SEA TIMES

The Newsletter of the Nautical Professional Education Society of Canada
(Society founded in 1995 by the British Columbia Branch of The Nautical Institute)

April 2018

CROSSED THE BAR

Captain James Arnott FNI passed away on March 31st 2018 after suffering for many years with Alzheimer's. Jim was born in Scotland in 1932. From 1947 to 1949 he attended the H.M.S. Conway Merchant Navy Training Ship and then to sea with the Royal Mail Line. He met his wife, Ann (predeceased), in Vancouver and settled there after finding a position as a Marine Insurance Underwriter. In 1963 he obtained a position with Vancouver Wharves and until 1989 he served as Operations Manager in various departments including "Dry Bulk Chemical", "Forest Products" and "Mineral Concentrate & Bulk Liquid".

From 1989 until 1996 he was an instructor at the Pacific Marine Training Institute. After leaving the school he acted as a local inspector for the Liberian, Panamanian, Marshall Islands and Vanuatu Ship Registries. He was also a consultant to the British Columbia Ministry of Education, Skills and Training.

Jim had served as the Master for the Vancouver Division of the Company of Master Mariners of Canada. He had also been the Chairman of the BC Branch of The Nautical Institute, a position he held when the NPESC was founded in 1995 and later he served for many years as a Director and as Chairman of the Society.

Bursaries: Two of the Cadets selected to receive an NPESC Bursary for 2017 were away at sea and unavailable until early this year. It was on Thursday, February 8th that the opportunity was found to make the presentations.

Captains Joachim Ruether and Terry Stuart (President of the BC Supercargoes Association) attended the BCIT Marine Campus to present the awards to Stephen Lavigne and Cullen Lovick.

From the BowWave (Nautical Institute B.C. Branch Newsletter). April 1994

A Canadian Navigating Cadet??

Todd McBain is about to embark, literally, on an exciting adventure. The name probably means nothing to you unless you are his parents or one of his friends. Todd has recently obtained his Watchkeeping Mate's Certificate at P.M.T.I.* So what!! That happens all the time. What is special about Todd is that on April 28th 1994 he will sail from Vancouver on the Hong Kong registered *Merchant Principal* as Navigating Cadet. This has happened as a result of a lot of hard work and pushing by Captain Gavin Brown, a lecturer at P.M.T.I.

When Gavin phoned to tell me the news of this achievement he was ecstatic, particularly when he told me that he hopes to get an Engineering Cadet on before the ship leaves the Pacific North West. In addition to that, this appears to be the start of a regular happening with this ship being on a three-month round trip for a period of time. More good news is that another ship operated by the same management company is due to arrive shortly and there could well be berths for more Cadets.

"V" Ships Management Company of Southampton, England manages the *Merchant Principle*. She has a British Master, Chief Engineer & Chief Officer. The remaining officers are Indian. Although the ship was built in 1978 she has been well maintained. She is 14,124 g.r.t. with dimensions of 163.15 metres in length and 22.97 beam. She has four hatches and loads general cargo as well as containers. She is also equipped with a heavy lift derrick. The ship has just come out of refit at Vancouver Drydock and is scheduled to sail for Bellingham on April 28th. From there she will return to Vancouver where it is hoped the Engineering Cadet will join her. It is then off for a couple more calls at the U.S. ports of Tacoma and Long Beach, California. She will then head across the Pacific for Sydney, Brisbane, Melbourne and Fremantle, and then on to New Zealand before returning eastbound across the Pacific to Long Beach and back to Vancouver. Aaaahh!! Memories of the good old days!!

With Todd's certificate under his belt there is a good possibility that he will get the opportunity to gain some deep-sea watch keeping experience, a tough thing to find these days. It has been hinted that if he shapes up he could well be serving as a Fourth Officer and standing a watch under the watchful eyes of the Master and Chief Officer. Good luck Todd, and smooth sailing. Well-done Gavin for your efforts in making all this possible.

*** Now the Marine Campus of BCIT.**

By Captain David Batchelor.

Fast-forward 23 years to the pages of "Ships Monthly", May 2017 and you will find: -


The LAST WORD

A view from the Bridge

Alan Moorhouse talked to Captain Todd McBain, Master of Diamond Princess, about his career at sea and the key aspects of the vessel.

