



# 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 Engineering.

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**September 2013**

**Scholarships:** In June of this year, the British Columbia Branch of the Nautical Institute (NIBC) entered into an arrangement with the Vancouver Transportation Foundation (VTF) to recommend students for a VTF Scholarship. The NIBC immediately advertised this to eligible Nautical Sciences students at the Marine Campus of the British Columbia Institute of Technology (BMC), announcing a deadline of September 30<sup>th</sup> 2013 for making application. This year the NIBC is able to offer up to three \$1,000 Scholarships.



**Vancouver Transportation Foundation**

M.P.O. Box 5239, Vancouver, B.C. Canada, V6B 4B3  
[www.vancouvertransportationfoundation.org](http://www.vancouvertransportationfoundation.org)

The VTF is a British Columbia Non-Profit Society, founded in 1994. A part of its mandate is to provide scholarships and bursaries for the benefit of students in pursuit of post-secondary education, with emphasis on areas of studies relative to transportation.

More about the Foundation can be found at [www.vancouvertransportationfoundation.org](http://www.vancouvertransportationfoundation.org).

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***My EduVacation. A British Columbia Marine Engineering Student Blends Travel and Study Abroad.*** After finishing my Transport Canada Exams in fall 2012, I had the lucky opportunity to work for Algoma Central <http://www.algonet.com/> in November and December as my first 4<sup>th</sup> Engineer position. I returned to Algoma after being a Cadet there a year earlier, and I am very thankful the company supports Canadian Maritime Students this way.

With some money in hand and the month of January available before I'd return to my 4<sup>th</sup> Year studies at BCIT, I was able to realise what had been a wish list item – going to the UK and taking some classes and experiencing their Marine Education System, while visiting some Maritime history landmarks such as Southampton, Portsmouth and the Isle of Wight.

With the Warsash Maritime Academy <http://www.warsashacademy.co.uk/home.aspx> based in Southampton I was able to book myself into classes that I hope will help my career prospects in the future, specialized oil and gas tanker training. Staying at a B&B that caters to the Marine community enhancing their education at Warsash worked out great in many ways. The B&B proprietors were extremely hospitable, it was cost effective and close to the campus, but also allowed me to meet many other Officers in a social setting for morning and evening meals, game of pool, and the occasional pint.



**Warsash Maritime Academy** (WMA) is part of Southampton Solent University's Maritime and Technology Faculty. The campus is located in the village of Warsash on the east bank of the River Hamble, overlooking Southampton Water, near the cities of Southampton and Portsmouth.

The two courses I was able to take were excellent, the attendees truly international with participants from the UK, Nigeria, India, Portugal and myself, the lone Canadian. The staff at WMA was really friendly and accommodating and I even managed to get a tour of the recently installed \$1.2+ million simulator. In a short time I was able to make some great new industry contacts through the interaction with the staff and participants at WMA, as well as people I met at the B&B.

One of the big eye-openers however was learning in greater detail about UK's seafarer education options. Typically students entering the various academies are applying to the actual shipping companies and upon selection have their tuition paid for by their future employers, in addition to having the rotations for the sea phases organised and scheduled for them. This is a well-run situation and obviously any Canadian student looking for Junior Positions with international companies participating with a similar approach have a much tougher time to crack the fold. This does not just apply to the UK but other maritime countries in Europe and elsewhere. Coincidentally in a publication called the *Telegraph*, published by Nautilusint.org <https://www.nautilusint.org/default.aspx> in the January 2013 issue, an extensive article covered how South Africa is executing ambitious plans to become a key supplier of maritime expertise and seafarers. In the same issue another article covers how the government in Australia is aiming to boost seafarer numbers with a proposed training ship planned to operate between the mainland and Tasmania, carrying freight as well as up to 100 trainees at a time. A third article noted how the government in Denmark is investing to revive and expand its seafarer education system as well.



Given all the talk about LNG ports on the Canadian West Coast, oil pipelines and exports and possibly future increases in shipping through the Northwest Passage, one has to wonder why present Canadian government sponsored/supported ship-building activities are not including the logical step of helping Canadian companies educate the future seafarers who might sail on those and other national & international vessels. In my humble experience for Canadian Deck and Engineering Officer aspirants, it's not really the lack of academies, but the necessary Cadet positions for the required qualifying times to go along with the training, that are much harder to come by.

