the ever changing youth are thinking and feeling about the industry, brought a different outlook and atmosphere to what other attendees are used to. The NI is paving the way to a quality working life for us, and knowing their audience is essential to providing this.

On completion of the Seminar I felt as though we were less like rabbits and more like lion cubs, ready to grow into successful, experienced and wise leaders in the maritime industry.

Samantha Mason AMNI. [Seaways January 2012](#)

Shipping in the school syllabus:



How can we convey something of the interest and fascination of ships and shipping to a new generation? How can we make children and young people aware of the contribution that shipping has made, and continues to make, to their lives? These are important questions, and are asked a lot as shipping people worry about how to recruit their own replacements.

Is it possible to persuade educationalists to include something of maritime trade and transport in their various syllabuses? But even in so-called maritime nations, there has been something of a reluctance to do this, not least because for teachers, like anyone else, shipping tends to be below their everyday horizon.

But it could be introduced to quite young children as part of their geography work, as they learn about the interdependence of nations, and where their food and manufactured goods come from. Shipping has a strong environmental message to convey and the younger it is given the better. Shipping is also very “visual” and, properly simplified, something of its amazing technology can be illustrated.

With older children the importance of ships and shipping, command of the seas and the link between sea power and trade can be a strong component in the history syllabus. The voyages of discovery, the search for the North West Passage or the charting of unknown oceans are fascinating tales that more children need to know about. Science curricula could benefit from an “applied” message about ship stability, magnetism and even navigation.

Economics, logistics, the basics of trade are educational messages that ought to have a strong resonance in a global village where there is scarcely a person on earth whose life is untouched by merchant ships. A better understanding of the natural sciences could well be provided by more attention to the seas and oceans, their effects upon the environment and the need to protect them for the benefit of future generations.

There is a need for far more positive thinking in the provision of maritime-related learning materials. Environmental messages are strong and compelling, and the shipping industry needs to add its weight, to ensure that young people do not only receive negative aspects of ships and shipping.

The shipping world is a fascinating, important, all-encompassing study that, with a little thought, could be exported into the curriculum. The worry is that otherwise, shipping will be completely ignored, or worse, children and young people will believe it to be an industry that has a cavalier attitude towards pollution, and the environment in general and the most famous ship in the world will continue to be that terrible maiden voyage failure - the *Titanic!*

[Seascapes 02.01.09](#)

What to make of Generation Y? This was the title of the seminar accompanying the Nautical Institute's Annual General Meeting held in York in the UK in May of this year. A key question for this seminar was to establish whether there was a gap between the needs and aspirations of "Generation Y" and the needs and aspirations of the shipping industry as a whole. Thanks to the generosity of the AGM's supporters, Cadets from the Warsash, Fleetwood and Glasgow training colleges were able to attend and join in the discussion.



The key lessons learned from the seminar were: -

- "Generation Y" learn differently – they value involvement and participation
- The industry, and the Nautical Institute, needs to be proactive about engaging with Cadets to attract and maintain their enthusiasm
- Mentoring is a key skill and should be better developed
- Cadets would appreciate a broader maritime education, including learning about sectors and skills beyond STCW
- The pace of technology raises safety concerns and Cadets need to be taught to engage with technology
- Aspiration and ambition still exist – just as they did for "Generation BC".

For more on this subject read the full article in Seaways August 2012

What is the Merchant Navy? When most people hear of the "Merchant Navy" they think of big grey warships and guys running around with guns. They're thinking of military ships that are completely separate from the Merchant Navy.

So what is the Merchant Navy? In simple terms it is the name given to every other type of commercial ship sailing the seven seas. It encompasses a wide range of companies and is a truly international industry that provides some great opportunities, if you want to take them!

The Merchant Navy is made up of various companies and ship types which trade all over the world;

Container Ships - Range from small feeder ships trading between islands to some of the biggest ships in the world;

containerisation revolutionised the shipping industry and it's thanks to the container industry that we have so many goods in our high street shops. Did you know that more than 90% of the goods we have in our shops will have travelled in a container at some point on their journey to the store?

