

SEATIMES

The Newsletter of the Nautical Professional Education Society of Canada

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



January 2017

NPESC 2016 Bursaries: In October, Directors of the Society met to assess the applications that had been received for this year's Bursaries. Five x \$1,000 Bursaries had been advertised, \$4,000 of which came from money provided by the BC Supercargoes' Association. The response was remarkable and the competition fierce. As usual, even though the Bursaries notices were posted in April, applications did not arrive until close to the deadline of October 14th.

After careful and long deliberation the five successful candidates were selected. They are: -

- Jashanreet Singh Bains: a Second Year Cadet in the Marine Engineering Program at the Marine Campus of BCIT. He resides in Surrey, B.C. His most recent sea phase of the program has been on an Algoma Chemical/Oil tanker, the *M/T Algosea*.
- Allison McKellar: a member of the Klahoose First Nations and living in Campbell River. She is studying for her Watchkeeping Mates, Near Coastal, Certificate at Camosun College in Victoria. For the past nine years she has sailed on various vessels of the BC Ferries' fleet except for a short time with the Canadian Coast Guard.
- Matthew Clarke: a Second Year Nautical Science Cadet at BCIT who lives on the Sunshine Coast. His first sea phase was with Canship Ugland on board the *Jasmine Knutsen*, an oil shuttle tanker for the Newfoundland offshore oil facilities.
- Cody Goliath: from Cowichan, currently studying at the Western Maritime Institute in Ladysmith for his Bridge Watch Rating Program/Deckhand Certificate. He plans to apply to join the Canadian Coast Guard. Since leaving High School he has spent two years in high-level junior hockey in Georgia and Minnesota but is now focused on training to move into the marine industry.
- Jeremy Botel: a Fourth Year Nautical Science Cadet at BCIT. He comes from Haida Gwaii. His seetime has been with various ships of the Canada Steamship Line fleet in the Great Lakes and on the east and west coasts of Canada.



Brian Silvester and Allison McKellar.



Bob Kitching, Cody Goliath and John Lewis.



Achim Ruether & Terry Stuart (BC Supercargo's" Association President) with Jeremy Botel and Matthew Clarke.

BCIT Marine Engineer Cadet Jashanreet Singh Bains, will receive his award when he returns from his term at sea.

BCIT Foundation Entrance Awards & Fall Scholarships Awards Ceremony: Three such ceremonies were held on November 15th. The Society was invited to attend the second ceremony, which started at 1230. This session was for the BCIT School of Computing & Academic Studies, the School of Construction & the Environment and the School of Transportation. It contained 118 Awards and the NPESC was the last but one on the list.

The money that we endowed to the BCIT Foundation had generated an income of \$800.00 in the past year. So the Foundation would give us a cheque worth that amount for us to present to the Second Year Cadet chosen by the Marine Campus faculty. We added our own cheque for \$200.00. This year the faculty had selected Sandra Lebon.

Two other Cadets were at our table, Matthew Clarke, also in the Second Year, to receive the Oak Maritime Award, and First Year Cadet Christopher Chu who had won the Port of Vancouver Entrance Award in Memory of Richard C. Pearce. Afterwards the Society received the following letter: -

Dear NPESC Members,

I wish to thank you for helping and encouraging the future seafarers of British Columbia. I received the Nautical Professional Education Society of Canada Award and I am deeply honoured and grateful.

I am currently in the second year of the Nautical Science program at BCIT. I used to be a registered nurse but decided to leave this career when I found out about careers at sea after doing some research. After a year in the program, and especially five months as a cadet on a shuttle tanker in Newfoundland, I am more than certain that this career change was one of the best decisions I have ever made

However, as a mature student, it can be financially challenging to go back to school. I am currently living off my life savings and the weekend job I had in my first year of the program. I am, and have always been, very careful about how I spend my money, especially now, because I know this is a four year program and my savings have to last until the very end. With your help this challenge got easier to overcome. Also, receiving this award encourages me to continue working hard to keep getting good grades and succeed in getting my certificate and diploma, and eventually becoming a knowledgeable officer.



