SEA TIMES

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

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Maritime Training Issues Blog - The latest from Marine Learning Systems:

WHAT IS TRAINING: A LOOK AT DIFFERENT PERSPECTIVES

Dec 2, 2015 Murray Goldberg 0 Maritime Training, Mentorship. *Photo above taken by Liz Novak.*

Introduction: I recently returned from the Western Region conference of the Passenger Vessel Association where I gave a presentation on the growth of eLearning in the maritime industry. It was a fantastic conference, and the PVA is an excellent association (which I recommend to you if you are a passenger vessel operator in the US). As a head's up, they are having their annual national meeting near the end of January – so consider attending if you can.

During one of the coffee breaks, I was engaged in a conversation with some trainers from a few ferry companies. The topic of the conversation was "what is training"? I was so very pleased to hear the perspectives of these trainers as each of them speaks to the real utility of (and beauty of) training. I commented that hearing and understanding these various perspectives can make every trainer a better trainer – if for no other reason that it causes each of us to reflect on what we are doing. And I am not only speaking of people who hold a company title of "trainer" – because we are *all* trainers, whether we are a trainer, an officer or a company executive. Understanding that we are indeed all trainers was one of the most important perspectives we discussed, and was a theme in the rest of the discussion.

I'd like to briefly share with you the thoughts discussed during that coffee break. So – "what is training"?

Training is… The Transfer of Knowledge and Skills: While it can be argued that the transfer of knowledge and skills is always the end goal of training, the trainers I spoke with all agreed that focusing on this aspect of training too heavily often leads to some of the worst training experiences and outcomes we have seen.

The best way to explain this is by invoking the saying: "give a man a fish and you feed him for a day; but teach a man to fish and you feed him for a lifetime". The idea here is that even if your training is successful in passing along the required skills and knowledge, but do no more, then you have missed a tremendous opportunity to encourage and enable continuous learning in the learner. So the learning stops there, and the skills and knowledge may even be quickly forgotten.

Instead, one can rise one level above mere knowledge transfer and refocus on learner engagement, motivation, reflection and reasoning. These words may seem cliché, but it is actually a very simple and very useful shift.

How do you make this shift? Make sure your learners understand *why* what you are teaching is important. Tell personal stories about the moment when you learned the importance of what is being taught. Tell them how you employed this information in your work onboard and why it makes you safer and more productive (and possibly even happier)! Illustrate the consequence of not employing what is being taught. Give them time to consider the knowledge being taught and reflect on the importance to them in their daily work lives. Let the learners explain themselves why it is important.

If you are able to make this shift from knowledge transfer to engagement and motivation, you will have given them a *reason* to learn and a *reason* to employ this knowledge. Motivating them as learners is far more powerful and productive in a learning setting than almost anything else you can do as a trainer. Not only are they almost guaranteed to learn the subject matter, but you will have helped create both a lifelong learner and a learning ambassador to their peers.

Training is… Facilitating, not Teaching: If you are able to make the shift above – from teaching to motivating, then your job now becomes less a lecturer and more a facilitator of learning. It is your job to show the way. Help them understand what they need to do to become proficient at the skill or have mastery of the knowledge. You have probably heard the saying: "A great teacher is less a sage on the stage than a guide on the side". Having taught thousands of students myself, I can assure you that it is not only more effective, it is also far more satisfying being the guide on the side.

Guiding, rather than teaching, subtly moves the learner from being a passive knowledge container to being an active participant in his or her own learning. This shift underlies a fundamental aspect of a successful training experience. Training is not something that should just *happen* to trainees. It is an experience that trainees should be an equal partner in – centred on self-discovery for the learners.

What does this mean in practice? It means (again) less lecturing, and more discussion and cooperative problem solving. Have your learners review the basic knowledge before coming to class on-line or on-paper, and then use the class time to engage them with discussion and difficult problems that can be worked on collectively. And never be afraid to let the learners help guide the learning experience. Although you cannot compromise on the end goal of the learning experience, you can engage the learners on the best way to get there. Don't be afraid to ask them what they need, and what they think would help them learn best. Mix those ideas with the techniques that you know work well from experience and you will create more engaging and effective training experiences.