Tankers - Carry oil, fuel, gas and chemicals around the world. Without these vessels the cost of filling up your car would be sky high!

Bulk Carriers - Carry coal, grain, ores and other powdered substances across the oceans.

Ferries - From the small inter island ferries providing a vital transportation link to our island communities to the massive sea going ferries providing links to the continent for cars, trucks and passengers.

Cruise Ships - The age old days of crossing the Atlantic or traveling to the other side of the world on ships was wiped out over night by the advent of air travel. The industry was quick to change into traveling for pleasure and the cruise industry continues to grow carrying holidaymakers to distant shores around the world.

Offshore Support - Oil fields are supported by a fleet of vessels, providing survey, construction and crew / supply transfers to the oil and gas industry. Such oil fields can be found around the world in exotic locations such as Brazil, Caribbean & Australia.

Other - There's also many other types of vessel out there from cable and pipeline laying to survey and fishery protection vessels.

Opportunities Available. Deck Officers: (aka. Navigation Officers) hold watches on the bridge, during which time they are the master's representative and are responsible for the safe navigation of the vessel & her cargo. You'll also have vital emergency duties should the worst happen and may be responsible for training crew in emergency procedures. During a watch you'll be the one making the decisions to avoid traffic and "conning" the



vessel (steering). You'll also be responsible for ensuring publications are up to date - including the ships nautical charts and complying with all local and international laws and regulations.

As a senior deck officer you will move away from the watch keeping side of the job and take on responsibility for the vessels stability, cargo loading, supervising the junior deck officers, maintenance of all parts of the vessel except the engine room as well as other more ship specific duties.

Ultimately if you choose to stay at sea, the top position you can reach within the deck department is the Master (the official name for Captain). As Master you will be responsible for everything and everyone onboard the vessel.

Engineering Officers: Engineers are responsible for operating and maintaining all the mechanical equipment onboard the vessel. As well as maintaining the ships engines, generators, pumps and hotel services you will also assist the deck officers with maintenance of deck and safety equipment.

As you progress through the ranks you will be responsible for more sophisticated equipment with the ultimate goal of reaching Chief Engineer where you are responsible for the entire department and work with the Master to ensure the voyages are a success.

Electro-Technical Officers: Some vessels may also carry Electro-Technical officers (ETO) who are normally part of the Engineering team. As an ETO you would be responsible for the electronic equipment onboard, including all the navigation and engine room systems.

What is a "Cadet"? "Cadet" is the title used within the industry for a trainee officer; it's one of the main starting points in a career as an officer at sea. Cadets attend one of the nautical colleges and spend their time split between learning academic subjects at college and putting what they've learned into practice at sea in the "real world". It's a bit like an apprenticeship in that your training costs tend to be paid by your sponsor company and they even give you a small salary to live on while you're training.

Adapted from a British website: <http://www.officercadet.com/content.php/220-What-is-the-Merchant-Navy>

A good school for young people: Michael Sturesson was born in January 1958 in the village of Asarum on the outskirts of Karlshamn, where a deep-water port serves ships on the Baltic Sea. The world of shipping was not new to Michael's family. His grandfather had spent his career at sea, surviving the North Sea run between England and Sweden during the Second World War, and his father had also experienced a time on board ship. For Michael, there was never a doubt that he wanted to go to sea. When he was studying process engineering at high school in Karlshamn, he used to go down to the port at lunchtime to watch sailors prepare their ships. He recalls that he "spent many hours dreaming away, guessing where the ships were coming from or going to. I told myself that as soon as I had finished the process-engineering course I would go to sea - and so I did. A job in a factory was never for me."