*Thank you again for donating to BCIT for this award, and supporting BC cadets through your awards and bursaries.
Sincerely, Sandra Lebon.
November 20th 2016.*

Sandra Lebon receiving her award from Captain Joachim Ruether

The First Annual NPESC Christmas Party: On December 4th 2016 the Society held its first ever Christmas Party. Just over 20 members and spouses attended, including four founding members, the Society's first Chairman and the first Treasurer (who just so happened to be the first Life Member). The location was the penthouse suite of "Pacific Terrace", a condo building in uptown White Rock. It was quite a lively affair, an indication that everyone was enjoying themselves.



We don't have a future' - Hanjin crews return to uncertain fate: "Hanjin is like a family," says the First Officer, slowly choosing his words. "But now," he hesitates, "it looks like we've lost our family."

We are standing on board one of Hanjin's vessels. It's a huge ship, and the officer is second-in-command.

He stares past me, for a moment lost in thought, an empty gaze across the hundreds of metres of containers and steel hull below.

He quickly snaps out of it. "Come this way please."

We step inside, onto the bridge. If the engine room down below is the heart of this container giant, then up here is where its brains are. Powered down though, long rows of pale grey screens and control boards leave a silence interrupted only by our footsteps.

The ship is docked in Singapore, finally. It's the first time in weeks. It has been towed up alongside a pier. Hanjin Shipping went bankrupt in August and since then its vessels have been stranded at sea, not allowed to call at any port.

It's the biggest bust the shipping industry has ever seen. Only once the company came under bankruptcy protection were the vessels (around 100 of them) eventually allowed to go into ports around the globe.

Here in Singapore, a few of them have been trickling in over the past few days.

No names, no faces. We were able to make contact with one of them via another Hanjin Captain back in South Korea. He got in touch with the First Officer, who then talked the Captain into allowing us on board - albeit reluctantly.

There was one condition though: no disclosure of the ship's name, no photos, and no names of the crewmembers.

As we get on board, it's the same young officer who greets us; no one else is to be seen.

Throughout the hour we spend on the ship, we never get to see the Captain to ask him why he didn't want to let us on.

After a few minutes with the First Officer though, I'm beginning to see what might have been the reason.

He is shy. In fact, there's a sense of suppressed embarrassment, shame almost, as we start talking to him. They are, after all, "the company that went bust".



For years, the seamen have been proud to work for their company - only to suddenly find Hanjin now reduced to being the poster boy for their troubled industry.

'We don't have a future'. For most of us it is difficult to imagine what life in the shipping industry is like. After all, workers are often hundreds of miles away, out at sea.

Here, following the officer down the silent linoleum corridors of this Hanjin vessel, the troubles facing him and his colleagues are very real.

After the sudden shock of learning of their company's bankruptcy, and the weeks spent out at sea, the sailors now face even more uncertainty.

"We don't have a future," the first officer says quietly. "When we arrive in Korea, we will stay maybe somewhere outside a port at sea. If the owner of the ship changes, then we will have to deliver this vessel. Then, we don't know what will happen to us."

A prestigious career. Our First Officer politely guides us through the ship. We see the pantry, the kitchen, and the recreation room with its worn-out couches, a TV and PlayStation, and coffeemaker in the corner.

Long corridors lie empty, bar a few pairs of shoes neatly placed in front of the doors to some private cabins.

There are at least 10 floors, from deep down below deck to the bridge at the very top - where there's a stunning view of countless containers that look like oversized Lego blocks, laid out from right below us to the very front of the ship.

From the pier, two gigantic cranes are slowly but steadily at work, picking up containers, lifting them as though they're made of cardboard.

Not only do the crew know they will almost certainly be out of a job when they get to South Korea - it's also clear that getting another job in the industry will be very difficult.