Training is… Mentorship: One of the items that came up many times in the conversation is that trainers offer a value that is far greater than the knowledge they are imparting. They offer experience. It is a shame if they don't use training events to share that experience.

We are essentially talking about a form of mentorship. Trainers should always feel free to share not only information, but also values, career guidance, support, and their love of the work. These are the real gifts that an experienced trainer can offer. If you, as a trainer, have been in the maritime industry for some time, you've gathered a tremendous body of experience that can be a real asset to your trainees. By sharing it you are not only helping them make the difficult career decisions that will inevitably be a part of their lives, but you are also demonstrating (and furthering) the strength of the maritime community – where mariners support mariners.

Training is… Leadership: Some time ago I was having a conversation with a retired US submarine Admiral. He talked about training as leadership and I related his comments to the group of trainers I was speaking with at the PVA conference. He illustrated his point with an incredibly simple but profound act he would perform now and then.

The Admiral said that every once in a while when there was a large number of his crew and officers assembled on deck for any reason he would have someone discreetly place a small bit of litter on the deck. Then, he would walk out onto the deck, walk over to the litter, pick it up, and place it in a garbage receptacle. Talk about teaching by doing.

There were so many lessons conveyed in this simple but wonderful act. Most simply it said that the deck needed to remain clear of debris and that this was important. It also said that no one, not even the Admiral, was above doing any job that needed to be done. It taught that everyone was "in this together" and that everyone watched one another's back. It even conveyed cultural implications – picking up the garbage yourself instead of looking for someone to blame.

Conclusion: Consider the power of the message given by the Admiral when he picked up the garbage on the deck. It was so meaningful, and yet it was so simple. Good training is like that. Think about what message you want to convey. Think about what effect you want to have on your trainees. If the answer is to convey knowledge, then think a little harder, a little deeper. Small shifts in your intent and in how you train can make truly profound differences in the effect you have. And this effect will produce better trainees, lifelong learners, more engaging and profound learning experiences, and even important company culture shifts. It isn't hard – it only takes a desire to make a difference and a little bit of thought. http://www.marinels.com/what-is-training-a-look-at-different-perspectives/

Third Officer's Column. Education, technology and lifelong learning: Our industry attracts bright, capable and driven individuals who are accustomed to working with relative autonomy in far-flung places for extended periods of time. The proliferation of web-based learning platforms has altered how we educate the next generation's workforce, and can provide the workforce with the resources needed to meet the challenges of

a dynamic environment. Has the maritime industry fully leveraged these technologies, both in formal education and in ongoing professional development programmes?

From e-commerce to the rise of a 'sharing economy' to an app for just about everything, 21st century technology touches virtually every aspect of our lives, and has fundamentally shifted how we live them. Maritime professional education and training is no different. Effectively integrating technology into the knowledge platforms for maritime students and professionals is essential for addressing the needs of a modern marine community – and especially, for making sure that that education continues once they have left college or university.

The professional development of today's maritime officers fall into three categories: education, experience and mentoring. Each plays a separate but equally important role in the holistic growth of every maritime professional. The typical education programme for seagoing officers has been concentrated in the early stages of their career. They will build some initial practical experience in parallel with formal education and training. After matriculation from a maritime university, however, future educational and training opportunities have historically been limited, with the exception of computer-based training and correspondence courses.

Technology, in particular, unlocks enormous potential for maritime professionals, as it provides the continuity necessary for educational and technical development, even in a remote, dynamic workplace such as offshore or at sea. Internet access, including at sea, is becoming the norm rather than the exception. Operators that lack such infrastructure may face future personnel challenges from a workforce that increasingly values and adds value through connectivity. If managed properly, the benefits, individually and collectively, are significant.

Where once a ship's officer had correspondence courses and licence upgrade courses to add to his or her professional toolkit, today's relatively cheap technology and abundance of online courses provide virtually unlimited possibilities for education and professional training, both ashore and afloat. The expansion of massive open online courses (MOOCs), customized e-learning material, web-delivered degree programmes, and remote ongoing professional development initiatives have spawned an entirely new means of education.