I found these four short weeks abroad to be time well spent and can wholeheartedly recommend it to other students. Having made new contacts and understanding how things work beyond Canada was invaluable for me, especially when looking at options to secure employment after the present semester in 2013.

And as a passionate dinghy and keelboat sailor, visiting Lord Nelson's flagship, and having had lunch at the Royal Southampton Yacht Club were the icing on the cake. **Sebastian Fritz. Western Mariner June 2013.** [www.westernmariner.com](http://www.westernmariner.com)  
*Sebastian Fritz is a 4<sup>th</sup> Class Combined (Motor & Steam) Marine Engineer and 2013 Graduate of BCIT's Marine Campus. In 2010 he was awarded the Canadian Institute of Marine Engineering Vancouver Branch scholarship for Marine Engineering Students.*

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**Adam Lewis – Positive about seafaring:** Adam Lewis is a deck cadet in the final phase of his Foundation Degree Course at Fleetwood Nautical School. He is a Trinity House Cadet, his training sponsored by the Lighthouse authority and organised by Chiltern Marine. So unlike many cadets who will sail on perhaps only one type of ship during their training, Adam has enjoyed variety during the sea segments of his training, serving on lighthouse tenders, a cruise ship, a collier and a dry cargo vessel.

Adam comes from Heybridge in Essex, on the Blackwater estuary, close to the ancient barge port of Maldon and not far from the Haven ports of Harwich, Felixstowe and the terminals of the Thames. He had great-grandfathers in Royal and Merchant Navies, but was destined for a career in the military, and was working temporarily in an office when he attended a careers fair in Dover, where the opportunities of seagoing were brought to his attention.

This, he says, "was exactly the kind of job that he wanted; something that allowed me to work in a highly challenging environment whilst also developing myself, exploring the world and the opportunities it has to offer". With a Trinity House Scholarship, he enjoys a generous monthly bursary, with all course fees, extra uniform and travel expenses taken care of. Chiltern, the company that runs the cadet scheme on a day-to-day basis, he notes, "shows a real enthusiasm for getting the best out of the cadets".

And his seagoing, sandwiched between periods at Fleetwood, have certainly provided him with a variety of professional experience. He began with two months aboard Trinity House's multi-function tender THV *Patricia*, operating around the English coast engaged on buoy repair, lighthouse re-supply, and light-vessel maintenance. Real seamanship in demanding conditions might sum up such a role. Then, by contrast, there was a four month contract on the "classic" cruise ship *Discovery*, operating out of Harwich on cruises around northern Europe, the Baltic, Greenland and Iceland.

His third ship was the 22,447 DWT bulk carrier *Lord Hinton*, operating in the coal trades and serving the Kingsnorth power station on the River Medway with coal from Dunkirk and Amsterdam, with a period in drydock in Rotterdam.

Then it was back to lighthouses again, this time with the Northern Lighthouse Authority's NLV *Pharos*, with the additional interest of operating with helicopters. Adam's last ship was the dry cargo vessel *Andrea Anon*, operating in the short sea trades between France and North Spain, carrying steel products and dry bulk.

Has seafaring lived up to his expectations? His impressions, he says, "are still distinctly positive". Contributing to this he cites a number of officers he has sailed with, who themselves enjoy working at sea "and maintain this outlook even during the more challenging moments". One of the best moments, he recalls was during the dry-dock of the collier *Lord Hinton* "where I felt like a valued member of a team that achieved a great deal".



Mentors clearly matter, and Adam recalls his time aboard the Scottish lighthouse tender *Pharos*, “where I felt I finally made the jump from a cadet to a prospective officer, with particular thanks to the officer I was on watch with”. He enjoyed the multinational experience aboard the *Andrea Anon*, getting to know the Cape Verde able seamen working closely in a small crew, gaining practical experience and learning about themselves and their island home. “It is one reason why the career appeals to me so much”. He confesses that sailing with a predominantly Romanian crew on the ship – “a few of the meals took some adjusting to!” But he feels that he has been exceptionally lucky in his experiences, and the people with whom he has sailed, from working with ABs to the entertainment and hospitality teams aboard the cruise ship. Communications with home and family can sometimes be difficult, although his ships so far have been in near seas or coastal waters.