In the summer of 1976, aged 17, his mother took him to the port of Oskarshamn where they took an emotional leave as Michael walked up the gangplank of a small crude oil tanker to sign on. He was seasick every day for nine months. "My first job as an ordinary seaman was to paint the anchor box with black tar. I had very long hair then, which I was very proud of, but with all the tar dripping from the top there was no way I could keep it clean. I had to go ashore again the very first evening to have it cut short." Other typical work, as the tanker sailed between Sweden and Northern Europe, was cleaning the bridge, cabins and hallways. "When weather permitted we worked on deck on the everlasting rust control and painting. Being on board a small coastal crude tanker in bad weather was no joke. I remember that during a storm I had to look up to see the top of the waves. Some of the waves were as high as a skyscraper and there I was, little me in a little boat. I thought that maybe that factory job wouldn't have been a bad idea after all!"



Michael stayed on the tanker for a year and then joined Swedish-based Johnson Line to work on their old general cargo ships. It made a huge difference to be on "the ocean proper, no more being seasick" and he recalls that one of his best memories was leaving Gothenburg port bound for Santos in Brazil. "What a feeling to be at the helm, steering the ship out of the port and following the guidance and commands from the pilot. I smiled and called myself a seaman." There were many voyages to South American ports and the work was hard, but Michael relished the experience. He stayed with Johnson Line until the summer of 1980

when he returned to Sweden for a three-year course at the Kalmar Maritime Academy to obtain his Master Mariner's ticket.

When he rejoined Johnson Line in the summer of 1983, Michael worked on supertankers as Third Officer and then on the Line's Panama flagged tankers as Second Officer. In 1985 he was posted to the company's shore-based operation in the Port of Gothenburg as a ship planner, designing plans for the loading and unloading of cargo. It was a significant change from being at sea, but "with the great team spirit it wasn't that hard to accept."

Michael worked for Transatlantic, ACL, Unifeeder and Bore Line before joining GAC, the group he currently works for. He joined GAC as operations manager in Dubai in March 1992, thoroughly welcoming the move from the cold of the Norwegian Sea, where he had been working, to a warmer climate. He was based "in an office located between Port Rashid and Dubai Dry Docks, the perfect spot for my operation of Ships Supply Service (SSS)." Michael ran the operation with some ten crew supply boats ranged along the UAE coast, providing crew changes, provisions, the delivery of spares and whatever else the ships at anchorage or *en route* to port needed. He, along with what he describes as "a fantastic and dedicated team of colleagues" was successful in implementing the ISO 9001 Quality Assurance program, the ISM Code and later ISPS.

Promotion to General Manager followed and Michael took over operations in Doha in Qatar in June 2005, learning about logistics and its Three Letter Abbreviations (TLAs). Once again he and his team kept ahead of the competition by implementing ISO 14001 Environment and OHSAS 18001 occupational health and safety codes.

Michael returns to Dubai this summer (2011) to become Commercial Director for GTS, GAC Transfer Service, coordinating the global operation of ship-to-ship transfers. During his career "I had the pleasure of meeting many ship owners, their superintendents and crew. Many of them are still good friends, 20 years on." He is also especially grateful to the mentors - Capt. Cecil Smylie, VK Jayram, Capt. Alfie Paiva, Capt. Gobind Kukreja and Raja Panchanathan - who gave him so much support along the way.

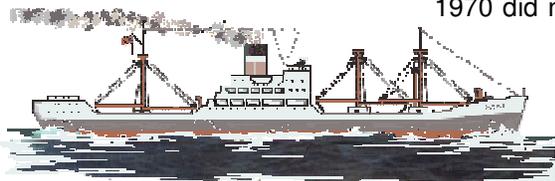
There can surely be no better affirmation of his love of working in the shipping industry than the encouragement Michael gives to his son to become a seafarer, be it as a navigation officer or engineer. He says, "I think it is a good school for young people to learn to live their own life and not to bank on parents to do everything for them." Date: 01.08.11 https://www.bimco.org/Education/Seascapes/Seascapes/Michael_Sturesson.aspx

Life aboard circa 1970 and 2010: Forty decades might be the span of an entire sea career, and without a doubt, the last forty years have seen astonishing changes to life aboard ship.

