



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.

November 2014

2014 Nautical Sciences and Marine Engineering Convocation Ceremony

You are cordially invited to the Convocation Ceremony of the Nautical Sciences and Marine Engineering Diploma programs, Class of 2014.

**Friday, July 25th, 2014
2:00–4:00 pm**

British Columbia Institute of Technology
Downtown Campus
555 Seymour Street
Vancouver, British Columbia
Conference Room, Second Floor

Once the official ceremony is completed appetizers and beverages will be served

Dress: Business attire

RSVP

To confirm your attendance please RSVP by Thursday, July 10th, 2014

Stephanie Tack at 1-604-453-4108
or Stephanie_Tack@bcit.ca



BCIT Convocation: The Society was once again invited to attend the ceremonies for the graduation of students in the Nautical Science and Marine Engineering Diploma Programs. This event took place on July 25th 2014 and was held at the Vancouver downtown campus of the British Columbia Institute Technology.

The Society has been there for the graduation of every Nautical Science Class.

In 1995 the Society had received a supply of books from The Nautical Institute to hand to those with Watch Keeping Mates Tickets who were selected to go to sea. Some copies remained after that program ceased. These were the NI Publications “Bridge Watchkeeping” and “Watchkeeping Safety & Cargo Management in Port”. When the first class of Nautical Science Cadets was about to graduate, we decided to present two books, one of each, to graduates who had high marks. At that time we had nothing to present to a graduate of the Marine Engineering Diploma program.

We did this for six or seven years and then John



Lewis introduced the “Marine Fire Fighting”



book to the Society. That is the time when we began to present a book to a Marine Engineer graduate as well as a Nautical Science graduate.

In the photographs on Page 1, Captain Chris Frappell, Chairman of the BC Branch of The Nautical Institute is shown presenting a book to Junior Deck Officer Alexander MacPhee while Captain John Lewis, Chairman of the NPESC made the presentation to Junior Engineer Matthew Schulte.

So what's the sea ever done for us? – new video made by school children: On the eve of Seafarers Awareness Week (21-29 June), six pupils at The Mountbatten School in Romsey, Hampshire are revealing answers to the question 'so what's the sea ever done for us?' in a new video on YouTube.

Annaleise Donovan-Lowe, Sam Lodge, James Brace, Daanyaal Khan, Ella Vennik and Rob Chandler were encouraged by their Geography Teacher Carol Parfitt to discover why the UK as an island nation is so dependent on shipping and seafarers. They visited the [Port of Southampton](#) and made a film about what they learned – see <http://www.youtube.com/user/SeafarersAwareness>

Associated British Ports in Southampton welcomed the pupils and arranged interviews with the Port Manager Clive Thomas; Deputy Harbour Master Ray Blair; Ray Facey, Commercial Manager at Solent Stevedores; Hanif Brora, Head of Port Operations and Safety; and Adam Sharp from Royal Caribbean Cruises.

Port Manager Clive Thomas said, "We were delighted to welcome the exceptional group of students from The Mountbatten School to the Port of Southampton. The UK relies on its ports and seafarers to provide so much of what we take for granted on a daily basis. ABP Southampton were very pleased to be part of the short film and help raise awareness of the role of seafarers and the charity work undertaken by Seafarers UK, that is indeed invaluable. The students should be very proud of the finished film. They are excellent ambassadors for their school.'

The pupils also met cadets from [Warsash Maritime Academy](#), who explained what appealed to them about training for a career working at sea.

Commissioned by Seafarers UK, the charity for the maritime community that promotes [Seafarers Awareness Week](#) every year, the 12-minute film was funded by the [Maritime Educational Foundation](#).



Annaleise Donovan-Lowe, Sam Lodge, James Brace, Daanyaal Khan, Ella Vennik and Rob Chandler with teacher Carol Parfitt from The Mountbatten School in Romsey, Hampshire. Photo credit: ABP Southampton

<http://www.seafarers-uk.org/whats-sea-ever-done-us-new-video-made-school-children/>

Seafaring: a whole life at sea? Many people sign up to a life on board out of necessity or a desire to see the world. But what do you do next? The shipping industry perpetually seems to be on the move from feast to famine, a volatile sector in which the supply of ships rarely seems to be in sync with the demand for them. It also seems constantly to be worrying about its manpower problems, wondering why people don't seem to find seafaring attractive and where the "next generation" is to come from.

It hasn't helped that those trying to recruit seafarers have suggested to potential recruits that going to sea is a job for life, when the reality is that most people will leave the sea long before retirement. True, some people will be happy to stay at sea for decades because they enjoy the job and are happy to stay afloat, but they are a minority, and it would not hurt to be more honest about the fact that life at sea is more often a phase in a career that will see many people progress into shore-side roles. Often these will be in another important part of the maritime industry and it will be obviously good if they can build on their sea skills in their new career.

