

SEATIMES

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



April 2019

This is the story of one voyage of a *Fortune Class* vessel carrying a full load of lumber from ports on Vancouver Island to Japan. The ship was the m.v. *Athol*. The vessel was chartered to the Canadian Transport Company (CTCo), a Division of MacMillan Bloedel. The Master of the ship was Captain Ed Monteiro FNI, who was the first Chairman of the Nautical Professional Education Society.

m.v. *Athol*. Report on Voyage Number 10/5: This voyage began at Chiba in Japan at 1530hours on October 20th 1973. After passing through Tokyo Bay the vessel was set on a course for the Juan de Fuca Strait, which separates Vancouver Island from Washington State. The intended route was a composite great circle track from Inubō-saki to a position 51°N 179°E thence along the 51°N parallel to longitude 177°W and continuing the great circle to Cape Flattery, but "Oceanroutes" recommended a rhumbline to 50°N 170°W, along the parallel to 140°W and a rhumbline to Cape Flattery. The vessel arrived at Victoria, B.C. late on October 31st, and with the pilot on board it proceeded to Chemainus, its first port of loading.



A *Fortune* class vessel: these ships were easily identified by their unusual high mount 10 tonne derricks. They were designed in collaboration with the Canadian designers Algonquin International of Montreal.

Loading commenced the following morning. All of the lumber loaded at Chemainus was underdeck except for 39 packages of timbers for Kawasaki that were stowed athwartships abreast of the No.5 hatch to a height of about 4 feet. The deck cargo securing arrangements were inspected and certified by the Port Warden before any deck cargo was loaded, and the stowage was inspected and certified a day later in Crofton. In Crofton all lumber loaded was underdeck. Approximately 2.56MFBM was loaded in Chemainus and 2.13MFBM in Crofton.

On November 4th the vessel sailed to Port Alberni. Loading underdeck was completed by November 9th except for No. 2 hold, which was completed a day later.

All the deck cargo was stowed fore and aft except for the spots between Nos. 2 & 3 and 4 & 5 where the cargo was stowed athwartships.

Loading at Port Alberni, a total of 5.72 MFBM, was completed at 1700 on November 11th. The stowage and securing of the deck cargo was inspected and certified by the Port Warden and that evening the vessel sailed, bound for Crofton once more.

In Crofton lumber was first loaded on deck from the dock but the rest had to come from scows. To accomplish this we had to vacate their berth and move to another in nearby Chemainus. A total of 1.9 MFBM was loaded at Crofton/Chemainus.

Apart from 80 pkgs of 4" x 4" lumber everything loaded on deck was 12" x 12" or larger timbers ranging in length from 16' to 40'. The heights of the deck load ranged from 8' at the forward end to 17'6" at No. 5 hatch.

The UCG booms were lowered into recesses that had been left in the top tier of timbers, chocked off and secured with wire pendants and turnbuckles. A chain was passed through the head of each boom and tightened by a turnbuckle. The topping wires were slackened just enough to enable the topping bars to rest on their supports. The pawls of the topping drums were in position. All other wires were correctly tensioned. Cargo blocks were stowed in their crutches and shackled on.

Prior to sailing the following cable was sent to Oceanroutes, San Francisco via the Canadian Transport Company (CTCo) office in Nanaimo: -

OCEANROUTES SANFRANCISCO

AL102 DEPARTURE CHEMAINUS 15TH AM BOUND KAWASAKI FULL LOAD LUMBER
INTEND FOLLOW ROUTE FLATTERY GC 35N 165W RL NOJIMASAKI PLEASE ADVISE
REGARDS MASTER

The vessel was prepared for sea and at 0200 hrs on November 15th she sailed from Chemainus, bound for Kawasaki and Yokohama. On the transit to Victoria the crew were employed in tightening the chains and squaring up for the voyage but darkness and wet weather made this difficult. The job was completed after the pilot had disembarked and while the ship proceeded at a reduced speed through the Juan de Fuca Strait.

At 1200 that day, the vessel rounded Cape Flattery and set a course of 257°(T) to follow the intended route. The ETA at



Kawasaki was 1800 on November 29th, and cables to this effect were sent.

