



# 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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**March 2015**

We are frequently asked to send out notices to remind members that it is time to renew their membership in the Society.

We don't have the staff for this but rely on our members to respond to the item that, for years, has appeared at the end of each newsletter. For a change, this edition carries it on the front page.

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

**Please make your cheque payable to the NPEŠC  
and mail it to: -**

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

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**Did you know that this Society does not: -**

- **Use Professional Fundraisers**
  - **Receive Government Grants**
  - **Solicit by phone or door to door**
  - **Sell or trade your name or address**
  - **Spend anything on administration**
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### **Camosun College Nautical student wins prestigious bursary:**

Simon Winterburn was presented with the Nautical Professional Education Society of Canada (NPESC) 2014 Bursary on November 25, 2014. The \$1,500 award is presented annually to students who are enrolled in a marine training course and have demonstrated a high-level of excellence and potential for future success.

"Mr. Winterburn has been studying at Camosun since January 2014 and it has been a real pleasure to have him in class," says Ivan Oxford, Program Leader, Nautical Training. "He has traits associated with a productive learner,

strong leadership skills and is able to balance life with work – all being essential to his chosen career in the marine industry."

Winterburn is currently completing his Watchkeeping Mate program in the Nautical Training at Camosun College. After finishing his education he is hoping to begin work as an officer in the Arctic on a general cargo vessel. "I'm extremely thankful to NPESC for this award," says Winterburn. "It is a wonderful honour and the money will help as I finish my education."

The Camosun College [Nautical Training programs](#) help to prepare students to become ship's officers or captains on fishing, domestic and international vessels. Experienced and active nautical instructors provide leadership skills and training on the latest technology.



NPESC's Gerry Stanford and Nautical Training student Simon Winterburn.

*The presentation described above took place prior to the Society's 19<sup>th</sup> Annual General Meeting at Camosun College on November 25<sup>th</sup> 2014.*

**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 2014), six pupils at The Mountbatten School in Romsey, Hampshire revealed 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](#).

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**Watchkeeper – Deadly distractions:** Mariners are used to multi-tasking. A first trip cadet is instructed that “if you see a job that needs doing – do it at once”; whether it is a rope that needs coiling down, or something that needs lashing up. So it goes on, with a senior officer on lean-manned ships performing half a dozen jobs at once, the Master somehow combining the conduct of a ship with the management of a business and paperwork burden that would daunt many shore-side senior managers. But there is still a need to take notice of the annual “Most Wanted List” of the US National Transport Safety Board, which this year has flagged up “deadly distractions” as one of its main menaces to transport safety. The NTSB covers all modes of transport, but all distraction is recognised as equally hazardous, whether the person being distracted is at the wheel of a car, the flight deck of an aircraft, the controls of a railway locomotive, the bridge or indeed the machinery controls, or pump room, of a ship.

There is no doubt that the distractions to any person today is greater than in any earlier age, given the amount of connectivity provided to us by all these clever electronic devices. There is no argument about the dangers involved in using any device that takes eyes or concentration off the road in a car or truck, with no shortage of gruesome examples of fatal casualties. In a ship we are more inclined to think that because things tend to happen slower, there is no harm in undertaking “auxiliary” tasks, which may be necessary.

Some will turn a blind eye to the watchkeeper doing chart corrections or bringing light lists up to date when there is not much traffic around, always with the proviso that a “good look-out” is kept. There is always something that needs doing. The trouble is that such tasks require concentration to do them properly and the law of unintended consequences will produce the unexpected when – it is least expected!

One does not have to study marine accident reports for long before examples of distraction emerge: the chemical tanker which slowly drifted out of the channel and grounded as the Master carried out a long and purposeful telephone conversation with the agent; the Mate who forgot to alter course as he tried to sort out problems at home on his mobile telephone, the conversation only coming to an abrupt end as the vessel grounded; the collision caused by the watchkeeper being so focused on the instruments inside the wheelhouse that he failed to see the small ship he was overhauling and about to run down.

There are innumerable accidents during berthing or ship handling, when the bridge team became “overwhelmed” with all the things going on at the same time. The “classic” case of the cruise ship officer of the watch being so intent on the minutiae of the Garbage Reporting Form that he failed to properly plot the approach of another large ship, never fails to ring warning bells!