HOW DID YOUR CAREER AT SEA BEGIN? I served in the Royal Canadian Navy from 1980 to 1985 as a Fire/Controlman and Ship's Diver Rescue Swimmer aboard the destroyer escort *HMCS Qu'Appelle* and the destroyer *HMCS Terra Nova*. While serving on these ships I undertook a tour of duty around the Pacific Rim.

ON WHICH SHIPS HAVE YOU WORKED? I joined the Merchant Navy in 1985 and worked on *Imperial Skeena* & *Imperial Tofino*, coastal tankers operated by Esso Petroleum. I subsequently went to Nautical School in North

Vancouver at the British Columbia Institute of Technology (BCIT) to gain my civilian watchkeeping license. I joined the Cenargo general cargo ship *Merchant Principal*, which was working on an Australia/New Zealand/North America run.

WHEN DID YOU START ON CRUISE SHIPS? In 1994 I joined Princess Cruises as Chief Petty Officer Watchkeeping on board *Island Princess.* I then moved to Silversea Cruises to work on *Silver Cloud* as Security Officer followed by Airtour's *Carousel* as Second Officer.

WHAT OTHER SHIP DID YOU WORK ON? I moved to Royal Caribbean as First Officer aboard *Grandeur of the Seas*, *Legend of the Seas* and *Viking Serenade* from 1997 to 1999. In January 2000 I moved back to Princess as First Officer and joined *Sky Princess.* I was promoted to Captain in 2007, firstly aboard *Golden Princess* and then *Star Princess.* I also worked on *Ocean Village 2, Ocean Village, Dawn Princess, Pacific Jewel, Diamond Princess and Sapphire Princess.*

WHAT DO YOU ENJOY MOST ABOUT YOUR ROLE? I enjoy sharing the travel experience with the passengers who come aboard for a good holiday experience. Professionally, I enjoy the training aspect of my job. A primary duty of a Captain is to ensure that the next generation of Deck Officers are well prepared to become Senior Officers and Captains. Early in my career the Captain did everything, but I want to ensure that my Officers are given every opportunity within the Company.

HOW DO YOU SPEND YOUR FREE TIME? I visit the gym and participate in online and video courses, learning about sciences and arts. I also like going to the mountains with my wife and visiting her family in Portugal.

WHAT WAS YOUR MOST DIFFICULT EXPERIENCE? I have commanded ships in all seven continents. The Drake Passage, the Tasman Sea and Patagonia can be challenging. Asia has busy shipping lanes and large fishing fleets to negotiate. My most memorable situations come from my time as a diver in the Navy, when acting as Duty Diver. Canadian Navy ships frequently practice man-overboard drills with dummies that are recovered via a rescue launch. On one occasion when we were half way from Victoria to Honolulu and experiencing strong currents and 2-metre seas I was in the water when my lifeline became detached and I was swept away. I set off my red magnesium flare and had some anxious time before being recovered.

WHAT CHANGES HAVE YOU SEEN DURING YOUR CAREER? Ships keep getting bigger but, at the same time, ports remain the same size. Technology is becoming more impressive with each new generation of ship. The training available for Deck and Engineering Officers has improved considerably over the last 30 years. Carnival has taken training to another level with their new state-of-the-art facility in Amsterdam. My goal and challenge will always be to ensure that my ships are safe for all, right up to the day I retire.

https://issuu.com/bert777/docs/ships_monthly_-_may_2017/66?ff=true https://shipsmonthly.com

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eNav: Is Technology outpacing Implementation? Paging through several periodicals, it seems that there are more and more elaborate ideas for what might be possible in the future with eNavigation.

The basic principle of eNavigation as initially articulated by the IMO ("harmonized collection, integration, exchange, presentation and analysis of marine information on board and ashore by electronic means…") has undoubted merit and is a worthy goal. It appears, however, that many of the ideas for the future of eNavigation have gotten way ahead of the reality of operations onboard merchant vessels.

Gyro error and smoothing combined can make proposed virtual buoys a detriment – not an aid – to navigation.