Adam’s long-term career ambition is to become a Master, and then at least have the option for a career ashore. At the moment, he says, “I still enjoy immensely just working at sea, whatever my position”. Prospects for cadets approaching the end of their studies are, he believes, still very good, although he is considering continuing the Foundation Degree onto a full BSc at John Moores University in Liverpool. Options however remain open.

Adam has enjoyed his time at Fleetwood, with good lecturers, a supportive atmosphere, and opportunities for sailing and kayaking. The students are encouraged to raise funds for charities, including the local lifeboat station. He has also found it easy to study while aboard ship, with encouragement from the ship’s officers, who have always been helpful with information relevant to his work. July 2009. [https://www.bimco.org/Education/Seascapes/Seascapers/Adam\\_Lewis.aspx](https://www.bimco.org/Education/Seascapes/Seascapers/Adam_Lewis.aspx)

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**Officer falling asleep:** The Swedish P&I Club publishes a new “Monthly Safety Scenario” (MSS) to assist owners in their efforts of complying with regulation. Under the ISM requirement owners are obliged to carry out monthly safety meetings or safety committee meetings onboard their vessels. This obligation comes also from Code of “Safe Working Practices for Merchant Seamen”, where it is stated that the safety committee should meet regularly: “3.13.2. The frequency of meetings will be determined by circumstances but as a general guideline, the committee should meet about every 4-6 weeks”.

The container vessel had arrived at its penultimate port in Europe before proceeding to Asia. The vessel visited 5 ports in 6 days in Europe before proceeding to Asia. The vessel had been delayed at the previous port because of problems with a cargo crane. To make the scheduled berthing time at the next port the vessel had to increase speed. There was also a long pilotage at the next port. The vessel departed around 2300 the previous evening and arrived at the next port around 1000 in the morning. The normal procedure was that the Chief Officer was awake during the cargo operation and also did the 4-8 watch. Usually the Master took the evening watch after the cargo operation. Unfortunately this was impossible because the vessel departed around 2300 from the previous port. The Chief Officer did his morning watch as the pilot came onboard early in the morning and after breakfast he prepared the cargo operation. During the cargo operation the Master carried out administrative tasks.

Just before midnight the vessel departed for the final port and the Chief Officer went to bed to get some rest before his watch at 0400. The Chief Officer woke up at 0345 and was on the bridge just before 0400. The Second Officer handed over the watch and told the Chief Officer there were no special orders, there was some traffic but nothing unusual and that he should call the pilot station at 0600 to make arrangements for an 0800 berthing.

Both radars were operational and the vessel had an electronic chart with the passage plan entered. Guard zones were not used on the radar but the electronic chart did have a cross track error alarm and radar overlay. The vessel's course was maintained by autopilot.

The Chief Officer did his normal checks of the navigational equipment after he had taken over the watch. Visibility was good with calm winds, so the Chief Officer told the lookout that he could go and rest but should be available on the radio. Around 0430 the Chief Officer saw a fishing boat fleet that was about 6 miles away and to stay clear of the fishing boats he made a small alteration to starboard and then sat down in one of the cockpit chairs.

The Chief Officer suddenly felt a lot of vibration and heard a monotone alarm. In shock he realised that he had fallen asleep and was now aground on a small island. The sound was from the cross track alarm on the electronic chart as the vessel was far from the planned course. The alarm had a low monotone signal and had not awoken the Chief Officer. Shortly after the vessel ran aground the Master rushed into the bridge, found the Chief Officer in shock and reduced the engines to neutral. See the rest on Monthly Safety Scenario: Officer falling asleep.



Source: The Swedish P&I Club. Swedish Club published Monthly Safety Scenario for July 2013

12 July 2013 <http://www.hellenicshippingnews.com/News.aspx?ElementId=1039ea5c-997b-4569-a0da-bffff000a7e6>

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## Untold Tale Behind USS Guardian Reef Grounding: NGA's Map Was Wrong By 8



**Miles:** The January grounding of the minesweeper *USS Guardian* in a Philippine coral reef was caused in large part by a National Geospatial Intelligence Agency (NGA) map that was, quite simply, wrong by eight nautical miles, "Breaking Defense" has learned. "It really was just a terrible fluke that caused the error," NGA spokeswoman Christine Phillips said in a frank discussion of the incident and its aftermath.