Where do we start? In 1970, containerisation was spreading around the world, but there were plenty of general cargo liners still operating. They would have large crews, 60 or 70 in number on a crack, twin engine ship, and their voyages would see them typically spend as long in port as at sea. By comparison, today's container liners are perhaps five or six times more productive, far bigger ships and will have a crew of well under 20. They spend hours, rather than days, alongside.



In 1970, the age of the "supership" had barely started and a large crude oil carrier was about 60-80,000 tons. Then came the Suez Canal closure, a huge demand for oil, and ship sizes rapidly increasing to a quarter million tonnes and above. It is interesting, however, that while the 1970s might have seen a handful of "ultra" large crude carriers of 500,000 tons built, their size made them inflexible and today's big ships in the oil trade are usually less than 300,000 tons. Here again, mechanisation, automation and electronics have reduced the crews of these giants to perhaps one third of those carried forty years ago. The seafarer of



1970 did not have the extraordinary variety of today's ship-types, as vessels of all types were far less specialised than today. Life was perhaps more leisurely aboard ships that were not operated so intensively, and while voyages may have been longer, the larger crews provided for more social life within the confines of a ship. There was far less use of aircraft to speed the crew back home at the end

of a tour. In most ships, the crew of 1970 would wait for the voyage itself to end.

In 1970, the deck or seaman officer could trace his technical ancestry back to the days of sail. He (there were very few women at sea) navigated by the sun and stars and on the coast, using visual references and "lead, log and lookout" were regarded as his prime aids to safe navigation. GPS and integrated electronic navigation lay very much in the future. There was less paperwork, far less communication from the office,

less of a regulatory burden. There were no computers and all the electronic assistance of today. Six crew lists meant a lot of sweat and carbon paper! In the engine room, unmanned machinery spaces were virtually unknown and the air-conditioned and soundproofed engine control rooms of today were still a long way in the future. Engines, it is fair to say, were less reliable.

Crews tended to be sourced from the flag states themselves, and the traditional maritime nations still largely manned their own tonnage with their own countrymen. There were substantial numbers of seafarers from what we today call the manpower producing nations, but the open registers and multinational manning were far less employed than today. Was it better to be at sea forty years ago? It probably depends who you ask!

https://www.bimco.org/Education/Seascapes/Sea_View/Life_aboard.aspx

It grew lighter: The best thing about the morning watch, this, the thing one looked forward to from four o'clock onwards, the thing I was to miss greatly in the middle watch later on: dawn coming up. There is, at sea, a certain swift change from moonlight to dawnlight that is very easily recognizable; at one moment, it seems, the water is silvery, glowing, with each breaking wave throwing off a small wash of phosphorescence, and then when next you look it has taken on a livid hue, a cold, dull grey which is the day's first signal.

From: "Three Corvettes" by Nicholas Monsarrat. ISBN 0-304-35444-9

The Society reported on recent activity to the regular September meeting of the BC Branch of the Nautical Institute (NIBC). Some new NI members and Directors were present. It became evident that such new members were unaware of the NPESC and its role as a child of the NIBC. Once they learned, they were quite supportive. We must continue to support the NPESC in speaking with other NI members and with the marine industry. We are making a difference, as the first recipients of bursaries are now in senior positions. As always, we must remind members of the need for donations, without which the bursaries would not exist. The NPESC AGM will be in November, the date and location yet to be confirmed. All NI members are welcome.

Captain John Lewis. FNI. Chairman

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

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

Would you like to know more about the Society? If so, please contact me at whitknit@telus.net

David Whitaker FNI. Editor

When making a donation please use this form to accompany your cheque. Thank you.

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Yes! I wish to support the aims of the
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Enclosed is my tax-deductible contribution of: \$.....

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