An excellent example of this is The Nautical Institute's online CPD platform, intended to add value to a seafarer's professional development through each step of his or her postgraduate career. In addition, a host of maritime universities' online degree platforms provide the opportunity for marine professionals from all sectors of the industry to supplement training and prior education with new skillsets, geared towards an information economy.

Over the coming decades, demand for safe, reliable shipping will continue to rise. A commitment from industry leaders to educate and train seafarers and maritime professionals will help ensure that maritime labour will continue to serve the needs of the world's economy safely and effectively. **James Spear MNI**

From Seaways, June 2016. The International Journal of The Nautical Institute. www.nautinst.org/seaways

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The Death of the Noon Report: Virtually every shipping company today uses noon reports to understand and monitor what is happening on their ships. The Captain traditionally sends these reports every day, based on data gathered manually by the crew. The content and format of the report is usually pre-agreed by the company and sent at noon. The noon report has grown over the years to give a snapshot of what has happened on board the ship since the previous noon i.e., in the last 24 hours.

Since the time between noons is based on the time kept by the ship, this is not always 24 hours. The time kept by the ship is changed by the crew depending on which time zone the ship is operating in. Therefore a ship sailing westward gains time, which means when the clocks are adjusted on board, the time to the next noon is now 25 hours. Likewise, for a ship sailing eastward the time between the two noons ends up being only 23 hours.

For a ship on a voyage of several days, the data received from noon reports is not easily comparable, as the data sample every day along the voyage is different based on whether the ship's time was changed by the crew or not. In addition, the managers that monitor these reports ashore receive them at different times of the day and night as the ships change time zones. This means that the companies do not know in real time what every ship is up to.

One would wonder why the entire shipping industry would lay the foundation of ship monitoring and reporting based on a moving target, i.e. ship's noon time, which varies based on the ship's location. The reason GMT has not been picked as the accepted standard for timekeeping is perhaps because the industry is steeped in tradition, or it may be even linked to the origins of the noon report.

Historically, the only time the ship accurately knew its position in the open ocean was at noon every day. At all other times the position of the ship was based on an estimated calculation (also known as dead reckoning) from the previously determined position. To determine the accurate position of the ship, the officer on watch, used the sextant and the chronometer to calculate the longitude in the morning and the latitude at noon. It was important to determine the position of the ship to know what course to steer. Gradually with better communication and an advantage in knowing the best estimated time of arrival, reporting the latest position of ship became a practice and hence the story of the noon report began.

The initially noon position reports were sent over telex and radio. Today some noon reports have become so elaborate that it takes the designated crew several hours (from morning to noon) to collate all the data required from different areas of the ship, i.e. cargo control rooms, engine rooms, bridge, etc.

However, what started and evolved as an innocent position report has slowly but steadily become a monster – with various formats of noon reports being provided to not just ship owners and managers, but also charterers, sub-charterers, weather providers, ports and terminals, oil majors, commodity traders, agents, etc. to name a few.

Adopting GMT as the standard time for all reporting, would in today's global era, certainly make life a lot less complicated. Unlike in the past where accurate position was known only at ship's noon, today the GPS position is available throughout the day. With modern communication systems and real-time data collection platforms, it no longer makes sense to continue noon reporting. Real time access to onboard data will not only provide companies the status of vessels at any given time and more importantly at the time of need, but also free the crew to deal with the actual task of operating the vessel efficiently in today's minimum manning environment.

To ensure the efficiency of the larger global supply chain (in which shipping plays a significant part), it is likely that a single unified time will eventually evolve to be the norm. There is no question that early movers will have substantial edge over their rivals when they can show greater efficiency and control of operations.