Any seafarer will be alert to the huge range of opportunities that there are in the maritime "infrastructure" ashore. They will also be aware that many of these roles will require their professional skills. The offshore industry, port construction and the dredging sector all employ seafarers who probably qualified in the deep-sea trades or sailed first on conventional ships. The ferry sector is an admirable move for people who would rather not sail on long voyages and will appreciate the regularity of business. Pilotage is a sizeable sector for those with the necessary skills and who enjoy the technicalities of handling and manoeuvring ships.

The maritime departments of ports are employers of suitably qualified seafarers who work as harbourmasters, in VTS operations and other roles in connection with the operation of ports and harbours. Since the advent of port state control the maritime authorities have an enhanced responsibility for the inspection of visiting ships with inspectors and surveyors employed, often in considerable numbers, by government departments.

The private sector is also a major employer of people who have professional marine qualifications, as surveyors working for classification societies or cargo survey firms, or other groupings of ex-mariners with specialist skills who might be involved in risk management, or roles that depend upon judgement and earned experience. Maritime law firms and P&I insurers employ their own maritime experts in everything from accident investigation to providing expertise on claims. There are jobs in broking, maritime equipment, engineering, insurance and agency, ship repair and consultancy of all kinds.

Shipping companies are also employers of former seafarers in a number of different roles, from superintendency to ship management. Large third-party ship management companies divide their fleets into management units of a number of ships, each of which will occupy the attention of various technical managers. Well organised shipping companies have traditionally "talent spotted" their next generation of superintendents or managers from their fleet.

The point is that this maritime infrastructure ashore does offer a lot of opportunity for career moves within the maritime industry and sensible people will bear this in mind. Ideally, those doing the initial recruiting for jobs afloat will be honest about the realities and talk about these post-sea opportunities, which ought to make a sea-going career even more attractive.

It is also a sensible strategy for seafarers to keep their minds open about the various career moves they can make and to be aware of other people's jobs in this big and important industrial sector.



It is far better to have some ideas about what career moves are possible from one's earliest time at sea, rather than to be frantically looking around for shore-side employment when one's circumstances have changed, or when it's almost too late and you find that the attraction of life at sea has diminished.



Talk to people who you might meet when they come aboard your ship and watch how they do their jobs, whether it is the pilot who has brought you alongside, or surveyors you might be accompanying as they inspect the ship or cargo. What is the job like? What are the additional qualities and qualifications you might need? What are the prospects? Where might such a career change lead?

Stay alert to the opportunities, bearing in mind that maritime qualifications, while they might not open all doors, are international in what is a very global industry.

It is also worth remembering that the grass is not always greener and that there will be costs attached to any shore-side move. A seafarer may be able to live anywhere – the shore job will require a move to commuting distance from the new employer, which may involve much more expense. The 24/7 shipboard life might seem tedious, but there are the long leaves too, which will not be the case in a shore-side job. There will be new skills to learn and perhaps more qualifications to earn.

But all of this might be thought of as opportunity, while any honest appraisal of the maritime industry career possibilities ought to show that there is rather more to maritime life than is to be discovered aboard ship, and that seafaring can be a first step that will lead to other attractive career options.

Michael Grey. "the Sea". July/August 2014. www.missiontoseafarers.org

Nigeria Cadets Train at Havyard Shipyard, Norway: *Havyard inform that Marine Platforms Limited, which will soon be taking over a ship from the Norway-based shipbuilder, has sent five of its cadets to Havyard as part of their training programme.*

In April 2013 Marine Platforms ordered a Havyard 857 Subsea ship from Havyard and will take delivery of the vessel from Havyard's shipyard in Leirvik in Sogn this November. A group of young Nigerian cadets who will be serving their apprenticeships on board the 'African Inspiration' have spent three weeks at Havyard to get them even better prepared for their time on board.

Taofik Adegbite, the founder and CEO of Marine Platforms, said: "Success or failure in business primarily depends on critical decisions made at different times. Training our local cadets was born out of the need to empower the local Nigerians to acquire unique technology competencies in the Marine Sector of the Oil & gas industry. "It is believed that this training will demystify the complexities and ensure the needed knowledge associated with vessels of this capacity. Havyard have further proven their end-to-end business outlook by partnering with us to train young Nigerians in Ship technology therefore laying credence to the correctness of our decision to build with them,' Adegbite concludes." The cadets arrived at Havyard's yard in Leirvik in Sogn, where they stayed for the first two weeks. They got to know the yard and were informed about how Havyard builds its state-of-the-art vessels. The rest of the time was spent on board 'African Inspiration', where they had an opportunity to follow the building process and begin to get to know the ship and the systems on board.