Soon afterwards, Oceanroutes sent the following message: -

MASTER ATHOL EXPECT SOUTHWESTERLIES DEPARTURE BECOMING
NORTHWESTERLY VICINITY 130W SOUTH 50N FOR BETTER CLEARANCE
CENTRAL PACIFIC LOWS RECOMMEND AS CONDITIONS PERMIT RL 54N 140W RL
UNIMAKPASS THEN SHORTEST ROUTE NOJIMASAKI VIA 51N 165E
=OCEANROUTES

After due consideration and considering the weather situation at our position, 48° 23'N 125°33'W, course was altered to 300°(T) for Unimak Pass, the route recommended by Oceanroutes. Messages to this effect were sent to the Owners, CTCo and Oceanroutes.

At this point the voyage was mostly moderate and the vessel was behaving normally. At noon on November 17th, in position 53°56'N 141°08'W the course

was altered to 270°(T) for Umiak Pass per the Oceanroutes recommendation.

On the evening of November 18th the NW wind began to freshen and the vessel began to pitch moderately. Engine speed was reduced slightly. The next day, just 12 hours before entering the Unimak Pass the following message was received.

MASTER ATHOL. UNDERSTAND PROCEEDING VIA UNIMAK PASS STOP BERING SEA OUT OF INSTITUTE WARRANTEE
LIMITS THEREFORE PLEASE DO NOT ENTER THIS AREA CONFIRM URGENTLY REGARDS
= GTRC CROYDON

This was the reminder of the phrase used in charter parties – that the insurers would not cover a passage through the Bering Sea. (American ships were under no such restrictions and used that route all the time, hence the recommendation from Oceanroutes, an American company). Editor.

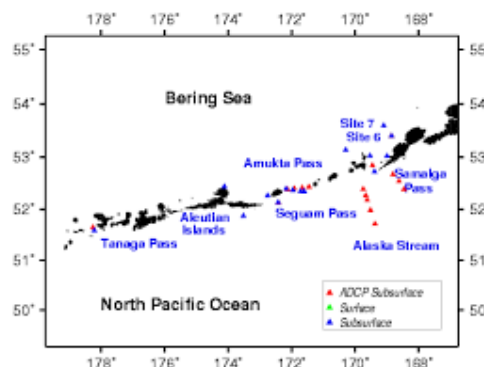
That noon, in position 54° 09'N 159°50'W, course was altered to 253°(T) to pass south of the Aleutian Islands, and Oceanroutes were so advised...Just prior to midnight that day the following reply was received from San Francisco: -

MASTER HEAVY SOUTHERLIES VICINITY 168W SHIFTING WESTERLY 172W PERMIT CONCUR YOUR INTENTIONS =
OCEANROUTES

Shortly after altering course the wind shifted to WSW/SW and increased to force 6/8. The swell also shifted with the wind to a height of 10/12 feet. Engine speed was reduced to ride the swell more easily. That night the deck cargo at No.1 hatch shifted forward due to the continuous pitching of the vessel.

On November 20th at 0810 hrs, speed was reduced and the vessel turned to a course of 040°(T). The shifted cargo was chocked off and all lashings retightened. Oceanroutes, CTCo and the owners were advised of the situation, the message to the owners reading: -

ALGONQUIN CROYDON AL119 NUMBERONE DECK CARGO SHIFTED
FORWARD ABOUT 8 FEET PRESENTLY HOVETO OFF UNALASKA
RESECURING BEST POSSIBLE CHARTERES ADVISED EVENT NECESSARY
ENTER BERING SEA THEY LIABLE ADDITIONAL PREMIUM SUBJECT YOUR
APPROVAL STOP ENDEAVOURING STAY OUTSIDE THIS AREA IF
IMPOSSIBLE WILL ADVISE = MASTER



At 1130 hrs the cargo was secure again and the vessel proceeded on a course of 180°(T) at a reduced speed in an attempt to move away from the area of heavy swells. Four hours later San Francisco sent the following cable: - MASTER ATHOL EXPECT HEAVIEST SOUTHWESTERLY SWELL SOUTH ALEUTIANS UNTIL 180 AS CONDITIONS PERMIT BERING SEA TRANSIT BEST = OCEANROUTES

At 1600 hrs, in position 52° 47'N 165°57'W, course was altered to 265°(T) and at reduced speed proceeded to Amukta Pass.