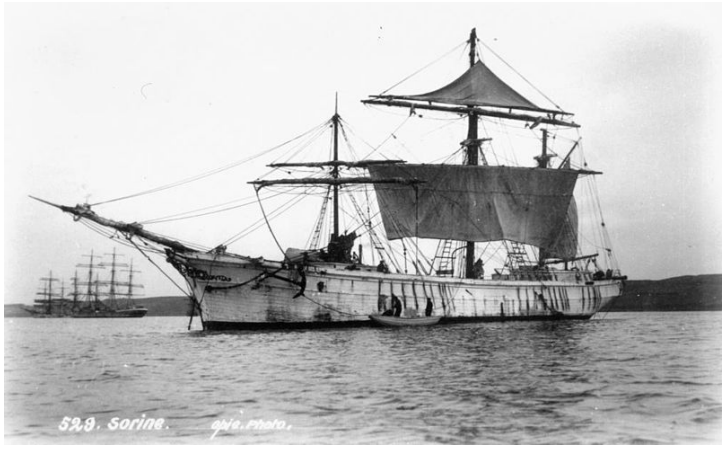
It remains to be seen as to who is courageous enough to break with perhaps a 100-year tradition and bin the noon report in its current form. This in itself will be a giant leap for an industry that is known for being reactive instead of proactive in embracing change. ***The opinions expressed herein are the author's and not necessarily those of The Maritime Executive.***

http://maritime-executive.com/editorials/the-death-of-the-noon-report

2016-05-21. Captain Melvin Mathews, Maritime Director, Eniram. http://www.eniram.fi/

Submitted by Captain Tony Crowther.

All in a day's work: ***(This story comes from an article in the Fairplay Magazine of March 7th 1991. I have a picture of the ship in question but the photocopy is old & blurred. It needed to be clear so that you can understand the story. I "googled" the ship's name just in case the picture was there – and it was. That never ceases to amaze me. Who put it there?)***



Interesting old postcards crop up at collectors' fairs and, if one is lucky, there are enough clues to match the old advertising slogan "every picture tells a story". As with this one…….

A three-masted sailing vessel lies at anchor. She is wood-built, quite small, judging by the scale of the crewmembers in the boat alongside, and she has obviously been in trouble and is jury-rigged… The postcard is labelled simply *Sorine*, and the publisher's name suggests a UK location, probably Falmouth in Cornwall.

Well, she **was** small, just 398 tons gross, and had been built at Nordby on the Danish island of Fano in 1891. But despite her modest size she had voyaged the world – Valparaiso, Batavia, Westport NZ, Tahiti, Acapulco, Antofagasta, Samoa and Rio de Janeiro were just some of the ports she had seen in the first twenty years of her life.

Then, on November 23rd 1909, she sailed from Santa Cruz in Cuba bound for Antwerp with a cargo of mahogany. It must have been a stormy passage, for on December 26th she was spoken by a steamer in latitude 36N, longitude 48W –

about as close to the middle of the Atlantic as one can get. She was reported "hove to with sea anchor, with loss of rudder, foremast gone at the deck, jibboom, bowsprit and main topgallant mast gone. Signalled did not require assistance. Weather moderating after heavy NW gale, with very heavy seas".
On January 21st 1910 she was spoken by another steamer, this time in 38.21N, 35.8W – "a jury mast rigged forward and her main topgallant mast and mizzenmast gone". On February 11th she reached Falmouth unassisted –
"Falmouth, arrived – *Sorine* from Santa Cruz, lost sails, foremast and all attached, bowsprit, main topmast and all attached, also rudder gone; sailed off harbour jury rigged and towed into port by tug *Victor".*
"Signalled did not require assistance…" From their own skill and resources the crew had set up a jury foremast – it looks as though it might have been the original mizzen topmast – and two small upper yards have been crossed on it. What might have been the main topgallant mast has been saved to serve as a bowsprit, lashed down to the broken stump of the original spar; a staysail has been sent aloft as a sort of raffee* upper topsail; Heaven knows what they did for a rudder….
They had a few days in Falmouth to lick their wounds, but on February 16th they left in in tow for Antwerp, where the mahogany was discharged and permanent repairs in hand. Mind you, the temporary ones hadn't done too badly – from mid-Atlantic (winter North Atlantic, at that) to Falmouth. No one made any salvage out of the *Sorine* or her crew.
All in a day's work to them! Rick Hogben.

Later that year the crew refused to take the ship to sea because they considered it to be unseaworthy. The ship was repaired in a shipyard and then in 1911 it was chartered to the Hudson Bay Company to sail to the company trading posts established in the Arctic. It became locked in ice in the Hudson Bay and in this picture the crew can be seen chopping the ice away from the hull to prevent it being crushed.