The Sulu Sea grounding prompted NGA to order an agency-wide review of the nautical charts detailing the entire surface of the earth covered by the oceans. Also, NGA and the Navy have convened a team of maritime experts to take "an exhaustive look to make sure we are as sound as we can be," Phillips told me.

The error boiled down to someone at NGA failing to update a map with corrected data after cartographers discovered an inaccuracy.

Here's what happened. "Prior to 2008, charts in that area included many 'phantom' reefs and islands — legacies of old maps and data. In response to customer requests to remove these, NGA used LANDSAT-derived commercial imagery to update the charts," Phillips said, noting the commercial data was the only information source available for that area. The Landsat data was wrong.

"In 2011, we obtained survey data that corrected this error, and two of the three charts that included it were updated. Procedures in effect at the time should have caused the third to be fixed, as well." But one map, the Coastal Scale — was not updated due to "human error." And that was the map the *Guardian's* crew relied on. Tragically, the two other maps to which the crew had access — but did not use — presented the correct information, Phillips said.

At the time of the grounding, environmentalists criticized the US Navy for damaging Tubbataha Reef, a UNESCO World Heritage Site. Those opposed to America's close relationship with the Philippines pointed to the grounding and subsequent legal defence of the crew by the Philippine government as proof of the inequitable — dare one say neo-colonial — relationship between the two countries. And old salts wondered just what the hell the ship's Captain had done.

The Navy noted that the charts were a prime cause of the problem but did not explain what went wrong. Here's the official Navy summary of the 160-page report on the *Guardian's* grounding: "This tragic mishap was wholly preventable and was the product of poor voyage

planning, poor execution, and unfortunate circumstances. This investigation uncovers no single point of failure; instead, there were numerous links in the error chain leading up to the grounding.” The absence of a clear explanation prompted a recent article\* by a retired Philippine Commodore in which he raised questions about the grounding. The Navy report, noted Rex Robles in an article for a Philippine TV station, said the report appeared “superficial and incomplete” because “it failed to attach true copies of essential navigational documents.”

The report does make clear the role the charts and the commanders played in the grounding.

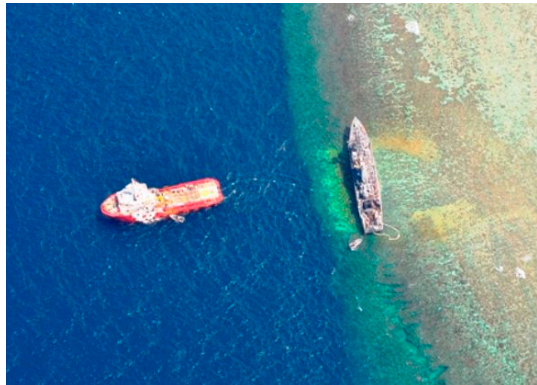
“The cause of the grounding was the failure to reconcile the known difference between DNC® GEN11A, the ‘general’ chart, and DNC® COA11D, the ‘coastal’ chart,” the report states.

If the top three officers had executed their duties correctly once they knew “there was a difference between the ‘general’ chart and the ‘coastal’ chart,” the report says, “the grounding would not have occurred.”

Charts from NGA are usually highly reliable, built as they are with satellite information gathered by the intelligence agency, coastal surveys by the US and other governments, with all of it supplemented by data gathered by NGA’s World-Wide Navigation Warning Service Broadcast Desk. The last time a significant mapping error caused an international incident was in 1999, when the United States bombed China’s embassy in Belgrade, Serbia during the war, killing three people. Some foreign news accounts reported that the strike was deliberate, but US officials have resolutely held to the line that a mapping error occurred.

That’s why the agency’s reaction to this error has been so all-consuming: NGA maps matter. They matter to troops in Afghanistan and special operators around the world. They matter to ships around the world. They matter to policymakers, the intelligence community, and the White House.

The reef error was corrected within a week and that information distributed throughout the government, the NGA spokeswoman said. One other error — of roughly 7,000 yards — near Chile was found and corrected as well.



One of the Navy report’s recommendations was that its mariners who discover chart errors anywhere on the seven seas be required to notify NGA’s World-Wide Navigation Warning Service Broadcast Desk.