We need more examples, perhaps, of people doing the right thing, like the absolute ban on telephone conversation with the ship in pilotage waters. Or the Master of the tanker who threw surveyors, inspectors, charterers’ representatives and harbour officials staff out of the cargo control room, so his Chief Officer could concentrate on getting the discharge under way, without so many distractions.

30.01.15. [https://www.bimco.org/news/2015/01/30\\_watchkeeper\\_week\\_05.aspx](https://www.bimco.org/news/2015/01/30_watchkeeper_week_05.aspx)

Articles written by the Watchkeeper and other outside contributors do not necessarily reflect the views or policy of BIMCO.

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**New Dawn for P&O Cruises:** The *Pacific Dawn* has emerged from a multi-million dollar makeover with new onboard offerings that will see [P&O Cruises](#) start to take Australian cruising into a new era.

During a 10-day dry dock in Sydney, the Brisbane-based ship became the first in the fleet to wear the cruise line’s new livery. The pool deck has received fresh turf, new poolside water features, lighting enhancements and private seating areas, creating a resort-style feel and setting the tone for what will form the centrepiece for the latest additions to the fleet, *Pacific Aria* and *Pacific Eden*.



The *Pacific Dawn* has also become the second ship in the fleet to feature the popular P&OEdge Adventure Park, with 19 adrenaline-inducing activities now offered on the ship. As well as a funnel climb, bungee tramp, Titanic moment and flying fox, which have all become fast favourites on the *Pacific Jewel*, the *Pacific Dawn* offers some new activities including a nerve-wracking Walk the Plank extending off the side of the top deck and a Crow’s Nest offering panoramic views above the ship.

[http://www.seabreezes.co.im/index.php?option=com\\_content&view=article&id=1684:new-dawn-for-pao-cruises&catid=29:asia-pacific&Itemid=50](http://www.seabreezes.co.im/index.php?option=com_content&view=article&id=1684:new-dawn-for-pao-cruises&catid=29:asia-pacific&Itemid=50)

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### What a difference 47 years have made!

The following article appeared in the July 1968 edition of *Harbour & Shipping*: -

**Johnson Line Container Service:** Among the cargo off-loading from the Johnson Line freighter *California* at Ballantyne Pier on Jun 20<sup>th</sup> will be the first units of the Johnson Line new container service between Europe and Western Canada, which are destined for inland delivery. These particular 20' x 8' x 8' steel containers are loaded with pottery and rubber hose bound for Calgary from London, England.

**Two** containers will be off-loaded on to Johnston Terminals Highway trailers for direct road hauling to Calgary. They are the forerunners of a combination Container vessel service between Europe and North America, which goes into operation later this year. **These new Container freighters will have one hold, with its own crane, to carry 150 containers.** Other holds will carry general cargo.

**Appearing in shipping news today are articles similar to the following: -**



Today, the *MSC Oscar* is scheduled to set sail from a shipyard near Busan, South Korea, and become the world's largest container ship.

This ship is so big that it's hard to comprehend without seeing it in person. The deck of the *Oscar* is nearly as big as four football fields laid end-to-end and can carry more than **19,000 shipping containers.**

For more about the *MSC Oscar* see: -

<http://www.vox.com/2015/1/8/7513317/container-ship-msc-oscar>  
and <https://www.youtube.com/watch?v=Wvrs77HdFPM>

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**Maersk CEO: 25,000-TEU ships possible but not practical:** Maersk Line CEO Soren Skou said ships with capacities of 25,000 20-foot-equivalent units are possible but not practical today, and that he expects 18,000- to 19,000-TEU container ships to remain the largest afloat for years to come.

In an interview at the JOC's 15th annual Trans-Pacific Maritime conference, Skou reiterated that Maersk expects to spend more than \$3 billion on new ships to keep up with demand growth by 2017.

"We will begin ordering ships this year, probably in the second quarter," he said. Some but not all will be ships of up to 18,000-TEU capacity, the size of Maersk's fuel-efficient Triple E class.

Skou said there are no design barriers that would prevent construction of a 25,000-TEU ship, "But with the kind of market growth we're seeing, I don't think it's going to happen anytime soon," he said.