Like all the senior crew, the First Officer has studied for four years at a maritime university. He has always been with Hanjin, starting out as a Third Officer and working his way up the ranks; the next step would have been Captain; Captain of a proud vessel, with a prestigious company - a sought-after career.

Analysts I speak to tell me the shipping industry takes a very long-term perspective. It has always been a cyclical industry and therefore will eventually pick up again, they say.

But that is unlikely to be much consolation to the crew of this Hanjin ship as they embark on their journey back home towards an uncertain future. <http://www.bbc.com/news/business-37604082> 14 October 2016

Dealing with the fall out. Michael Grey reminds the industry to remember the 2,500 seafarers left in uncertain waters as the sun sets on Hanjin and container lines face yet another challenge: A lack of security in employment is one of the features of modern times. Among the more memorable images of the 2008 financial crash were those of bank employees leaving their cathedrals of capitalism in Wall Street or London's Canary Wharf, their belongings stuffed into cardboard boxes. Elsewhere, people who have spent their days in supposedly secure government jobs have found that policy changes have 'outsourced' their employment and their job-security over- night.

Seafarers of a certain age, who grew up working in the fleets of traditional maritime nations, will not have forgotten those years in the 80s and 90s, when 'brown envelopes' containing their notices of redundancy blew through the industry like a storm. Insecurity became almost endemic in a shipping world coming to terms with a recession that would not go away, and casual employment became the norm for just about every rank and rating.

But even in an under-rewarded industrial sector which engages in ferocious cost-cutting as the price for survival, the picture of the world's seventh largest container shipping company finding itself in the hands of receivers represents a major shock. True, there have been big shipping company bankruptcies before. The 80s saw the extraordinary case of the huge Japanese Sanko Steamship Company, with a gigantic order book helping to keep the Japanese shipbuilding industry afloat, suddenly running out of credit. It eventually 'restructured', but in 2012, operating nearly 200 owned and chartered bulk carriers, it went bust again.

There was also the famous US liner company, United States Lines, which ground to a final debt-driven end in 1986, with some of the world's biggest containerships idle, their crews thrown on the beach.

There have been others, of course, but all pale into relative insignificance compared to this year's sad end of the South Korean giant Hanjin, which has forced itself into the world's headlines as it sought to fight off its creditors, ultimately filing for bankruptcy in September.

The company, predominantly running containerships, was operating 97 vessels when it collapsed. A total of 37 of these were owned outright with 60 chartered. These ships were giving employment to 2,500 seafarers from all over the world, all of whom suddenly found their futures and indeed the wages they were owed, subject to all manner of uncertainties.



In a company any failure of this magnitude, a huge number of different interests find themselves either fighting for what they are owed or refusing to become even more indebted to an entity that is unlikely to pay them. It is one thing to find oneself out of a shore job but those bank employees who lost their jobs as a result of the financial crisis of 2008 did not find themselves scattered all over the world's oceans with access to the next port denied, as has been the case for those seafarers working on the Hanjin fleet.

There is no doubt that compared to earlier shipping company failures, this is streets ahead in terms of complexity. Those 97 ships were carrying containers for other carriers, while Hanjin cargoes were to be found on ships of many other lines. Companies that were financially healthy may have owned the chartered ships, but their tanks were filled with Hanjin bunkers, which had not been paid for and thus the ships were subject to arrest. It has been suggested that some US\$15bn worth of cargo was being stopped, delayed, or subject to heavy financial penalties to release it from those holding it as 'security'. Feeder lines, road hauliers, shippers and consolidators all around the world are affected by the collapse of a substantial chunk of the logistics chain. In an era when reliable and just-in-time shipping, along with the globalisation of components is taken for granted, any major disruption will cause ructions in production lines and retail alike. In short, it is a huge mess.

So the position of those 2,500 seafarers, whose voyages aboard Hanjin vessels have come to a grinding halt, is very unenviable, as they find themselves just one of the very many interests seeking to raise their voices in an international clamour. In the past, one of the least attractive features of international shipping has been the sight of abandoned crews, dependent on welfare agencies as they cling to a grim existence aboard arrested ships, without food or heating and no certainty about ever being paid.