'This has been a great opportunity for us to see the difference between school and practice, and we feel that it gives us a bit of a head start,' the cadets said. 'We can study the ship in detail, and also take a closer look at its structure, which is very educational for us. And she is a wonderful vessel,' they say enthusiastically. Havyard Ship Technology NB 115 'African Inspiration' A Havyard 857 Subsea IMR (Inspection Maintenance and



Repair) vessel that will be used for installation, maintenance and repair work on oil installations on the seabed. Designed by Havyard Design & Solutions in Fosnavåg and built at Havyard Ship Technology in Leirvik in Sogn. Length: 113 m. Breadth: 22 m. Cabin capacity: 120 persons. Cargo deck: 1,200 sq. m. Offshore crane with heave compensation: 250 tonnes.

September 10, 2014

<http://www.marinelink.com/news/shipyard-havyard-nigeria376876.aspx>

MarineLink.com

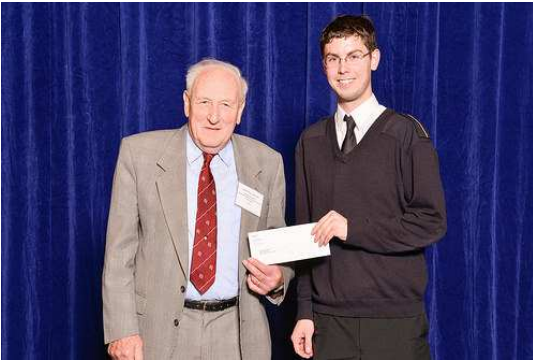
Maritime Reporter and MarineNews magazines online

BCIT – Awards Ceremony. November 5th 2014: Captain Brian Johnston and I attended this event on behalf of the Society. The ceremony began at 1530 and was the third such event of the day. More than 100 students were on hand to receive awards. These students came from the “School of Computing & Academic Studies”, the “School of Energy” and from the “School of Transportation”.

Four cadets from the Marine Campus were there to receive awards. An “Entrance Award” worth \$2,000.00 went to Gerard Hol, a Marine Engineering Cadet in his first year of the program. He received the “Port Metro Vancouver Entrance Award in Memory of Richard C. Pearce”. Richard (Rick) Pearce had been the CEO of the Fraser River Port Authority. (We had had a long chat with Gerard. He comes from the village of Cawston in the Similkameen Valley in B.C.’s Okanagan. When asked how he knew of the Cadet program and why he wanted to go to sea he replied that his father had been a Marine Engineer who had attended the Pacific Marine Training Institute when it was just a two-room school on Wall Street in Vancouver).

“Nautical Sciences” awards came late in the program. The first went to Gordon Sawers, a Second Year Cadet. He received the “Captain Robert Osborne Memorial Award”. Captain Osborne had been a member of the Vancouver Island Division of the Company of Master Mariners of Canada.

Next was the NPESC Award, or it should have been except that the recipient was still struggling through traffic and heavy rains to reach the facility in Burnaby. So the next award was presented, the V.K. Eddie Hsu Foundation Award, presented by Oak Maritime (Canada) Inc. This went to Sarah Bidner, another Second Year Cadet. (Oak Maritime has been very generous to the students at the Marine Campus).



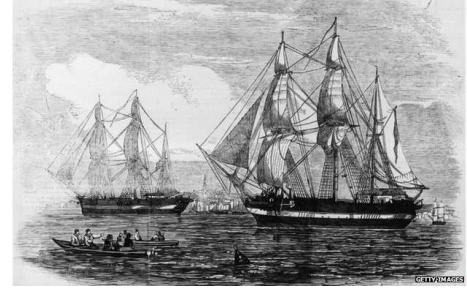
There was one more award and then the ceremonies ended. Everyone dispersed, everyone that is except for a handful of us because we had learned that our Cadet was just minutes away. The photographer remained with us and it was not long before Second Year Cadet Robert Mackin-Lang arrived. There was a quick pose for the photographer and then we sat down to chat with Robert. First I determined the value of the BCIT Foundation cheque that we had just presented to him so that I could write another cheque, a Society cheque, which brought his award up to \$1,000.00. Our conversation with Robert continued to the point where we were ejected from of the assembly rooms. Robert had had a very interesting experience on his first year of the course, culminating in being in the Arctic on board the Canadian Coast Guard vessel that discovered *HMS Erebus*, one of Sir John Franklin’s ships.