* Raffee: a triangular sail set in the manner of a square sail above the uppermost yard of a topsail schooner.

The effects of containership growth on tugs and piloting: During the last ten years the steady growth in trade has generated many headlines and the corresponding increase in size of the new generation of containerships has been particularly well documented. The breathless press releases of the latest mega containership do however hide a growing problem for pilots in handling such vessels. These ships are designed to be most efficient for the inter port ocean passages where the hull form results in high efficiency with respect to speed in relation to fuel consumption, but once they enter port approaches, these ships are operating in an environment for which they were never designed. As containerships have grown, pilots have had to adapt their ship handling techniques. Interestingly, the remarkably good safety record achieved by the pilots who handle these megastructures has resulted in a general lack of appreciation as to how piloting these ships is undertaken close to the limits of operational parameters...

To read the full article, download the PDF: https://www.porttechnology.org/images/uploads/technical_papers/PT39-08.pdf

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Salvage of the *Modern Express* by SMIT Salvage: On 26 January 2016, a 164-meter-long Roll-on/Roll-off vessel lost stability in heavy weather and was drifting fast towards the French coast in the Bay of Biscay. A team of dedicated salvage experts of SMIT Salvage was on the scene within 24 hours and was able to prevent an environmental disaster from taking place.
Published on May 18, 2016.
Watch the video of the salvage: https://www.youtube.com/watch?v=tJmO7ohBkhM

The Belgian City That Built an Underground Beer Pipeline. In Bruges, your frat house dreams come true: The cramped streets of classic European cities are great for old-world charm. They're not great for traffic, especially when you're driving a beer delivery truck through those ancient passageways. That's why Bruges, Belgium came up with a better solution: the beer pipeline.

De Halve Maan Brewery, a centuries-old brewer, is the sole brewery remaining within the city centre of Bruges. The tight space there, however, means that while the beer is brewed downtown, it is bottled elsewhere, two miles away. Rather than driving trucks back and forth through some of the most congested streets in Europe, the brewery will soon move its delectable brew via the pipeline at a speed of more than 1,000 gallons per hour.
It cost about $4.5 million to build the beer pipeline, with more than $300,000 kicked in by Kickstarter supporters. Xavier Vanneste, the head of De Halve Maan, told *Wired* the project had to conduct all kinds of surveys and studies to make sure the digging wouldn't disturb any of the priceless centuries-old buildings in Bruges. In the end the project was helped out by the city's ancient network of canals—sections of the pipeline are under the water there, running past the oblivious swans. May 30, 2016
http://www.popularmechanics.com/technology/infrastructure/a21078/belgium-bruges-beer-pipeline/
(This story has no connection with the sea – but canals are mentioned, as is beer, so I thought it acceptable).

Book Presentations: This year the Society has presented books to students at both Camosun College and the Western Marine Institute. In each case the subject of the book was Marine Firefighting.

In May Captain Brian Silvester attended Camosun College to make the presentation to Brandon Ritchie. Mr. Ritchie had been an exceptional learner with an overall average of 87% in the OOW/Master 150T program.
Branden works for *Sea Roamer Marine Services*, primarily on a landing craft. He enjoys working on this vessel due to the wide variety of locations it services and the different jobs he is required to perform. Once finished with school, he plans to hold a Watchkeeping Mate-NC and a Master 150T Certificate of Competency. http://www.searoamermarine.com/

In June Captain Joachim Ruether visited the Western Maritime Institute in Ladysmith to present a book to Rene Tomljenovic, a graduate of the Watchkeeping Mate-NC Program. Rene and Achim are seen here with Captain Robert Kitching, President of WMI.

Sailor shortage, as young wont go to sea without Facebook access: Britain faces a "huge shortfall" of sailors partly as a result of young people's reluctance to do without social media while at sea, employers in the maritime industry have warned. They said that young adults used to being plugged into social media and having constant access to smartphones would rather sit in offices or work in shops than leave their comfort zone and brave the elements.

Most ships do not offer crew access to the worldwide web. However there is growing pressure for that to change. The vast majority, 92%, of maritime employers believe that providing internet access on ships is a crucial step in recruiting new staff, according to a survey by *Future Nauotics*, a data provider.