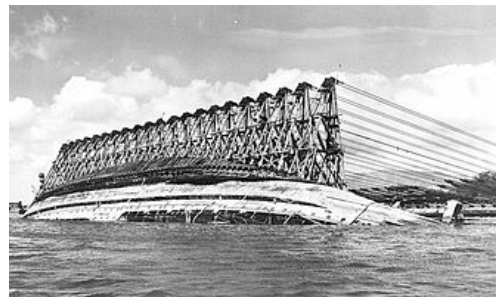
The other side of this story is that the US Navy has lost **one of its comparatively rare assets** for finding and destroying sea mines, one of the gravest — yet least prominent — threats to our interests in the Persian Gulf and Korean waters.

Clear view of damage to reef by *USS Guardian*. By COLIN CLARK on July 26, 2013  
<http://www.interaksyon.com/article/64963/analysis--uss-guardian-report-raises-more-questions-than-answers-on-tubbataha-grounding>  
<https://www1.nga.mil/Pages/default.aspx>  
<http://breakingdefense.com/2013/07/26/untold-tale-behind-uss-guardian-reef-grounding-flawed-nga-map-data/>

**Parbuckling:** We have heard the word “parbuckling” mentioned numerous times recently. It has been the method used to right the wreck of the *Costa Concordia*.

**What is parbuckling?** In this case it is the righting of a sunken vessel by applying leverage to rotate the vessel into an upright position from one where it is either on its side or fully inverted. A common operation with smaller vessels, parbuckling has been used successfully to right large vessels. In 1943 the *USS Oklahoma* was rotated nearly 180 degrees to upright after being sunk in the attack on Pearl Harbor.

[http://en.wikipedia.org/wiki/Parbuckle\\_salvage](http://en.wikipedia.org/wiki/Parbuckle_salvage)



*USS Oklahoma*

**Ports need to recognise the role they play in the ILO's Maritime Labour Convention:**

On August 20, 2013, the International Labour Organization's Maritime Labour Convention entered into force. Does that affect ports? It certainly does – yet the general response from ports (large and small) to emails and calls from *Port Strategy* was that the MLC, 2006 has nothing to do with them.

“No surprise there that ports know nothing,” says Dick Welsh, director of the Isle of Man Ship Registry. “As with all international conventions, governments sign and ratify it and it is the ships which have to comply first, while the government infrastructure rarely implements the changes they signed for in the first place – for example, Marpol reception facilities.” In fact, there are some very specific issues that will impact directly on ports – not least, the possibility of a vessel being delayed for longer in port if Port State Control inspections find non-compliance on any of 14 inspection items under the MLC.

Then there are very specific requirements to enable shore leave for seafarers, and provide welfare facilities and services in ports. Regulation 4.4, ‘to ensure that seafarers working on board a ship have access to shore-based facilities and services to secure their health and wellbeing’, states: “Each [ILO] member shall ensure that shore-based welfare facilities, where they exist, are easily accessible. The member shall also promote the development of welfare facilities, such as those listed in the Code, in designated ports to provide seafarers on ships that are in its ports with access to adequate welfare facilities and services.”

It adds: “The responsibilities of each member with respect to shore-based facilities, such as welfare, cultural, recreational and information facilities and services, are set out in the Code.”

**People count:** Mr. Strathdee of the Isle of Man Ship Registry says, “Too many ports seem to consider seafarers as an inconvenient necessity that gets in the way. It will be down to the governments of ratifying countries to demonstrate that they are changing this. It should be a fair analogy, but it isn't – compare how airline crew are treated in foreign airports compared with ship's crew in foreign seaports, and decide which career you would prefer.” Ports are, and should be, a haven for seafarers, says Cleopatra Doumbia-Henry, director of international labour standards at the International Labour Organization in Geneva. “MLC is designed to ensure seafarers enjoy decent working and living conditions and that the shipowner has a level playing field, with ships getting in and out of port quickly as long as they meet the requirements,” she says.

“For seafarers, who may be at sea for six or nine months without seeing their families, the only place they get close to land is the port. With certain ships, it is often the only place they can make phone calls to their families and do the things we take for granted. And especially with today's very short turnaround of ships, it is even more important to have those facilities in the port. So port welfare facilities and the openness of ports to allow for port welfare facilities are very important.”