A few days later Robert wrote a letter to thank the Society for the award. In the letter he described his seafaring experience to date including the following report about his time on board the *CCGS Sir Wilfrid Laurier*: -

“The underwater archaeologist team from Parks Canada came aboard at the beginning of September to begin the Franklin Expedition portion of the voyage. We departed Goja Haven to head north in order to meet with the chartered Russian Cruise vessel, *Akademik Sergey Vavilov*, which housed the private donors of the expedition. The Parks Canada vessel *Investigator* and other equipment was lifted from the cruise vessel onto our cargo deck using our derrick, a transfer done while both ships were sailing in unison. Once all cargo was secured, we sailed back south to begin the search. The only chart we had for the main search area was a provisional chart partially surveyed by the hydrographic service the year before. The chart contained a narrow strip of depths with no land drawn. While the *Laurier* surveyed the narrow strip in detail and slowly expanded its boundaries, the two Canadian Hydrographic survey boats and the *Investigator* surveyed the surrounding area.

The first sign the wreck was the accidental finding of a piece of the wreck, found by one of the shore parties on a small island within the search area. With use of triangulation and knowledge of the ice movement in the area, the search area was narrowed significantly. Two days later the ship went into communication blackout mode. The crew had been warned this would happen if anything significant was found. In small groups, the information was released; one of the two wrecks had been found! The proof was from the first image taken by the towed side scan sonar array on the *Investigator*. The image, as seen in most articles, shows the wreck in surprisingly excellent condition, with most of the deck and hull intact. That evening, we loaded the Parks Canada ROV (remotely operated vehicle) onto the *Investigator*. Throughout the following day, the *Investigator* explored the wreck with the ROV to gain proof it is in fact one of the Franklin ships. Once the *Investigator* was loaded back aboard the *Laurier*, we steamed south to Goja Haven for the Parks employees to travel to Ottawa and meet with the Prime Minister. After the Prime Minister announced the find, the communications were brought back online.

Three days later, the Parks archeologists returned. The Minister of the Environment, Premier of Nunavut, and the Mayor of Goja Haven came aboard for a brief presentation. The next day we set off back to the wreck site. The *Laurier* could only travel as close as 10 miles to the site due to a lack of information on the chart. The Parks Canada team traveled the rest of the way with the *Investigator* to dive on the wreck. The pictures and video they brought back were stunning, but also a chilling reminder of a loss of life. While the diving took place, the hydrographic survey boats began motoring back and forth over the wreck, gathering information with their multibeam sonar devices. The result was a detailed 3D picture, which could be rotated and zoomed on a computer. These images have yet to be released; the plan is to overlay the side scan sonar image onto the multibeam sonar image to result in a remarkably detailed 3D image of the wreck. Time was running out for the season, therefore we began packing up the Parks Canada and hydrographic gear as we made our way south towards Goja Haven.



For my next sea phase, I hope to be hired with a cruise ship company. I enjoy interacting with passengers, and have an interest in the technology aboard the ships. Eventually, I hope to return to the Coast Guard once my cadet time has been completed. In between sea phases and schooling, I will continue to work as a skipper for the harbour cruise boat companies in Vancouver to increase my boat handling skills.

Thank you once again for the award, I hope I can be of service to your Society in the future to further extend my gratitude.”

Robert Mackin-Lang

As mentioned in the “BCIT – Awards Ceremony” report, we added a Society cheque to that from the BCIT Foundation to make it a worthwhile award of \$1,000.00. Similarly, for the award generated by funds endowed to the Vancouver Foundation, we will add Society money to make that award worth \$1,500.00. We are able to do that because of the generous donations the Society has received. Having said that, I understand that donations this year have been lower than expected so the Society may not be able to repeat the value of its Awards next year. *Therefore we encourage members and others to renew your support for the NPESC.*
David Whitaker - Editor

Do you wish to make a financial contribution to the Society? Annual Membership 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,
20 – 1030 Hulford Street, Victoria, B.C. V8X 3B6
Thank you.**

**Reminder: The Society’s AGM is scheduled to be held at the Interurban Campus
of Camosun College, Victoria on Tuesday, November 25th at 1130hrs.**

Video: Conversations that Matter - Shipping oil along the B.C. coast: Kevin Obermeyer, CEO of Pacific Pilotage Authority Canada discusses the stringent qualifications required to be a ship's pilot and the strict protocols that are followed when it comes to oil. Obermeyer says oil has been shipped on the coast of B.C. for more than 50 years without incident. This is episode 6 of a series of weekly videos produced by Stu McNish.

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<http://www.vancouversun.com/Video+Conversations+that+Matter+Shipping+along+coast+Episode/10363046/story.html>