If you talk to crewmembers on cargo ships, the subject of eNavigation is a short conversation. The word is not getting to the front lines, and it may be difficult for crewmembers to get excited about the promise of eNavigation; they don't see harmonized, integrated marine information. Instead they see a collection of components and chunks of information that are too often unreliable, unusable, or disjointed.

In this context, integration of data or information is a valuable objective, but before we talk about all the 'cool' things that it can do for those on the ship and the shore, let's make sure we have the basics right on the ships. After all, the ship and the needs of the professional mariners serving onboard should be driving all of this.

GPS and a Radar. The reality of ship navigation is that most vessels plying the oceans are equipped with the basic requirements: gyro, radar, GPS and a chart. The integration is basic, and ECDIS arrives as the platform to tie it all together. While eNavigation is all about integrating and sharing data, what about the quality of the data?

We all remember the 'GIGO' adage that originated in the 60s: 'garbage in, garbage out'. This axiom should be resurrected as we tie all these pieces together, especially in the wheelhouse.

Harbour pilots, who routinely use portable pilot units (PPUs), see disturbing discrepancies in position or information data generated by the ships on which they work. While the discrepancies encountered in the past are trending lower, every time a new piece of electronic equipment or information source is added to the navigation system, it opens the door to another opportunity for error.

Case in Point. Pilot carried PPUs have detected GPS smoothing in vessel position data that can lead to problems if that information is relied upon when making navigational decisions (GPS smoothing is the induced delay of current GPS to yield a smoother average COG/SOG). These errors coursing through the system usually go undetected in open waters where precise position information may not be necessary. In confined waters or restricted visibility however, they can lead to catastrophe.

The recent push for deployment of synthetic AIS aids to navigation has stumbled on to a similar problem: the integration of smoothed GPS data on to a radar display. A simple case of apples and oranges: radar and GPS. There is a relatively easy solution to this, but the fact that the development and deployment of AIS AtoNs got this far without the smoothing effect being considered should be a cautionary tale. Gyro error and smoothing combined can make proposed virtual buoys a detriment – not an aid to navigation.

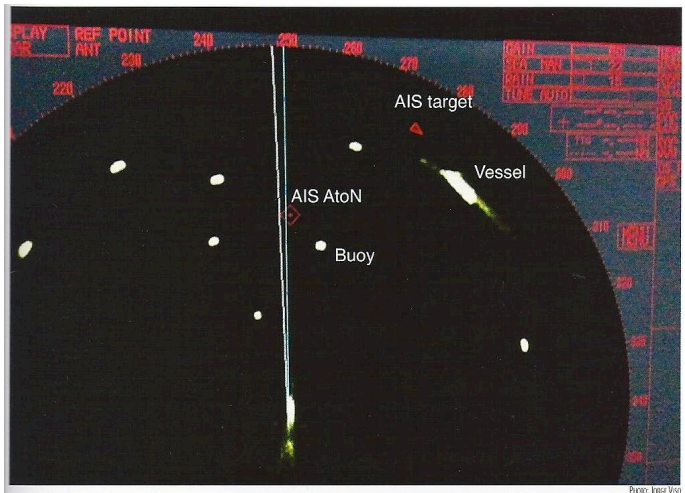


Photo: Jorge Viso

GPS smoothing and a gyro error combine to separate AIS target positions from radar representations.

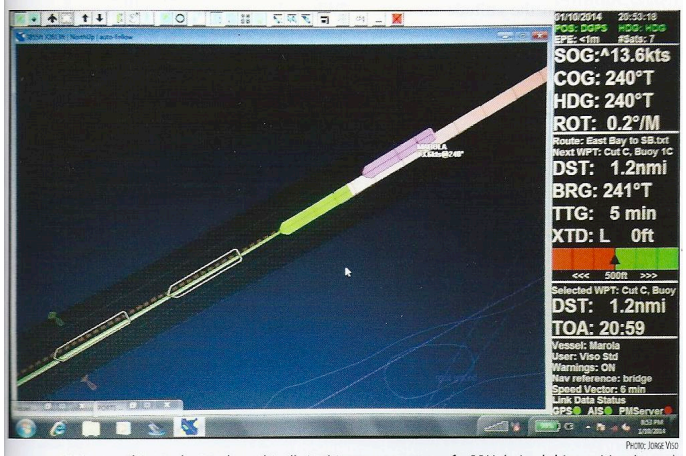


Photo: Jorge Viso

GPS smoothing is depicted graphically in this screen capture of a PPU derived ship position (green) contrasted against ship generated position (magenta).