It is worth repeating that this is not one of these miserable cases. This is the 7th biggest container shipping line in the world, with a fleet of modern, sophisticated ships, almost all of which will eventually continue in operation under new ownership, or chartered by some other company. Crews will have to be found to operate them and competent containership crews don't grow on trees. There may well be months of uncertainty for those seafarers who have found themselves caught up in this collapse, but there is a reasonable hope that whoever finds themselves operating the fleet in the future will wish to employ people familiar with the ships. Unlike a failed bank or a shut factory there is something of value left after such a bankruptcy, and seafarers may not find themselves disadvantaged for too long.

But it is also important to consider that this huge company did not fail wholly through its own incompetence, but as a result of an industry-wide over-optimism, against a background of over-tonnage and ludicrously low rewards. This, above all else, is what has produced the 2,500 seafaring victims of this collapse.

Michael Grey. "the Sea". Nov/Dec 2016. <https://www.missiontoseafarers.org/>



Six Ways Technology is Changing Marine Education and Training for the Better: *How are new teaching methods using technology improving the maritime training and education sector, and shaping the future of marine human resources?*

Education and training is crucial for building and developing sustainable careers. Without learning, there can be no growth, either for individuals, companies or industries alike. Yet there are challenges associating with developing skills and knowledge, particularly when struggling to balance an expanding workload. Seafarers often feel pressured to leave their jobs at sea earlier than planned in order to try and move up the career ladder, sometimes making the decision to leave the sector altogether. When experience and skill-sets are lost in this way, it poses a real problem for the industry. Additionally, many employers are keen to utilise the experience of their sea-going staff in shore-based management positions, but are faced with the challenge that many lack the required knowledge.

Marine training initiatives such as IMarEST's [Marine Learning Alliance](#) are devising new blended, distance e-learning solutions to address this issue, allowing marine professionals to learn whilst they earn. This technology allows seafarers to stay at sea longer, and continue to develop the skills they need to make the next career step and remain in the maritime profession. Blended e-learning combines online and traditional face-to-face class activities, thereby granting students access to both the conveniences of remote learning and the social and instructional interactions that may not lend themselves to online delivery. Here are six ways technological solutions and blended learning models are improving maritime education.

#1. Accessibility: With the ability to download course and training materials from an online database, content can be accessed from anywhere at any time.

#2. Personalisation: Having a personal tutor boosts learning as it provides a two-way approach to source information. Not only are users able to pull data from learning platforms, they can also ask questions and query specific areas of the content, such as those relevant to their current jobs.

#3. Self-Paced Learning: A busy work and life schedules leave little ability to make time for professional development. With course notes, lectures and training modules downloadable and easily accessed, this approach allows learners to pull information when and where they need it.

#4. Global Relevancy: In industries such as maritime and oil and gas, companies often operate in multiple locations around the globe. An online platform can ensure that a programme is rolled out effectively across a number of divisions to a number of employees, wherever they may be in the world.

#5. Consistency: Delivering a consistent set of modules that have been vetted by HR and meet group standards allows all users to gain the same message and training as colleagues in other parts of the world.

#6. Flexibility: E-learning in a modular set-up allows companies to emphasise specific training pieces that can be bolted on to users' modules depending on job role and location to suit their needs. Blended distance e-learning is easy to update, ensuring that companies can change content and keep employees up to date with the latest information. There has never been a more important time to invest in training and professional development, and IMarEST has been working hard to support companies in delivering and recognising professional excellence. Advancements in technology have opened up new doors to those interested in professional development, breaking down barriers in an effort to ensure high educational standards across the maritime sector to better support the future of the industry, and the people at its core. *By David Kelly - Sep 6, 2016.* <http://www.crewconnectblog.com/6-ways-technology-improving-marine-training-education/>

Taking health issues seriously: Seafarers have been provided with medical care on ships for centuries. Surgeons sailed with Roman warships and medieval ships often had surgeons on board. Ship's surgeon John Woodall published the first ships' medical journal in 1617, in which he recommended citrus fruit as a treatment for scurvy – he also thought that sin was the primary cause of disease. Another ship's surgeon, James Lind, conducted the first ever clinical trial in 1747 in which he validated the theory that citrus fruit was effective in treating scurvy.