That night the No.1 deck cargo shifted and broke loose again. It became necessary to quickly seek the lee of the Aleutian Islands in order to prevent that cargo from being lost overboard. Accordingly at 0730hrs on November 21st, with wind force 8 from SW by S and a 12/15 feet swell from the southwest, course was altered to 000°(T) to enter the Bering Sea between Chuginadak Island and Samalga Island.

At 1000hrs the following cable was received: -

MASTER ATHOL WE AGREE ADDITIONAL PREMIUM IF NECESSARY PROCEED BERING SEA SUBJECT OWNERS APPROVAL WHICH HAVE REQUESTED OCEANROUTES CONFIRM RECOMMEND BERING SEA AS BEST TRACK FOR PREVAILING CONDITIONS PLEASE KEEP ADVISED YOUR CONDITION AND INTENTIONS = MONAGHAN TRANSMACAN

Simultaneously cables were despatched to Oceanroutes, CTCO and the Owners. To the latter the message read: -

ALGONQUIN CROYDON AL120 DUE HEAVY WEATHER AND FURTHER CARGO SHIFTS ENTERED BERING SEA 212030Z 5249N 16930W EXPECT TRAVERSE TWO/THREE DAYS PLEASE COVER ACCORDINGLY CHARTERES AGREEABLE ADDITIONAL PREMIUM =MASTER

Due to the presence of a low already in the Bering Sea, conditions inside the Bering Sea did not appreciably improve.

The continuous pitching had caused the majority of lumber stowed up forward to fall apart. Timbers had slid off the hatchcover causing voids in the stow. It was not practical to re-secure using chains. Considering the situation and the expected weather, the Master decided to find a convenient place to anchor in order to restow and secure the No.1 deck cargo.

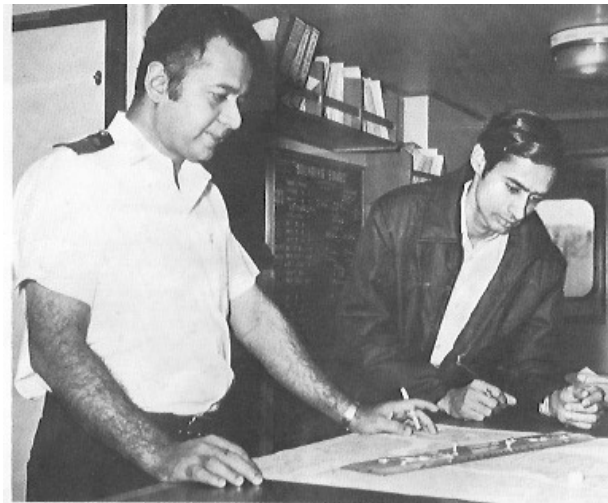
Charts on board the ship were not detailed enough to find a spot for anchoring but from the Sailing Directions it seemed the best place was Nazan Bay on Atka Island. With the aid of the Sailing Directions the Master drew a large-scale chart of Nazan Bay on graph paper to assist in anchoring.

Cables were sent to Oceanroutes, Owners, CTCO and to the US Coast Guard in Adak. The latter read: -

LIBERIAN FREIGHTER ATHOL DECKLOAD LUMBER EX VANCOUVER ISLAND BOUND JAPAN CHARTERED BY CANADIAN TRANSPORT VANCOUVER REQUESTS PERMISSION TO SHELTER OFF EASTERN ATKA ISLAND POSSIBLY ANCHOR NAZAN BAY ENABLE RESTOW AND SECURE SHIFTED DECK CARGO STOP ETA22ND 1900Z DURATION ABOUT 12 HOURS THANKS =MASTER

At 0001 on November 22nd, in DR Position 53° 09'N 173°20'W, course was altered to 205°(T) heading to Eastern Atka Island. The US Coast Guard, Juneau, had given permission to anchor, with a few restrictions and requirements.