These types of errors and discrepancies were discovered through cross checking between PPU information, which has a high level of accuracy, and ship's equipment. It is obviously good when these things are recognized before they lead to serious mistakes, but it is also often quite disturbing to realize how vulnerable modern navigation is to bad information.

Currently there are limited resources in the regulatory field to enforce quality assurance and detect system 'glitches' before new technology is implemented. A pilot who encounters bad information at the end of the AIS pilot plug has little recourse in the immediate sense to fix a problem with the ship's equipment, and there is often limited interest from authorities to follow up. Pilots have had to tailor their equipment to overcome the shortcomings of regulated ship's equipment. All PPU vendors provide pilot plug interfaces that correct for improperly configured pilot plugs, along with providing independent differentially corrected GPS and, more recently, rate of turn generators.

There is, of course, another aspect to this situation. Many of the more elaborate eNavigation scenarios being proposed today envision an increased shore-side involvement in ship navigation. These shoreside wannabe 'navigators' would be relying on data and information emanating from the ship but would not have the ability that mariners on the ship have to cross check the data and information – whether by a PPU or simply looking out a window.

Before we move on to integrating everything together in the 'internet of things', we might consider the veracity of the individual components. Start at the ship's equipment and expand from there. Better data makes for better information. Harmonizing, integrating, exchanging, and sharing bad information compounds the potential dangers posed by that bad information, makes navigation less safe. That's not what eNavigation was supposed to be about.

By Captain Jorge Viso. Pacific Maritime magazine, November 2015. http://www.pacmar.com

Captain Jorge J. Viso has served as a pilot in the ports of Tampa Bay, Florida since 1990. A graduate of the U.S. Merchant Marine Academy, he sailed on petroleum tankers prior to piloting. Captain Viso is currently chairman of the APA Navigation and Technology Committee and APA vice-president for the South Atlantic Region.

Sidelights. February 2016. 'Sidelights' is the Journal of The Council of American Master Mariners, Inc.

Victory for UK seafaring as Government doubles funding for training:

The annual intake of cadets is to grow by 60% thanks to the Government's plan to double funding for seafarer training – a policy first proposed by the UK Chamber of Shipping and trade union Nautilus.

The investment will be offered through the Support for Maritime Training (SMarT) scheme, enabling the annual intake of UK cadets to rise from 750 to 1,200.

The funding will increase annually over seven years to fulfil demand, growing to £30 million from the current £15 million.

This will allow a greater number of SMarT cadets to gain internationally recognised qualifications and train to a higher level.

Places will be available at training colleges including Warsash Maritime Academy in Southampton, City of Glasgow College, Lairdside Maritime Centre in Liverpool, Fleetwood Nautical Campus, NAFC Marine Centre, University of Plymouth and the South Shields Marine School.

The training places are open to anyone across the UK who has an interest in becoming a navigation officer, engineer or an electro-technical officer.

Big-name multinationals like Anglo Eastern Group; BP Shipping, Shell Shipping & Maritime and Maersk Crewing are among the 40 shipping companies that have backed the policy and have pledged to create an extra 450 training positions on their ships, guaranteeing cadets their first job.

Enriching and enlarging this highly skilled seafaring workforce will benefit young people throughout their careers, and will add value to the UK maritime businesses in which they ultimately find employment, both at sea and on the shore.

The policy was announced by Maritime Minister Nusrat Ghani, who said:

"We are building the maritime workforce of tomorrow and I want to encourage more young people to consider an exciting and rewarding career at sea.

"By doubling the funding for cadet training, we will help make sure that our engineers and captains of the future can access the right opportunities to reach their full potential.

"It will also strengthen the UK maritime sector's position as a world leader and ensure people have the skills they need to help the industry flourish after we leave the EU."