Indeed, there has been a lot of progress in providing medical care to seafarers on ships since the 18th century, but there remains room for more improvements.

The Maritime Labour Convention 2006 (MLC 2006) contains several medical care requirements for merchant vessels. Flag states must require their ships that normally sail on international voyages of more than three days with 100 or more persons to have a qualified medical doctor on board (A4.1.4(b)).

Ships without medical doctors must have at least one crewmember who is in charge of medical care and administering medicines. This crewmember, who is normally designated the ship's medical officer, must have completed medical care training that meets the requirements of the International Convention on Standards of Training, Certification and Watchkeeping (STCW). As an alternative to a medical officer, flag states can require their ships to have at least once crewmember designated to provide first aid. The crewmember must have been trained in accordance with the STCW requirements (A4.1.4(c)).

In addition to requiring ships to have medical doctors or medically trained crewmembers on board, flag states must also ensure that medical advice, whereby specialized advice is transmitted by telecommunications technology, is available free of charge to their ships at sea 24 hours a day (A4.1.4(d)).

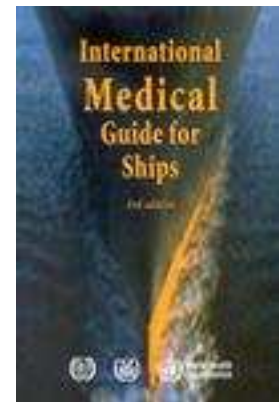
Whether medical treatment on board a ship at sea is indicated by medical personnel on the ship or by telemedicine services, it is critically important that proper medical equipment, medicines and medical supplies are available on the ship. MLC 2006 addresses this by requirements for ships to have a medicine chest, medical equipment and a medical guide on board, but it leaves each flag state to make its own requirements for what must be in a medicine chest, what medical equipment is required, and which medical guide must be on board (A4.1.4(a)).

MLC 2006 also recommends, but also does not require, flag states to ensure that qualified persons inspect medical chests and equipment every year. The Convention recommends that the qualified person carrying out the inspections makes sure that medicines are properly labelled, properly stored, contain directions for their use, and that the expiry date is not in the past. They should also make sure that the medical equipment is properly maintained and functioning as intended.

The Convention recommends the latest edition of the *International Medical Guide for Ships (IMGS)* to flag states for guidance on the contents of medicine chests and what medical equipment should be required on their ships (B4.1.1.4).

The many different national standards and the lack of international standards for medicine chests create confusion and uncertainty for maritime medicine practitioners, shipowners, inspectors, and seafarers. The existing recommendations are based on the World Health Organization's essential list of medicines, without taking into account the special needs of maritime medicine. The International Maritime Health Association is working on developing recommendation for medicine chests based on their members' experience, but they desperately need more occupational health research on seafarers to validate their observations.

Justice Matters by Douglas Stevenson. the Sea Nov/Dec 2016. www.missiontoseafarers.org



Insurance Group Offers Advice on Health to Crew Whether Aboard Container Ship or Fishing Vessel. Range of Articles Give Information on How to Stay Healthy Aboard:

As a mutual assurance association dedicated to maritime risks of every hue, the **Shipowners Club** has a vested interest in maintaining the health of crews aboard vessels whether they be container ships or fishing boats. Now the P&I Club is issuing a series of advisory notices to those who man the vessels in whose fate they have an interest via their members, with a view to keeping crews healthy in every respect.