End of Episode 1; the next will appear in the June 2019 edition of "Seatimes". If you cannot wait, you can read a condensed version of this story in the Master Mariners of Canada newsletter "From the Bridge" February 2019.
<http://www.mastermariners.ca/from-the-bridge/>



SKIPPER Ed Monteiro, left, plots the Athol's course with Chief Mate Inder Kakan.

Tobacco Juice, Rose Hips, and Sea Urchins: Tobacco Juice is the Island's unofficial name. This mound of granite and scrub is just barely an Island, more like a pile of large and irregular shaped boulders sitting in Hurricane Sound. Her name as shown on NOAA chart 13305 is Lawry's Ledge, but locals call her Tobacco Juice because on the chart she appears as a drop of tobacco juice.

He was isolated here for three days and two nights, by himself. Not totally by himself, there was also a muskrat or large rat which seemed to also inhabit the Island, making brief appearances and then disappearing. A tidal range averaging 10 feet, made the Islands size change, going from 60 yards across at low tide to maybe 40 yards across at high tide. He had a 10' x 10' blue tarp, a 2.5-gallon plastic jug of water, one apple, a bag of granola, a hunk of cheddar cheese, and the clothes he was wearing. That was it.

"OK," he said to himself, let's figure out a good place to rig up the tarp. With no one to converse, he talked to himself.

"Find a high spot, one which won't become inundated at high tide, and out of the wind." He counselled himself.

He found a gap between two boulders where he could stretch the tarp and then hold it down with smaller rocks. He scavenged the Island's shoreline for the necessary rocks, and this kept him busy for an hour or so. Once his shelter was up and secure he sat and looked at the supplies.

"Should I ration this food over three days, or just eat it all now?" he asked himself.

He was ravenous at this point and really wanted to eat. His usual routine involved physical activity and he was not prepared to ration food. He thought of Christopher Robin's recommendation, "that we ought to eat all our Provisions now so that we shan't have so much to carry" and gave up the rationing idea.

He was here on Tobacco Juice Island as part of an Outward Bound training program. Outward Bound was started in Scotland in 1934 by Kurt Hahn in response to the high death rate among merchant seamen resulting from Germany's sinking of British ships. Young British merchant mariners should have survived if they had launched lifeboats and knew survival skills. Outward Bound's curriculum was designed to teach the hard technical skills necessary for survival. This training continues today.

Soon the apple, granola, and cheese were gone. What to eat now? By day two he had discovered the massive growth of sea urchins clinging to rocks, just below the low tide line. Wait for low tide and then peel off the urchins. Their insides are filled with green goo, resembling the green goo found inside lobsters, called tomalley. Tomalley is filled with protein, fat, carbohydrates, minerals, and vitamins, and though its look is not appealing, and its taste is bland, it will keep you alive.

In addition to sea urchins, the top of Tobacco Juice Island had a growth of Rose Hip bushes. These bushes produce a fruit, which is high in Vitamin C, magnesium, and other minerals, which support health.

"Ok," he thought on the afternoon of his second day, we are going to be just fine.

"I have water, I have food, I have shelter, and the large Island rat has not attacked me yet", so we are doing "wicked good".

Survival is about prioritizing, staying focused, and accomplishing simple tasks one after another. He thought of Jack London's story "To Build a Fire".

He reminded himself to never build a fire under snow-laden branches.

As the sun set each day and air temperature dropped fog rolled in over Hurricane Sound. Within minutes of the air reaching its dew point, his world shrunk to the size of Tobacco Juice. He sat under his tarp, stared out at the fog and green cold water and let his thoughts wander. When the human brain is removed from a constant bombardment of stimuli; voices, electronics, television, and radio it starts working on its own. No longer is the brain relying on outside prodding to animate itself.

In an unstructured environment, sleep comes at random times. He found himself waking up in the middle of the night to harvest sea urchins at low tide and sitting facing east waiting for Twilight, and the sun's gradual rising. He was surviving quite nicely. Yes, this was only three days and two nights, but he felt strong and confident.