UK Chamber of Shipping Chief Executive Guy Platten said:

"Nothing will prove that the UK is open for business quite like seeing more British seafarers arrive in the world's ports. We already recruit people from all backgrounds and all corners of the country, and with this new investment we will be able to create thousands of new opportunities in the years ahead.

"The taxpayer sees a £5 return on every £1 it invests in seafarer training, so this funding will see the economy and the workforce, as well as the industry better off.

"Seafarers are highly skilled and well paid, and have the opportunity to build a successful long-term career. We know this funding will help us to unlock the talents of more young people, and it goes to show what can be achieved when Government and industry work together."

The UK Chamber has campaigned for SMarT Plus for the past year, working with the national media, Parliament and Government.

In November, the UK Chamber issued a detailed business case, asking the Secretary of State for Transport, Chris Grayling, to double the amount of funding available for seafarer training as soon as possible.

The proposal was also sent to the Chancellor of the Exchequer, Philip Hammond and the then Minister of State, Department for Transport, John Hayes.

Source: UK Chamber of Shipping

http://www.hellenicshippingnews.com/victory-for-uk-seafaring-as-government-doubles-funding-for-training/ Feb 3rd 2018

IMO in the Polar Environment: Search and Rescue: Following the launch of IMO's film on the IMO Polar Code, a new video focused on search and rescue in Polar Regions is being published today. A first video explaining the Polar Code was published in May 2017 and can be re-watched here.

The second in a series on the International Maritime Organization (IMO) in the polar environment, this video, takes a closer look at the challenges of search and rescue operations in polar regions, for example, how the current lack of marine infrastructure, coupled with the vastness and harshness of the environment, makes

emergency response significantly more difficult in the Arctic and Antarctica. The limitations of radio and satellite communications to monitor and control ship movements in in polar waters is another issue. The new video also explores IMO's International Convention on Maritime Search and Rescue, the SAR Convention, which was adopted by IMO in 1979. Under the SAR Convention, individual countries are responsible for specified search and rescue regions, together forming the Global Search and Rescue Plan. A network of rescue co-ordination centres and sub-centres has been established and together they cover all the world's oceans.
The video also features an exclusive interview with Commander Rodrigo Lepe, former Chief of the Chilean Navy base at Bahia Fildes on King George Island in Antarctica. The interview highlights the unique challenges he and his team face to ensure sound search and rescue practices in such a remote and inhospitable area. Aug 2nd 2017. https://youtu.be/ouc-BEFsT6U
https://www.thearcticinstitute.org/imo-polar-environment-search-rescue/

THE ARCTIC INSTITUTE
CENTER FOR CIRCUMPOLAR SECURITY STUDIES

For an article on the Polar Code, written by Duke Snider, read the following: -
http://www.canadiansailings.ca/a-mandatory-polar-code-how-does-it-affect-shipping/

The First Trip Apprentice – A Jonah?

I joined the *SS Saint Edmund* in Greenock on 13 November 1952 as a 16-year-old indentured apprentice, the junior of four apprentices.

The *Saint Edmund* was built as an Ocean class vessel during the 1939 – 1945 war. She was owned and operated by an old established shipping company, Rankin and Gilmour Ltd. I was now indentured to Rankin and Gilmour and over the next four years the Company would teach me to perform the duties of a deck officer, provide me with sufficient meat, drink and lodging and pay me the sum of £480. (The exchange rate was £1 = US$2.80). I, in return, would faithfully serve the Company, obey all lawful commands and not absent myself from their service without leave.
We sailed for Fowey, in Cornwall, after completion of discharge of a cargo of bulk sugar. The next cargo was china clay for Portland, Maine. The china clay was dusty and turned to slippery substance if it was wetted, which I found to my dismay as I ended up on my backside on the deck. Not the impression you want to make as an apprentice

With so many new experiences my first couple of weeks on board passed in a haze. It was some time before I realized that my companions for the upcoming voyage would be 11 European officers and 44 Chinese sailors, firemen, cooks and stewards.
For arrival and departure the apprentices were assigned specific positions, dependent on their seniority. As the junior apprentice my position for arrival and departure was on the bridge, where I was responsible for maintaining the Movement Book. The entries in the Movement Book included the name of the Pilot and the time that he boarded and disembarked, the number, names and disposition of the tugs, if any, and the times of all engine movements.
While proceeding down the main channel of the River Fowey the Pilot ordered a number of helm and engine movements in quick succession. The way came off and it was evident that the vessel was aground. The ship had grounded in soft mud in the main channel of the River Fowey but, as it was not yet high water, the rising tide soon floated us off. Sounding all round failed to detect any flooding into bilges, double bottoms or void spaces and the decision was made to carry on with the voyage.
Was this the harbinger of the rest of the trip, I wondered.