There is a global shortfall of about 16,500 officers in the maritime industry, while an additional 147,500 officers will be needed by 2025 to service the world merchant fleet.

A spokesman for the UK Chamber of Shipping said, "Millennials coming through definitely have a certain expectation that they need to be connected to the internet, and employers are starting to recognise this."

Another reason for the falling number of young sailors, according to *Seafarers UK*, a maritime charity, is the "ignorance" of careers advisers who are failing to direct pupils towards potentially lucrative careers in the maritime industry. Just one in fifty young people is given any information at schools and colleges about maritime jobs, the charity said, because most teachers were generally unaware of the industry.

Commodore Barry Bryant, Director General of *Seafarers UK*, said, "Most people, including teachers, are ignorant about our industry because ports are private these days and you don't see ships come and go.

The UK maritime industry contributed £11 billion a year to the British economy and supports more than 113,000 jobs.

Tom Crichton, the associate head of the School of Marine Science and Engineering at Plymouth University, said, "There is generally, and has been for a number of years, a lack of awareness in schools and with careers people of the opportunities for work at sea. It's an ageing demographic and you are going to have a generation that will retire. The average age of seafarers is 41. That is a problem for the future that needs to be addressed."

Around 70,000 people in the UK currently work at sea, including in the Royal Navy, Merchant Navy and fishing fleets.

The Daily Telegraph. June 21st 2016. Katie Morley, Consumer Affairs Editor.

Also read: http://readmt.com/news/article/2015/06/25/day-of-the-seafarer-asks-people-to-consider-a-career-at-sea/

The *SS Marine Electric*: I recently completed reading a most intriguing book called *"Until the Sea Shall Free Them: Life, Death and Survival in the Merchant Marine"* (*ISBN 978-0-385-50116-3)* by newspaper reporter Robert Frump. As someone who sailed on bulk carriers in the seventies and early eighties (admittedly on ships of a much younger vintage) and as an independent surveyor conducting on/off hire surveys on similar types of vessels I found the story to be of particular interest.

In 1983 a maritime tragedy off the east coast of the USA resulted in some of the most important maritime reforms that occurred in the latter half of the twentieth century. SS *Marine Electric*, a 605-foot bulk carrier, sank on 12 February 1983, about 30 miles off the coast of Virginia, in 130 feet of water. Thirty-one of the 34 crewmembers were killed. The three survivors endured almost two hours drifting in the frigid Atlantic waters.

This tragedy tightened vessel inspection standards, resulted in mandatory survival suits for winter North Atlantic runs, and helped create the now famous Coast Guard rescue swimmer program.

Marine Electric was built as a Type T2-SE-A1 tanker in 1944. Having traded as a tanker for over 16 years, she was purchased by Marine Transport Lines (MTL) in 1961 and was modified by the addition of a new midsection for cargo transport which extended the ship's length overall from 523 feet to 605 feet and her tonnage from 10,448 to 13,757 gross register tons (GRT).

The modifications were completed in November 1962. However, the *Marine Electric* was already showing its age, exhibiting corrosion and damage to the hull and other structural components.

On 10 February 1983, *Marine Electric* put to sea for her final voyage sailing from Norfolk, Virginia to Somerset, Massachusetts with a cargo of 24,800 tons of granulated coal. The ship sailed through a fierce (and ultimately record-breaking) storm that was gathering.

She neared the mouth of the Chesapeake Bay at about 2:00 a.m. on Thursday, 10 February battling 25-foot (7.6-m) waves and winds gusting to more than 55 miles per hour (89 km/h), fighting the storm to reach port with her cargo.

The following day, she was contacted by the United States Coast Guard to turn back to assist a fishing vessel, the *Theodora*, that was taking on water. The *Theodora* eventually recovered and proceeded on its westerly course back to Virginia; the *Marine Electric* turned north to resume its original route.

During the course of the investigation into the ship's sinking, representatives of the owners, MTL, theorized that the ship ran aground during her manoeuvring to help the *Theodora*, fatally damaging the hull. They contended that it was this grounding that caused the *Marine Electric* to sink five hours later.