The latest article affects everyone working aboard ship in that it refers to the care of one's skin. Not something previously associated with the macho world of the average sailor. Skin however is a vulnerable organ of the body and the rise in such problems such as sunburn, and the possibility this can lead to skin carcinoma and malignant melanoma,



is a subject not to be taken lightly. The article walks you through the dangers and how best to minimise them.

Such problems of course are normally associated with deck work but even engineers working in the bowels of a merchant vessel are subject to particular risks, burns and exposure to oils and other chemicals liable to damage the epidermis. Additionally there are always risk from hazardous chemicals, whether as cargo or just in general use throughout the vessel as cleaners etc. The Club suggests for example that moisturising should be an essential task for any modern crew member and has prepared 3 posters for downloading and display aboard ship, which can be accessed from the Skin article itself, [viewable here](#), and which illustrate why such preventative treatment is so important.

The Club has not confined itself to the body's largest and fastest growing organ however and other subjects include 'How to **Maintain Weight** Aboard', '**Food Safety**' and '**Maintaining Fitness**', all subjects worthy of attention by any crew member likely to be in service for any length of time.

Photo: The posters' light-hearted take on skin care. October 13th 2016.

http://www.handyshippingguide.com/shipping-news/insurance-group-offers-advice-on-health-to-crew-whether-aboard-container-ship-or-fishing-vessel_7472

**WATCH: Insane Helicopter Landing on Ship in North Atlantic Storm**

November 28, 2016 by Mike Schuler

<https://gcaptain.com/watch-insane-helicopter-landing-on-rolling-ship-in-north-atlantic/>

Changes and Challenges are Tough on the World's Shipmasters: Bullying, micro-management of his activities and the threat of going to jail while doing his job, remain major pressures for the Masters of merchant ships - and the situation is getting worse.

Masters Under Attack – Authority and Responsibility in an Age of Instant Access' was the topic discussed by an expert panel at the Cadwallader Debate, organized by the London Shipping Law Centre (LSLC), at Drapers' Hall, London.

The panel, chaired by Lord Clarke of Stone-cum-Ebony, consisted of Debate Moderator Captain Kuba Szymanski, Secretary General of InterManager; Michael Chalos, Partner at K&L Gates LLP (New York); Michael Kelleher, Director at West of England P&I Club; Jeff Lantz, Director of Commercial Regulations and Standards at the US Coast Guard; and Faz Peermohamed, Partner and Head of Global Shipping at Ince & Co.

Whenever there is an accident in the United States Masters face the possibility of going to jail just for doing their job, according to Mr. Chalos addressing the packed hall of maritime professionals.

He said, "If you are the Captain and you have an accident and a spill, you are liable. It's that simple. It's very hard to defend such cases. Every Master who comes into the US faces the possibility of going to jail after an accident. The same thing is happening around the world".

"With high visibility, press and politicians get involved and Captains get charged and convicted. They are sometimes held for an inordinate amount of time, while the authorities investigate and pursue the matter."

With the rise of modern technology onboard, Mr. Chalos pointed out that "every crew member becomes an agent for the US Government," given the considerable incentive offered to whistle-blowers.

"They have these cell phones and modern technological equipment. If a Chief Engineer does something illegal, these guys record and film what's going on. They then turn the material over to the US authorities and get 50 per cent of any fine. We always thought the Master was safe from being prosecuted in these circumstances," Mr. Chalos said.

Mr. Peermohamed referred to Masters as the "poor relations," at the event held on 26th October.

He asked, "Does the perception reflect quality? Is the Master truly under attack? Do the commercial pressures on the Master impinge more significantly than previously? Are the legal burdens on the Master more significant than before? Is there bullying? Is there interference by the authorities? Is criminalization on the rise? "

"Sadly having been involved in many significant casualties, I have to tell you that the perception is indeed the reality in many parts of the world. Masters are often treated as poor relations. In my view, their treatment is different to that, which would be afforded to an airline pilot in similar circumstances."

He asserted that Masters' activities were sometimes being micro-managed, leading to a lack of trust.