Full Away for Portland, Maine.

Portland, Maine.
Discharge was completed on 24 December, 1952 and sailing orders were posted for 1000 on Christmas Day. The Pilot attended at 1000 and decided that, for a ship in ballast, the wind was too strong to leave the berth. I remember him saying, "Have your Christmas dinner and I will take another look this afternoon".

Later that afternoon the Pilot boarded and said that we could leave as the wind had dropped slightly. The order to "single up" was given, followed by "let go fore and aft". We were bound for Newport News to load a full cargo of powdered coal for Rotterdam. Before reaching open water it was necessary to transit through a narrow channel between Portland and South Portland. The channel was spanned by a bascule bridge built 36years previously, in 1916, and was known as the Million Dollar Bridge.
In this class of ship the ballast condition was very light, with the bow well out of the water, the propeller only half submerged and there was a strong following wind. The quartermaster was having difficulty maintaining the course ordered by the Pilot. The Pilot had called for a lift on the bridge and was lining up for passage through the main channel. We were committed to making the transit when the vessel took a sheer to port and the quartermaster was unable to bring the vessel back to starboard. The port bow landed heavily on the fendering at the base of the bridge, below the lifting bascule. The sailors on the fo'c'sle started to run aft, fearing that the bascule might drop on them. With the headway we still had on, running aft meant that they, in fact, remained immediately below the bascule.
After clearing the bridge and being safely back in the main channel the Master ordered the Senior Apprentice to inspect the #1 upper 'tween deck for damage. The Senior Apprentice appeared in the mast house door in a very agitated state and shouted up to the bridge "there is a hole in the bow you can drive a car through".

The Master insisted that the Pilot take the ship to a safe anchorage until a decision could be made with respect to continuing the voyage. While at anchor a Sheriff boarded and attached a writ to the mast prohibiting the ship from sailing until a bond for $50,000 was posted to cover potential damage to the bridge. I overheard a conversation between the Master and the ship's Agent, in which the Agent advised the Master that we had severed the main gas line between Portland and South Portland, and there was a possibility that the lifting mechanism for the bridge was damaged.
The next day the bond was posted and the ship was ordered to proceed to Boston for repairs to the bow.

Arrival Boston.
It was after dark when the ship approached the Pilot Station, with a strong breeze and blowing snow. The pilot ladder was rigged on the port side and I stood-by meet the Pilot. Little did I know that I was about to observe a remarkable display of seamanship.

In 1952 the Pilot Cutter was a sailing vessel and the pilot transfer was usually made by the cutter standing off and the Pilot being transferred in a pulling boat, known as a "canoe" or "yawl". The cutter appeared out of the darkness and, to my amazement, held its course to lay alongside. The Pilot leaped for the pilot ladder and the cutter sheered off, having barely touched our topsides.

It was not until 1958 that the yawls were replaced by boats with internal combustion engines and the last sailing schooner was paid off in 1971/72.
The New Year saw us in the shipyard at Boston. As apprentices we had very little money to go ashore but we were told that if we did go ashore, to keep clear of downtown Boston. We heeded this advice and learned later that there had been seven murders in Boston that New Years Eve, including a Catholic priest in Scollay Square.

With the repairs to the port bow completed we sailed for Newport News to load a full and complete cargo of coal for Rotterdam.

Newport News.
The coal cargo was loaded faster than the ship could be de-ballasted. We were ordered off the loading berth to anchorage in the James River to complete de-ballasting and be on the legal load line for departure. It was a grey winter day with a fresh breeze and the ship was lying head to tide and wind.