The largest container ships can be deployed only in high-volume Asia-Europe trade lanes with large ports on each end.

"We are the biggest carrier in Asia. We have 22 percent market share to North Europe. That means we ship around 55,000 TEUs per week from Asia," he said. "If you deploy 25,000-TEU ships, you have enough cargo for a basically two strings. That's not a competitive product. You need to be able to offer five or six sailings per week.

"Unless the market really starts to grow very, very fast, I don't think you're going to see 25,000-TEU ships anytime soon," Skou said.

He compared the container ship industry to the airline industry, where Boeing 747s were the largest passenger jet from the late 1960s until five years ago, when the 787 aircraft was introduced.

Airlines decided that a 350-passenger plane provided "the optimal balance between economics and trading flexibility. That's where we think the 18,000-TEU ships are," Skou said.

There's also the issue of port productivity. Since 2007 the average ship size in the Asia-Europe trades has doubled to 13,000 to 14,000 TEUs, while port productivity has risen only 50 percent, he said.

That means ships sailing on an Asia-Europe voyage stay in port longer for loading and unloading. "They used to spend 12 days in port. Now they spend 18 days."

Skou added, only half-jokingly, that the reason Maersk doesn't send its largest ships to U.S. ports "is not because we couldn't get them into the port. It's because we could not get them out of the port."

Contact Joseph Bonney at [jbonney@joc.com](mailto:jbonney@joc.com) and follow him on Twitter: [@JosephBonney](https://twitter.com/JosephBonney).

[http://www.joc.com/maritime-news/container-lines/maersk-ceo-25000-teu-ships-possible-not-practical\\_20150302.html](http://www.joc.com/maritime-news/container-lines/maersk-ceo-25000-teu-ships-possible-not-practical_20150302.html)

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**Cheap ships equal cheap trade.** The cost of shipping today is a fraction of the price it was just a century ago, but have we slipped too far down the economical ladder? Michael Grey asks if shipping has become too cheap. How many people ever think of the cost of shipping their goods all over the world and the amazing bargain represented by sea transport? Shippers, the people who use ships, get very angry when the sea carrier attempts to put



the price up – citing congestion in ports or perhaps the price of fuel – and there is a terrible argument about how this can be justified. But in reality shipping has never been so cheap. Indeed, it is said that the cost of sending a ton of cargo on one of the old tea clippers between Shanghai and London in the 1860s was 60 times the price of moving that weight between the same ports today.

Scale economies from giant ships with enormous productivity keep the price of sea carriage at bargain basement levels, which it can be argued is a huge incentive to world trade. Nobody is deterred by the cost of shipping from importing or exporting their goods, which is why components destined for a product like a car are sourced all over the world, and why low value cargoes like coal or iron can be carried 10,000 miles between the mine and the steelworks and nobody gives it a second thought.

We probably don't celebrate this cost effective and economical shipping as much as we ought; in fact, like the water we drink or the electricity that lights our homes, we take it all for granted, only noticing when the service is, for some reason, interrupted.

But it can also be argued that shipping is too cheap, and the earnings from all these vessels carrying world trade are really insufficient to run them in a decent and self-respecting way, with sufficient seafarers aboard them. Then, instead of a tiny crew rattling around in a tiny ship, with everyone dropping from fatigue and trying to manipulate their hours of rest, there would be enough of them to enjoy more of the social side of seafaring. If there was more money coming into the industry from the users of ships, paying a proper rate for the job, ship operators wouldn't be desperately scrutinizing the manning costs, wondering whether the crew could be replaced with somebody cheaper, under an alternative flag.

Shipping is, of course, market in which earnings are dictated by supply and demand and because shipowners have tended to build too many ships, freight rates are always struggling and profits remain low. It is their own fault, as owners tend to build ships when they are cheap to buy, regardless of the demand for them. Then, until world trade picks up sufficiently for the freight rates to recover, they are stuck with those ships and will try and operate them as cheaply as possible. Because nobody ever seems to learn from their mistakes, the shipbuilders with no orders lower their prices and the owners rush off to order more.