However, Coast Guard investigations, and independent examinations of the wreck, told a different story: *Marine Electric* left port in an un-seaworthy condition, with gaping holes in its deck plating and hatch covers. The hatch covers, in particular, posed a problem, since without them the cargo hold could fill with water in the storm and drag the ship under. And it was there that the investigation took a second, dramatic turn.

Investigators discovered that much of the paperwork supporting MTL's declarations that the *Marine Electric* was seaworthy was faked. Records showed inspections of the hatch covers during periods where they'd in fact been removed from the ship for maintenance; inspections were recorded during periods of time when the ship wasn't even in port.

A representative of the hatch covers' manufacturer warned MTL in 1982 that their condition posed a threat to the ship's seaworthiness. But inspectors never tested them. And yet, the *Marine Electric* was repeatedly certified as seaworthy.

Part of the problem was that the Coast Guard delegated some of its inspection authority to the American Bureau of Shipping, a private, non-profit agency that developed rules, standards and guidelines for ship's hulls. In the wake of the *Marine Electric* tragedy, questions were raised about how successfully ABS was exercising the inspection authority delegated to it, as well as about whether the Coast Guard even had the authority to delegate that role. Also there was a conflict of interest in that the inspection fees paid to the ABS were paid by the ship owners.

In the wake of the *Marine Electric* sinking, *The Philadelphia Inquirer* assigned two reporters, Tim Dwyer and Robert Frump (the author of the book) to look into old ship catastrophes. In the series, the writers concluded that government programs designed to strengthen the merchant marine had actually kept unsafe ships afloat.

In the wake of the Marine Board report, and the newspaper's investigation, the Coast Guard dramatically changed its inspection and oversight procedures. The Coast Guard report noted that ABS, in particular, "cannot be considered impartial", and described its failure to notice the critical problems with the ship as negligent. At the same time, the report noted "the inexperience of the inspectors who went aboard the *Marine Electric*, and their failure to recognize the safety hazards...raises doubt about the capabilities of the Coast Guard inspectors to enforce the laws and regulations in a satisfactory manner."

While the Coast Guard commandant did not accept all of the recommendations of the Marine Board report, inspections tightened and more than 70 old World War II relics still functioning 40 years after the war were sent to scrap yards.

Additionally, the Coast Guard required that survival suits be required on all winter North Atlantic runs. Later, as a direct result of the casualties on the *Marine Electric*, Congress pushed for and the Coast Guard eventually established the now famous Coast Guard Rescue Swimmer program.
For an in depth look into this tragedy and the reforms that came about as a result I would encourage everyone to read this compelling book and perhaps consider what pressures seafarers find themselves constrained by in knowingly taking unseaworthy vessels to sea. **Submitted by Richard Smith MNI.**
Also see: https://www.youtube.com/watch?v=_1ImWaZewOI

Verified Gross Mass: Starting July 1st 2016 shippers are required to provide the Verified Gross Mass before their container can be loaded to a ship.

Background: Effective July 1, 2016, any shipping container leaving from any port in the world must be accompanied by a shipping document signed either electronically or in hard copy by the shipper on the bill of lading listing the verified gross mass of a container in order to be loaded on to a ship. The container weight mandate from the International Maritime Organization under the Safety of Life at Sea (SOLAS) convention comes after misdeclared weights contributed to maritime casualties such as the breakup and subsequent beaching of the *MSC Napoli* on the southern U.K. coast in 2007 and the partial capsizing a feeder ship in the Spanish port of Algeciras in June 2015.
The weighing must be done in one of two approved ways, called Method 1 and Method 2, on scales calibrated and certified to the national standards of the country where the weighing was performed. Many of finer points of the new regulation have not yet been finalized, such as enforcement, and what happens to a container that arrives at a port without the necessary documentation or if the VGM (verified gross mass) declaration for a container turns out to be false or incorrect.