A small tug towing three gravel barges was coming downriver towards us. The tug was clearly heading to come down the starboard side, but his barges trended across our bow from starboard to port. The question uppermost in our minds was, "Is he going to make it?"

The tug cleared the bow, the first and second barges narrowly cleared the bow and came down the starboard side. The third barge was not so lucky – it collided full on with our stem. The tow line parted and the barge swung across the bow to the port side and set down with the current. It was apparent that it had been holed and was settling by the head. The forward part of the barge went under water and its load of gravel suddenly self-discharged over the side. The loss of weight resulted in an immediate decrease in draft, temporarily reducing the possibility of the barge sinking.

An inspection of the bow showed a plate in the soft nosed stem to be set-in but there was no evidence of water ingress. With de-ballasting completed the ship departed on passage for Rotterdam.
North Atlantic. Late January 1953.

It was 6 bells in the First Watch when there was a loud "boom" and a vibration ran through the ship. No attempt could be made to identify the source of the noise and vibration as the weather conditions were extreme. The wind speed was 80 knots and the swells were enormous. The main deck was continuously under green water and the watch was confined to the bridge.
At about 7 bells in the Morning Watch the Senior Apprentice, who had been on the bridge since the previous evening, rousted out the three apprentices from their bunks. "Get up, we are splitting in two", was his morning wake-up call. When it was sufficiently light, he and the Mate had been doing rounds on deck. On the port side, at the after end of the Engineers accommodation, the Mate noticed a loose line lying across the deck and over the side. "Pick up that line" he ordered the Senior Apprentice. Only it wasn't a loose line. In the half-light of morning twilight and the overcast skies what was assumed to be a loose line was, in fact, a crack in the deck plating. On further inspection, the crack extended down the port forward corner of #4 hatch coaming, across the deck to the sheer strake, from a scallop in the sheer strake down over the side to below the water. The vessel was rolling heavily and a rumbling sound could be heard coming from the #4 'tween deck. When the vessel rolled to port a mixture of water and powdered coal spurted from the crack in the deck. Clearly the #4 'tween deck was flooded but it was not known at this time if the #4 lower hold was involved.
Apprentices are not privy to the discussions among senior officers but we did learn that a MAYDAY had been transmitted and a United States Coast Guard Ocean Station Vessel was proceeding to our assistance.

Recognizing that the vessel might separate into two pieces, as had happened with a number of Liberty class ships, the crew were moved from their accommodation aft to amidships. The crew were terrified and refused to follow orders. They were convinced that the ship was about to sink and they would all die.

They were right to be concerned. The weather conditions were worse than anything the senior officers had ever experienced and there was a significant crack in the deck and shell plating. The wind speed was still 80 knots with an enormous swell.

We set to doing everything we could think of to save the ship. The apprentices were ordered to hammer blankets into the crack across the deck. As the vessel successively hogged and sagged in passing over the swells, the crack opened and closed from about two inches to almost zero. We had some success in caulking the crack, until a particularly violent roll to port caused the water/coal mixture to surge against the deckhead and drive the caulking out.
The engineers drilled and tapped holes in the deck plating on either side of the crack. They drilled holes in pieces of angle iron and attempted to bolt the angle iron to the prepared holes. At times they managed to connect a piece of angle iron to both sides of the crack, only to see the bolts shear off as the crack widened as we hogged on the top of a swell. This enterprise came to an end when the 2nd Engineer broke his arm when the handle of the drill was caught in the sleeve of his boiler suit due to the ½ inch drill becoming jammed in the hole.

Seamanship books talk of collision mats and tarpaulins dragged under the hull to cover the damage and stop the ingress of water. The Bosun, Carpenter and Storekeeper fitted grommets and lanyards to a hatch tarpaulin and for a couple of hours the crew struggled to work the tarpaulin from over the bow, aft to the #4 hatch. It proved to be ineffective as the volume of water entering the crack in the sheer strake was insufficient to hold the tarpaulin against the ship's side.

Through all of this the weather conditions remained unchanged.