Mr. Lantz spoke about how Masters' responsibilities had become more shared with others over the years.

He said, "The burden of the Master is higher than that of other ship entities in the management operation chain. However, there are now laws and regulations which spread that authority and responsibility."

Mr. Kelleher highlighted the role P&I Clubs play. He explained how clubs were wary of providing specific financial support for Masters in the early stages of a case as the authorities' intentions and the culpability of parties involved were by no means clear. Clubs could protect Masters more by providing training for members to assist them in learning lessons from events – even near misses. By MarEx 2016-11-07

The products and services herein described in this press release are not endorsed by The Maritime Executive.

<http://maritime-executive.com/pressrelease/changes-and-challenges-are-tough-on-worlds-ship-masters>

Miniboat Regatta Exposes High School Students to the Ocean: Schools and organizations in nine countries around the Atlantic are preparing to launch miniboats for the annual Atlantic Regatta, which aims to strengthen students' knowledge in marine science. Amongst them, are students from Mobile Central High School in Mobile, NL – the only Canadian team taking part in this year's "The Once Around Regatta."

The Regatta is organized by Educational Passages in Maine, US and sees students launch unmanned miniboats equipped with GPS tracking devices into the Atlantic Ocean, and in doing so, study the ocean and wind patterns and other factors between North America and Europe.

This year, experts from the Fisheries and Marine Institute (MI) of Memorial University entered Mobile Central High into the Regatta and have been working with the students to help them prepare for the event, which will allow them to learn, first hand, about sailing historic routes across the Atlantic.

Oceans of Excitement: "The Miniboat Regatta is an exciting opportunity for students to learn about the ocean and ocean technology," said Paul Brett, Head of MI's School of Ocean Technology. "Students in grades 7, 8, and 9 at Mobile Central High School worked together to prepare their boat for launch and will keep a close eye on their vessel as it tracks towards Europe."



To kick-start Regatta activities, representatives from MI's School of Ocean Technology and Office of Student Recruitment held a half-day session with the students, with activities focusing on boat building, ocean mapping as well as decorating, naming and personalizing their miniboat.

"The Miniboat Regatta is a great way to get students interested in the ocean, exposing them to oceanographic science, geography, engineering, navigation, earth science, naval architecture, meteorology history and international affairs," said Jennifer Howell, Enrolment Management Coordinator at MI. "The students at Mobile Central High School were very engaged in the project

and are looking forward to their miniboat being launched in the next few weeks.

Miniboat Tracking: The miniboats are five feet long and require no outside assistance (unless they reach landfall early) and will sail a natural course based on currents and winds.

"As these boats travel the ocean, they can be tracked in real time online, giving the students involved exposure to the North Atlantic oceanographic conditions and the technologies available to explore it," said Paul Brett. "Boats launched off North America will take the northern route to Europe while the European miniboats will take the old, historic route to the Caribbean and then on to the US."

Miniboats are expected to have three or four stops along the way and are expected to begin making landfall in late February or early March. Using GPS data and partnering with marine professionals, students can practice geography, communication, and outreach while recovering boats. Once safely back at a participating school the

recently landed miniboat can connect the groups of students, though they may be separated by distance, language, or cultural barriers. <http://educationalpassages.com/>
Tuesday, November 1, 2016. <https://www.mi.mun.ca/news/title.33278.en.php>



**MASTER MARINERS
OF CANADA**

The Company of Master Mariners of Canada was incorporated in Vancouver in the year 1967. Each year the Master Mariners' AGM is hosted by a different one of its Divisions. This year the AGM will be held in Vancouver to celebrate the 50th Anniversary of the Company. **A number of activities are planned for that time including a one-day seminar scheduled for September 29th 2017.**

A Committee chaired by Capt. Dr. Jim Parsons, the Chair of the CMMC Foundation, is organizing the Seminar entitled "Mitigating Risk in Marine Transportation".