"Yup," he said. "We can do this".

"I think this is day three," he thought, but he could not really remember. Random naps, the unstructured days, and a meagre food intake, had allowed his brain to lose track of time, or maybe just not prioritize keeping track of time.

"I think this is the last day, hmmm, maybe not". He mumbled to himself. "No matter".

And then, as the sun was beginning to set over Owl's Head, a small boat appeared. It was not a lobster boat, but the Boston Whaler used by Outward Bound. There was no sound of its engines at first, but then he could hear the outboards. It slowed to an idle as it came up to the island's small beach.

"Hello," shouted the boat's skipper. "Ready to go?"

"Yes!" he said out loud, but part of him wanted to stay. He had bonded with this little mound of rocks, with its one elusive animal inhabitant.

"Let me pull down my tarp, I'll be right there," he said. He had not wanted to take down the tarp until he knew he was really departing.

After retrieving the tarp & empty water jug he waded out into the cold Maine water, and rolled himself into the boat.

He was filled with weird emotions, both a sense of accomplishment, but also a sense of having missed human companionship. He was glad to be back with others now, but also knew he would remember his time on Tobacco Juice Island.

"Damn, I am so hungry," he said to the boat's skipper. "I can't wait to eat!"

December 23, 2018 by CW4 MICHAEL W. CARR. <https://gcaptain.com/carr-tobacco-juice-rose-hips-and-sea-urchins/>



The difference between the sailing ship and the steamer, according to Captain Claude S. Gill: The sailing ship, as she appeared at the end of a process of evolution extending over some 8,000 or 10,000 years, is the most beautiful creation the human kind has conceived. In the design of her graceful lines, and all the intricacies of her cleverly planned structure, there is something akin to the handiwork of Nature herself; she seems to be endowed with an intangible something quite apart from her material make-up – a personality or soul, entirely wanting in a steamer.

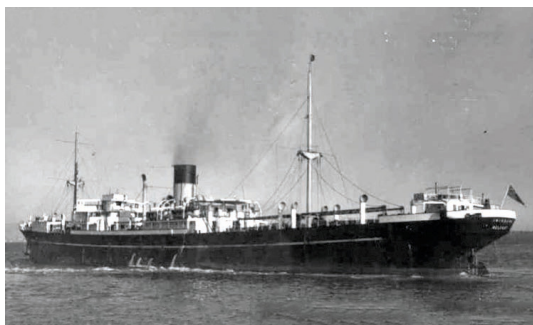
Email to NPESC Secretary. Subject – Bursary: Hello Captain Achim. This email is a couple years overdue but I wanted to fill you in on my progress! In 2016 I was awarded one of the five bursaries from the Nautical Professional Education Society of Canada, and I am so grateful to have been selected to receive the award. I completed my schooling and received my Watchkeeping Mate Near Coastal Certificate this January, and just this month I have won a position as 3rd Officer onboard the *Northern Expedition* and the *Northern Adventure* (both ships are part of the BC Ferry fleet on the northern routes). I am so excited for this new chapter in my career!



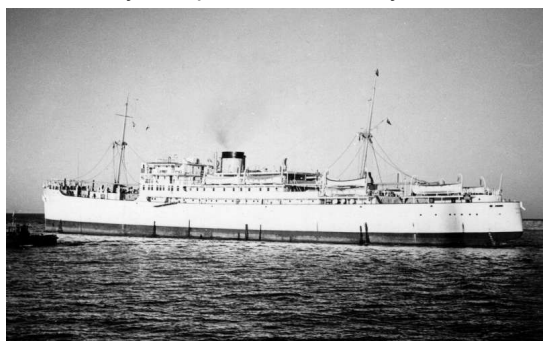
Best Regards, Allison McKellar. March 8, 2019

Life at Sea. The experiences of apprentices who served with four different British shipping companies. From 'Ships Monthly' May 1996.