The situation is certainly not assisted by governments helping to support their shipyards – of which there are far too many in the world – or attractive finance being made available for anyone looking to order. It is also worth remembering that ships have long lives, which means they probably hang around for longer than they should. Unlike previous generations of ships, which could easily be laid up when demand for them was low, modern vessels are stuffed with sophisticated electronics and other equipment that needs to be properly maintained.

Everyone in the industry knows the problem, but it is difficult to do anything about it. One owner's "lack of self-restraint" is another owner's "wise investment" and it is fascinating to listen to owners who have just completed their building plans loudly criticizing those who have announced their orders for new ships.

Reduced operating costs, whether it is aboard 18,000 teu containerhips or 400,000 dwt very large bulk carriers, is the real reason for these giant vessels, which surely cannot get very much larger without having to dredge the Malacca Strait! These monsters can carry a box, or a ton of Brazilian ore, far more economically than ships half the size, which, only a few years ago were the giants of their day. Of course there are environmental benefits, but it is the unit costs that really make the difference and keep the shippers in a permanent state of delight.

We always focus our attention upon the very biggest ships, like China Shipping Container Lines' *CSCL Globe* (pictured), which at 19,000 teu is now the world's largest, but we should remember that she will displace smaller ships that will be "cascaded" down into other routes, displacing in their turn more modestly sized ships.

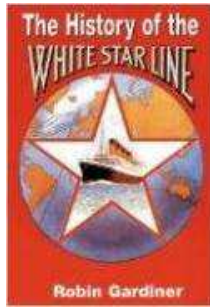
Port managers, of course, will be tearing their hair out, wondering how they can accommodate the ships that have been cascaded down into their ports. They will need deeper channels and bigger cranes, more land area to stack the boxes, and if they cannot lay their hands on these things they may go out of business as the bigger ships will simply by-pass them. It is the price of progress.

All of which, if you think about it, can be laid at the door of those misers who will not pay a decent rate for the shipment of their goods. But why would they when shippers have so much choice? **Michael Grey. "the sea, Jan/Feb 2015". The Mission to Seafarers. [www.missiontoseafarers.org](http://www.missiontoseafarers.org)**



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**White Star Line:** So assiduously over the years did successful owners of one of the world's most ill-fated shipping empires strive to eradicate all traces of the past that little of its own archival material remains. By equally assiduous effort to reveal all however, Robin Gardiner has managed to produce in "The History of the White Star Line" (Ian Allen ISBN-10: 0711031703) an arresting insight into a maritime company best known to the general public as owners of the *Titanic*. Digging into old



newspapers and registers and unfolding its ineradicable connections, Gardiner, who has examined the *Titanic's* disaster in an earlier book, shows how the Liverpool company's cavalier approach to seamanship led also to other losses. This was the company that refused to pay the surviving crew members of the *Titanic* from the moment the ship sank on the grounds that since they were no longer serving on board their contracts had ended, and that, under legal duress, doled out pittances to widows whilst blithely continuing to sail until, in the 1930s, being absorbed by Cunard.

*From the quarterly magazine, Evergreen, Winter 2001*

### The Nautical Institute (BC Branch)

**News:** On Thursday March 5<sup>th</sup> RAdm Nigel Greenwood, RCN (Ret'd), Vice Chair of the Nautical Institute BC Branch (NIBC) and Captain David Whitaker of the NIBC made presentations to four BCIT Deck Cadets currently in the Nautical Sciences program at the BCIT Marine Campus.

Hans-Peter Jessen, James Wahlgren and Fraser Ullstrom were the recipients of the **Vancouver Transportation Foundation** <http://www.vancouvertransportationfoundation.org/> awards of \$1,000.00 each, along with a complimentary years membership to the Nautical Institute.

The NIBC also presented the Nautical Sciences (Second Year) book award to Sarah Bidner. Pictured L to R – RAdm Nigel Greenwood, RCN (Ret'd), Hans-Peter Jessen, James Wahlgren, Fraser Ullstrom, Sarah Bidner and Captain David Whitaker.