The Ocean class of vessel was flush decked, that is, no raised fo'c'sle or poop. There were two "insurance" wires on reels in the after end of #5 'tween deck. With difficulty these were brought on deck and flaked out from forward to aft. The ends were turned up on the bitts forward and aft, after heaving the wires as tight as possible without steam on deck. Every available chain block was then attached to the wire at intervals along the deck, each one being hove tight alternately to port and starboard.

A graphic demonstration of hogging and sagging followed. As the vessel rode over a swell and hogged, the wires became bar tight and lay along the deck. As the vessel lay in the trough and sagged, the wires rose to about two feet off the deck.
Did this help to prevent the vessel going into two pieces? Who knows?

The weather was moderating slowly and the Master was able to bring the ship around and steam slowly for St. John's, Newfoundland. Even at slow speed freezing spray was coming aboard and the vessel was icing overall. The Ocean Station Vessel was relieved by the USCG cutter "Duane", which escorted us to safe harbour in St. John's.

St. John's, Newfoundland.
After berthing on the south side of the harbour, an army of officials came aboard to discuss the damage and the repairs that we needed before we could continue our voyage. To determine the extent of the crack it was necessary to discharge the cargo from #4 'tween deck. Selected tanks were then ballasted in an attempt to reduce the width of the crack. When the magnitude of the damage was established, the necessary repairs were made.

The overnight temperature fell below 0° C and light ice formed in the harbour. Ship's gear was being used to discharge the coal cargo from #4 'tween deck, which required the use of the ship's steam winches. The Mate was concerned that the steam winches would freeze up overnight, but he found the perfect solution. As the junior apprentice, I was given the task of staying up all night to ensure that all of the steam winches were kept turning over slowly to avoid freezing. The Mate told me that it was an opportunity to learn about steam winches. I was not impressed but one of the lessons that I learned from my peers was how to avoid unpleasant tasks. I was aware there was an empty cabin in the engineer's accommodation that had a port at the foot of the bunk which looked out onto the #4 hatch. The Quartermasters kept a 24-hour gangway watch, so I arranged with them to call me each hour during the night. I would do a round of the deck to ensure that all 10 winches, the windlass and the docking winch were ticking over, and then head back to the bunk. The Mate could not understand why I was so active during the day.
Six weeks later we had discharged, repaired the damage, reloaded the cargo and were ready to sail for Rotterdam.

Rotterdam.
The voyage across from St. John's was unremarkable. The ship was ordered to a discharging berth where discharge would be by floating grabs into barges.

I was on the bridge recording engine and helm orders in the Movement Book and operating the Engine Room telegraph.

Pilot	Slow astern.
Apprentice	Slow astern, Sir.
Pilot	Half astern.
Apprentice	Half astern, Sir.
Pilot	Stop.
Apprentice	Stop, Sir
Apprentice	Sir, the engine room is not responding.
Pilot	Half ahead.

Apprentice Half ahead, Sir.

Pilot Full ahead.
Apprentice Full ahead, Sir.

Apprentice Sir, the engine room is not responding.

Pilot Double ring ahead.
Apprentice Double ring ahead, Sir.

Apprentice Sir, we have just passed stern first through a skeleton jetty carrying an oil pipeline.

On leave.
Four days leave after a four-month voyage.

Hi Mom.

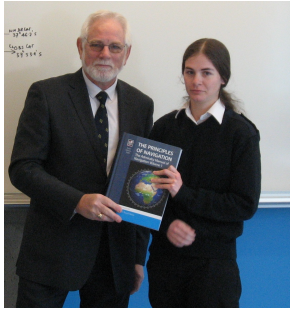
Oh, it's you. When do you go back?

Four days. Where's Dad?

At sea. He will be back in two weeks.

Thanks Mom.

There were many exciting voyages afterwards, but none quite like that first voyage. In four years and four months that I served in the *SS Saint Edmund* I had only 31 days leave. **Captain Brian Silvester. FNI.**



February 20th 2018: Captain Stan Bowles presented The Nautical Institute, BC Branch book award to Sandra Lebon, the top student in the Nautical Science, Second Year Celestial Navigation Course.
The book is The Admiralty Manual of Navigation, Volume 1 published by The Nautical Institute.

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

The Nautical Institute
British Columbia Branch