4. Bank Line: There was a darker side to being an apprentice, which perhaps we all like to ignore. I was a Bank Line apprentice from 1951 to 1955, leaving the company only after working through the ranks to Chief Officer with a Master's Certificate, and I saw first hand the misery, frustration and unhappiness suffered by many an apprentice. Two-year voyages were the norm, so it was tough on any square pegs. In those years after the war, there were Liberty and Fort type vessels in the fleet, and they offered a degree of comfort unknown in the older Bank Line ships. I can recall, as 3rd Officer on the *Irisbank* in 1956, having to pump water by hand from the lower forepeak into a bucket and then negotiate the heaving foredeck back to the accommodation. The water was then boiled by putting a raw steam jet into the bucket. Being young, we of course saw this as an adventure, and we did see the world.



As for the correspondence courses, completion depended entirely on the whim of the particular Master or Chief Officer present. Most couldn't care less, and never referred to this chore. Others insisted on courses being completed, and set aside an afternoon during the week to study. The net effect was that the courses were rarely completed over four years due to the random nature of supervision.



It is true that events only reflect the time in which they occur, but Bank Line certainly had their share of miserable and unhappy apprentices, not to mention drunken and suicidal Masters. The plain, and perhaps unpalatable, truth to romantic shiplovers like me is that, apart from a few truly suited individuals, the majority of Senior Officers and Masters, in the time honoured way, were there because they had not the drive nor gumption to succeed ashore.

The Bank Line perhaps also epitomised the unfeeling gap between shore-based staff and those afloat. The telegram (in those days) was sometimes the only communication, although a brief ten-minute visit to the outer office reception

area was usually my reward for the two-year commitment ahead. In much more recent years I have heard Masters complaining about this unwelcome aspect of their service.

Probably my happiest memory is that of serving aboard the mv *Inchanga*, one of the Bank Line passenger vessels at that time. During 1952 we traded between Calcutta and Durban on a three- to four-month round trip, calling at East Coast ports like Zanzibar and Dar-es-Salaam, and to the Bay of Bengal ports at the other end. We carried an assortment of species, apart from the ubiquitous bales of gunnysacks, and the huge, open-cowled vents opening on to the wide, wood sheathed decks gave out pungent and spicy smells. Which, when experienced today, are an instant reminder of that long gone vessel. **Alan Rawlinson. Chelmsford.**

What is an Apprentice? Closely following those carefree days known as childhood comes the blissful state of Apprenticeship.

An Apprentice is a Deck Officer with spots on his face; he is Nelson with holes in his socks; Captain Cook with a rip in his pants; Marlon Brando with a runny nose; Professor Picard with an ullage tape in his hand.

Apprentices come in an assortment of shapes and sizes. Big and burly; thin and wiry; fat and sleepy. All are hungry. All of them have a hidden ambition to eat more than the storerooms can hold.

No one can compress so much into such a small locker - 3 weeks dirty dhobi (laundry), a broken tape player, a set of speakers, the hydrometer everyone has been looking for, a dog-eared condensed edition of the Kinsey Report, last night's cheese sandwiches, 15 lbs. of cotton waste and a can of pineapple chunks.

The Apprentice likes girls, food, dances, heavy metal music, a beer when no one is watching, his last ship, time off, double helpings, pin-ups and a dirty face.

He hates dhobying (doing laundry), the Mate, overtime, topping-off, draining tanks, polishing brass, Chief Stewards, indentures, Nichol's Concise Guide, DOT Examiners, Sunday inspections and washing his hands.

He can be found eating, dodging, sleeping, in the galley, in the shower, and in trouble. He will be out of cigarettes, out of money and out of reach.

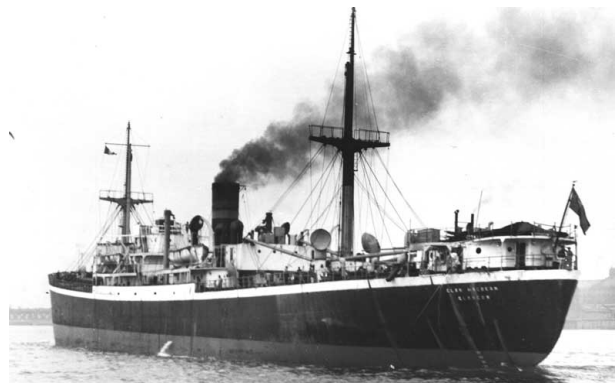
To his mother, he is her brave little boy; to his girlfriend, Prince Charming; and to the Officers, the lowest form of animal life.