### The Nautical Institute (BC Branch) – Important Dates for your Calendar: -

1. **2015 SEMINAR** - Friday, March 27, 2015 "The Future of the Offshore Wind Industry in Canada", a presentation hosted by our branch, in Vancouver at BCIT. More details at <http://www.bcshippingnews.com/event/future-offshore-wind-industry-canada>
2. **2015 AGM** - Saturday, April 11, 2015. In keeping with the practice of alternating locale this year the AGM will be held on Vancouver Island, at the Brentwood Bay Resort and Spa, Brentwood Bay.
3. **2015 CONFERENCE** - Thursday/Friday, May 7-8, 2015 "Maritime Energy Transport: Today and Tomorrow in the Pacific Northwest". Organized by our branch, in Victoria. Full details at: <http://nibcconference2015.com/>

### *Hidden at the bottom of Page 124 of the February 1972 edition of "Sea Breezes".*

<http://www.seabreezes.co.im/>

**The Nautical Institute:** With the support of a large number of members of the nautical profession an Institute has at last been formed which will be able to represent authoritatively the professional interests of qualified members. Although much work remains to be done, *The Nautical Institute* was formed on January 1<sup>st</sup>, 1972 with a foundation membership of over 1,500. The headquarters will be in London and there will be branches in Liverpool, Plymouth and the North East Coast.



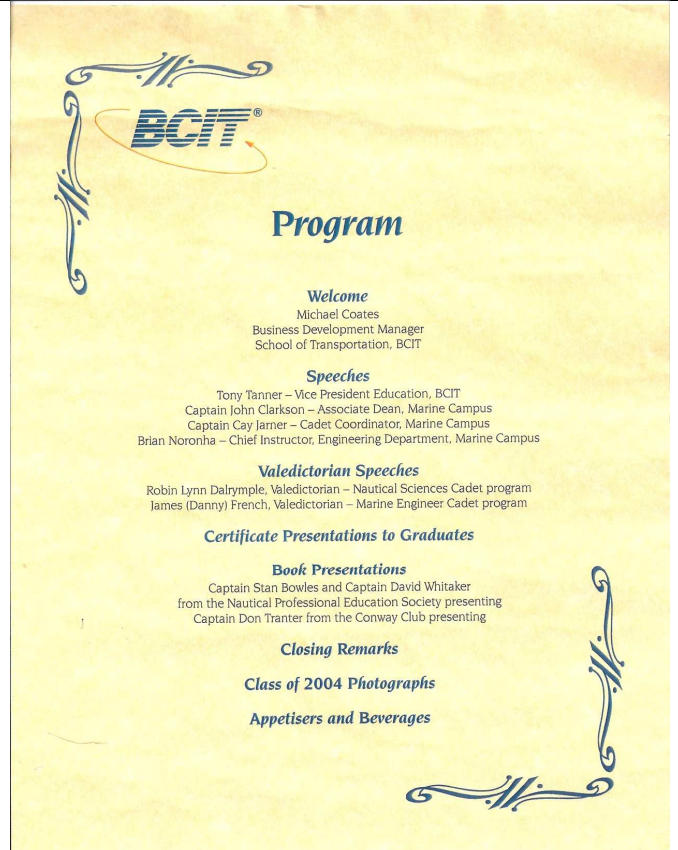
**BCIT Marine Campus Achievement Awards:** At the Nautical Sciences Convocation in 2014 many organizations presented awards to graduating students. But do you know how this got started? Our Society was the only body to make an award at the first convocation in 2003. It awarded books to two students. The following year the Vancouver Conway Club joined the Society (see program below). Compare that with the list taken from the 2014 program.

**The 2014 BCIT Marine Campus convocation ceremony program. Achievement awards were presented by: -**

1. Oak Maritime
2. Algoma Central Corporation
3. Chamber of Shipping
4. Vancouver Maritime Arbitrators Assoc.
5. BC Ferry & Marine Workers Union
6. British Columbia Ferry Services
7. Vancouver Conway Club
8. Nautical Professional Education Society of Canada
9. Lloyd's Registry
10. Transport Desgagnés Inc.

The Chamber of Shipping, BC Ferry and Marine Workers' Union and Lloyd's Register have been donors since 2010.

The award from Transport Desgagnés was issued to a Nautical Sciences student who completed all his Cadet seetime with that company.



**That completes the March 2015 edition of Seatimes.  
Do you have any comments?  
Do you have any articles to include in a future edition?  
If so please send them to me at [whitknit@telus.net](mailto:whitknit@telus.net).  
David Whitaker FNI**