Members of the Committee are Company members responsible for the Strategic Plan and Communications, Capt. Chris Hall; Views & Positions Chair, Capt. John McCann (Ambassador to IMO nominated by IFSMA); Treasurer, Capt. Jack Gallagher; and the Master of the host division for 2017, Capt. Don Rose.

More information will appear in later editions of this newsletter but mark the date on your calendar now.



**MASTER MARINERS
OF CANADA**

**MITIGATING RISK IN
MARINE TRANSPORTATION:
Are Moratoriums Necessary
in the 21st Century?**

Presented by the Master Mariners of Canada

DATE: FRIDAY, 29 SEPT 2017
VENUE: BC INSTITUTE OF TECHNOLOGY, VANCOUVER BC

Sponsorship opportunities are available now!
For more information, please contact Jim Parsons at Jim.Parsons@mi.mun.ca

Institut maritime du Québec open house: record participation: The Institut maritime du Québec (IMQ) November 12th open house was a rousing success, with participation at a record high. Guided tours were full and more than 225 people visited the school, took part in exploratory workshops and discovered careers related to the sea and the marine environment.

Visitors from all over Quebec enjoyed attending a number of presentations and were able to interact with the teaching staff and the many students on hand to act as tour guides and lead the workshops. "Everything was set up to make visiting easier. What can I say about the people on site to answer our questions? The staff and students were all very friendly. It was a wonderful day and my teen won't hesitate to join the IMQ", said Karine Varin, who had come from Sorel to attend the event. "Student participation was high. We could feel the students' passion and pride in their school. They managed to pass their enthusiasm on to both my two children", said François Cousineau, a visitor from Beaconsfield.

The open house spotlighted the Institute's five unique college-level programs: Naval Architecture, Navigation, Transport Logistics, Marine Mechanical Engineering and Professional Diving.

The IMQ will hold another open house on Thursday, February 2. To participate, sign up on the IMQ website at www.imq.qc.ca/po <http://www.imq.qc.ca/>



Source : IMQ. <http://www.ville.rimouski.qc.ca/en/etudiants/nav/institut.html>

Canada's Oceans Protection Plan.

Read about this at <https://tc.gc.ca/eng/oceans-protection-plan.html>

Capsizing and sinking, fishing vessel *Caledonian*: On September 5th 2015, the fishing vessel *Caledonian*, with 4 people on board, capsized while hauling fish on board off the West Coast of Vancouver Island, British Columbia. The vessel eventually sank and minor pollution was reported. One crewmember was rescued and the bodies of the remaining 3 crewmembers were recovered. For the full report on this incidence see: -
<http://www.tsb.gc.ca/eng/enquetes-investigations/marine/2015/m15p0286/m15p0286.asp>

St. Lawrence Shipoperators newsletter – take a look at: http://armateurs-du-st-laurent.org/fileadmin/Documents/Nouvelles/Bulletins_des_Armateurs/EN/SLSNewsletter_January2017.pdf

Here is an interesting article from the USA.

The "Seaman's Protective Act" and how it will change the game!

<https://www.linkedin.com/pulse/seamans-protective-act-how-change-game-captain-john-loftus>

The Definitive AIS Handbook. What is AIS? The Automatic Identification System (AIS) is a worldwide automatic positioning system based on fitting small transponders to vessels that continuously transmits a signal. This alerts other vessels and shore stations with AIS receivers to the presence of that vessel. The position information is supplemented with additional information about the vessel. **Read far more at: -**
http://www.maritimejournal.com/data/assets/pdf_file/0031/870853/AiS-Whitepaper.pdf

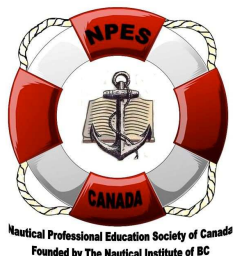
Your Society. Do you wish to make a financial contribution to the Society? Is it time for you to renew your membership? The Annual Membership Fee remains at **\$40.00**.

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

**Nautical Professional Education Society of Canada,
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Thank you.

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