And when the tank overflows, who is it that says, "Sir, I thought you knew there was 2 feet off that ullage tape!"

None other than that under-paid, over-worked little hero - **THE APPRENTICE.**

Submitted by Captain David Batchelor FNI

Joining a ship in the good old days: Having completed my first voyage as 4th Mate on the *Clan MacDougall* of the Clan Line I was sent home awaiting further instructions. After a few days I was advised that I had been promoted to 3rd Mate and to proceed forthwith to join the *Clan MacBean* at Foy. Where the heck was Foy? I headed for Glasgow Central and asked for a one-way ticket to Fowey. The booking clerk gave me a strange look and said, "Where the heck is that". I advised him that I had to join a ship there and it must be a seaport, probably in England. He grunted and vanished within. Eventually an older grey haired person appeared and after some paper shuffling handed me a



ticket for a train to Par and a bus ticket to Fowey. He advised that the stationmaster at Par would give me further instructions on arrival and I should arrive in Fowey (pronounced Foy), about 1700. I departed the next day with two fairly heavy bags and enjoyed the journey to Euston Station in London. I then had to make a dash to Paddington Station and arrived just in time to board the Cornish Riviera Express. The journey was pleasant and uneventful until the guard came by and advised me to get ready to disembark at Par. The train ground to a shrieking halt and I was literally thrown off with my bags. The train was on the move before I had gathered them; evidently it only stopped there from necessity. There was nobody to be seen and I approached the shed that passed as the station and located the stationmaster, who commented, "I thought I heard him stop". He then advised that I should walk down to the main road and catch the bus just past the junction. I followed his advice and lo and behold there was a bus stop where he said it was. After about 10 minutes the bus arrived and a jolly conductor, speaking in Cornish fashion, helped me aboard. We arrived at the bus terminus at the top of the town, the bus could not go any further otherwise he would collide with overhanging houses in the narrow streets below. Guess what? No taxis and I was back to lugging my suitcases down the hill, finally arriving at the pier. Not a ship or a quay in sight. However, I did notice a pilot boat at anchor in the bay. Asking a bystander where the port was he pointed up the creek and said, "that way lad". "Any taxis?" said I. "Go over to the pub and ask them," said he. I proceeded to the "Haveners" or "King of Prussia" I think and was advised "the only cab in town was not in use today". I thought this was turning into a nightmare and on further inquiry I was told that the *Clan MacBean* was in port, just follow the

road through town until you reach the railway lines and proceed on to the wharves. The weather looked bad, heavy grey clouds were building up. Anyway off I went and on passing the "Galleon Inn" the rain started.



Fortunately I was wearing my coat, another 10 minutes and down it came in buckets. On reaching the railway lines I could see a ship moored at one of the piers and it had a Clan Line funnel.

Dragging the bags along in the mud (China Clay) I eventually reached the gangway and was glad to see a Secunni at the top. He looked down with an amazed look and said "sahib you are very wet?" I said HELP MUNTA, (Sahib Hindustani to get some help pronto) and was quickly carried on board and the Mate appeared at the same time, saying, "you are not due until tomorrow, we would have had the boat along to pick you up". I arrived at my cabin, stripped and headed to the shower. Meantime the Mate said I would need dinner and got the Chief Steward to organise one. It was nearly 1900. So, after a

"few" and an excellent meal, I retired completely (almost) exhausted. You could say it was not too far, about 2kms, but carrying two heavy cases and the sextant box made it quite a journey in 1955. The port of Fowey today bears little resemblance to what it was then, however the town remains largely the same and is quaint and a good place to visit, with new roads.