“The industry must look not only at how it reduces pollution or how safe ships are, but also ensure that those who work onboard these ships are treated decently. Sometimes they only see one face – the PSC inspector – when they come into port. Ports are used to seeing inspectors going on board ships; but now those inspectors are going to be looking at working and living conditions, the social dimension, not just structural issues. That includes employment agreements, hours of work and rest, occupational safety and health issues, and medical care. PSC officers will have new duties and that will impact on ports in the same way that SOLAS, STCW and Marpol have had their impact”.

**Felicity Landon. Port Strategy.** August 7<sup>th</sup> 2013.

<http://www.portstrategy.com/news101/port-operations/port-services/the-human-dimension>

**Common Sailors**

I'm the man before the mast  
That ploughs the raging sea  
And on this simple subject  
Will you please enlighten me  
Common sailors we are called  
Come tell me the reason why  
And on this simple subject I'll reply

*Don't you call us common sailors anymore  
Don't you call us common sailors anymore  
Good things to you we bring  
Don't you call us common men  
We're as good as anybody that's on shore*

The young girls of this country  
Their growing days we bless  
We brings them silks and satins  
Out of which they makes a dress  
To gain the heart of some young man  
As fancy dresses do  
Don't never despise the sailor boys  
That sails the ocean blue

The young gents of this country  
They're sitting at their ease  
Not thinking on the stormy nights  
That we spent on the seas  
We brings the leaves to make cigars  
To decorate their face  
They wouldn't call us common  
If they were sometimes in our place

When speaking of a man ashore  
We never hear you say  
He's a common this or common that  
Be his calling what it may  
Be he a travelling tinker,  
Or a scavenger, or a sweep  
Then why call us common sailors  
Who battle with the deep.

<http://shanty.rendance.org/lyrics/showlyric.php/common>

**Book Awards:** On July 25<sup>th</sup> the Society was present at the 2013 BCIT Nautical Sciences and Marine Engineering Convocation Ceremony. This event was well attended by family and friends of the graduates in addition to many representatives of the industry. As usual the speeches were interesting and entertaining.



The Society provided two books on Marine Firefighting for the occasion, one for a Nautical Science graduate and the other for a Marine Engineer. Two members of the Society were in the audience and they made the presentations.

Jane McIvor, President and Editor of BC Shipping News is seen here with Nautical Science Graduate Garrett Beier. Garrett was the Class Valedictorian.

The Engineer graduate, Colin Thompson was not available to receive his book from Rear Admiral Nigel Greenwood. He was already back at sea.

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**Have you read the latest edition of “The Navigator”?** The theme is about “Positioning at Sea”. It concludes with 10 important points: -

**1. Aware and alert:** Professional navigators need constant situational awareness to ensure the safety of lives, the vessel, her cargo, the environment and to ensure commercial effectiveness. **2. Safety in numbers:** Never rely on a single means of fixing the ship’s position. **3. Check, check and check again:** Good situational awareness requires the continual checking of complementary positioning systems and the intelligent application of common sense. **4. Judging the jamming risk:** Although the coordinated use of multiple GNSS, such as GPS and GLONASS, improves reliability, all GNSS share a common weakness and therefore are equally susceptible to intentional or unintentional jamming. **5. Multiple choice:** There are many methods of positioning available for the navigator, some based on traditional techniques and others on modern technology. Each has strengths and weakness and no one system has proven to be good enough to use on its own. **6. The Human Element:** Although all these positioning methods may be complementary, they are not always automatically integrated. The professional mariner needs to be the human integrator of these systems and this skill requires training and practice. **7. Prepare for failure:** The loss of GPS is a real risk, and should be identified as such, with clear procedures for identifying failure, contingency plans and drills for dealing with the loss. **8. Avoiding over-reliance:** Over-reliance on GPS, particularly when integrated into ECDIS, can lead to complacency and poor decisions. The use of GPS and ECDIS has revolutionised navigation and all shipping companies and crews should assess how this impacts on navigational practices. **9. Pole positioning:** Training for the use of electronic positioning systems should not just address how to use the knobs and buttons (‘knobology’), but most importantly, how to use technology to support good decisions with full awareness of inherent weaknesses. **10. Share your knowledge:** Mentoring is key. Experienced mariners should take time to help fellow mariners master positioning techniques. This may be Masters mentoring in the use of the sextant, or juniors helping the older generation understand the application of technology. <http://www.nautinst.org/en/Publications/the-navigator/index.cfm>

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If you wish to make a financial contribution to the Society please make your cheque payable to the **NPESC** and mail it to: -

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

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