Further Background: Keeping containers safe: If you go to any container terminal and you know your way around, in a corner of the terminal, usually away from public view, is to be found the "graveyard". Here are found the containers that have come to grief. It will usually present a sorry sight of mangled steel and crushed cargo, to be kept while the insurance company surveyors do their work.
Many will have fallen from cranes when being handled, some dropped by ground handling equipment or toppled off trailers. Some will have been damaged on the voyage, perhaps when a stack has collapsed or when heavy green seas have boarded a ship. But most will have been victims of bad cargo loading, overloading, or some problem with the contents. Almost all of these expensive mistakes will have been preventable.
In pre-container days, a close eye was kept on the loading of ships, both by expert stevedores and by the ships' officers themselves who ensured that the cargo was properly secured, that heavy cargo was not stowed on top of light cargo and that cargo would not shift once the ship started to move around in heavy weather. Containerisation is a wonderful time-saver in every respect, but does transfer the responsibility for stowage to whoever "stuffs" the container. This is probably accomplished at cargo consolidation stations, or factory premises, possibly a long distance from the port and will be undertaken by people who see just a box in front of them, with no knowledge of the accelerations of a ship in a seaway, or the importance of not exceeding maximum weights. Indeed there will be people who will consider their job done if they are able to get all the cargo into the box, and manage to shut the doors.
The importance of balancing the weights within a box so it is not heavy one end, or the need to ensure that the cargo is properly shored or lashed so that it will not start moving about once the ship starts to move, may be beyond the comprehension of the loaders. Cargo insurers can point to innumerable "horror stories" of container contents totally destroyed on the voyage, of boxes that have turned over on the trailer at the first roundabout or boxes so heavy that the corner posts have been torn out when the crane started to lift them. They will recount the carnage caused when overweight boxes collapse in the ship's stow, crushing the containers around them, breaking lashings and even causing whole stacks to fall over the side. They will recall improperly stowed containers that have caught fire or exploded, because of the ignorance or criminal negligence of the shippers. And that is before we get onto the hazards these might inflict upon the ship's crew, or the terminal operatives.
What can be done? Certainly better information, spread liberally among those who load containers, will help. Compulsory weighing is essential too, along with a more robust action against those who break the rules, impressing upon them that safety matters! https://www.bimco.org/Education/Seascapes/Sea_View/Keeping_containers_safe.aspx **13.07.12**

It is now July 2016 and the SOLAS mandate is in effect. Early reports appearing on http://www.joc.com/special-topics/container-weights appear as follows: -
06 Jul 2016 Chinese exporters struggling to meet VGM rules: Kuehne + Nagel is reporting serious problems with SOLAS in China.

05 Jul 2016 **Russian exporters breeze through early days of SOLAS rule**: Russian container terminals and exporters didn't experience any disruption tied to the new SOLAS container weight rule.
05 Jul 2016 **APM Terminals says SOLAS launches 'without incident'**: APM Terminals joined those in the industry reporting little disruption from the SOLAS rule.
04 Jul 2016 **No SOLAS trouble reported at major Japanese ports**: Japan's implementation of the SOLAS container weight rule appears to have gotten off to a smooth start.
01 Jul 2016 **US exporters sail through first day of new SOLAS rule**: Officials also credited industry organizations' communication about the new rules and regulatory approval of a common approach by major container lines and six ports.

NIBC/VTF Scholarship: This year the Vancouver Transportation Foundation (VTF) provided $3,000 for the BC Branch of The Nautical Institute (NIBC) to offer as scholarships. Two of the applicants were selected to receive $1,500 each. The applications for these scholarships are vetted and awarded by the NIBC branch on behalf of the VTF.
On June 16th Richard Smith, a Branch Director, attended the BCIT Marine Campus to make the first presentation to Third Year Nautical Science Cadet, Jeremy Botel.
In addition to this award, Jeremy was offered one year of complimentary membership with The Nautical Institute. Other Cadets in his class were encouraged to pursue NI membership.
The other successful applicant was at sea at this time and will receive the award later in the year.

Your Society.

Do you wish to make a financial contribution to the Society? Is it time for you to renew your membership? The Annual Membership Fee 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,
3648 Glenview Crescent, North Vancouver, B.C. V7R 3E8

Thank you.

Contributions to the NPESC are tax deductible. Charitable Registration # 1039049-20

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Founded by The Nautical Institute of BC

Articles or comments for inclusion in future editions of Seatimes can be sent to me at whitknit@telus.net
Sincerely, David Whitaker FNI

The Nautical Institute
British Columbia Branch