Guy Dennison. NZ Company of Master Mariners. Tauranga Branch. "Seaviews September 2018"

I googled the pubs he mentioned and they are still there. Take a look: -

<https://www.havenersfowey.co.uk/> <https://www.kingofprussiafowey.co.uk/> <http://www.galleon-inn.com/>

See a "Clay" ship arriving at Fowey: <https://www.youtube.com/watch?v=sR5GSSwgFg>

Also see: <http://www.foweydocks.co.uk/documents/clay.html> <https://www.foweyharbour.co.uk/about-fowey-harbour/history>

<http://www.photofilecornwall.co.uk/cornwall-secoast/fowey/fowey-shipping.htm>

Scotswoman, Jayne Murray, shares with "Women Offshore" her life at sea as a Marine Engineer. Her inspirations and challenges reveal lessons learned from powering large ships across the Globe's waters:

Far from the concrete jungles of the world's metropolitan city centres lies a collection of islands extending off the north-western coast of Scotland, rich in Celtic and Viking cultural roots. A land steeped in such a colourful history inevitably instils an adventurous spirit to those who inhabit that ground. Meet Scotswoman Jayne Murray from the Isle of Lewis. Jayne is a graduate of "Fleetwood Nautical College" where she earned a **Foundation Degree*** in Marine Engineering through the **BP Cadet Programme****. She acquired her first job as an Engineer in 2013 and is currently sailing as a Fourth Engineer for BP, one of the world's largest publicly owned oil and gas companies. Unsurprisingly the company has a long global reach where it operates in over 70 countries, some of which Jayne has been able to check off her travel-bug list.



"I have worked all over the world! My favourite place I have been to is New Orleans. It was one of those places I want to go back to. A lot of the other places that we visit are in the middle of nowhere because of the size of the ship and type of cargo we carry. But those places are fabulous in their own way because we get a taste of the local side of the culture, rather than the tourist side".

However, working at sea wasn't necessarily something Jayne considered as a career choice upon leaving school.

"Before I joined BP I was working in a desk job and was stuck staring at Excel spreadsheets all day, which I didn't really enjoy as I like to be active. I am quite a hands-on person and I just needed to do something that was a career but also provided the financial support that you get when you are studying. But it wasn't until I went out to sea that it clicked, and I thought, this is what I should be doing".

Far from the monotonous, computerized sheets of data that she was once processing, Jayne's responsibilities while at sea now include overseeing the ship's engine room, and completing planned and unplanned maintenance on the equipment. She is also a member of the emergency response team and has specific duties in the event of an emergency on board.

"I like the variety that working on the water offers me. Every day is a bit different. I rotate between shifts, taking on lots of different responsibilities".

What exactly does this type of daily variety look like? Jayne explains:

"Let's take a day when I am the Duty Engineer, which happens one in every four days. I arrive at the engine room at 0730 and I get a handover from the previous Duty Engineer, wherein we discuss whether we've had any alarms or problems, and just an overview of the general conditions of the plant. Then we have a morning meeting with the Second Engineer where we discuss the work plan for the day, and I get my permits for any work we have planned.

From there I go and get the incinerator online – that's my designated equipment. Next I would go and take tank soundings and update my oil record book for any transfers I have completed. I would then get the tools ready and prepare for the planned work I have. So, for example, if I needed to do a service on the air compressor, I would prepare the tools and get the lubricating oil ready for that.

We get a 30-minute break in the morning after which I complete the engine room log. At midday we all have lunch together.

After lunch I would do my planned maintenance. Then, before leaving the engine room for the day I would do a full inspection and complete a checklist to ensure everything is compliant with our standards and that it will run safely overnight. At 1700 we go 'UMS', which means the engine room is 'unmanned', so we have to set the alarms to sound in my cabin and in the public spaces until the morning.

After work I normally go to the gym, have some dinner and maybe watch a movie and socialize. We are a close-knit group on the ship and people are really friendly."

Notwithstanding, there are challenges in every workplace environment. Working in those locations that are remote and removed from civilization add even more complex elements to those obstacles, as additional support, help and supplies may not be readily available. Overcoming these adversities provides a heightened sense of accomplishment in such offshore arenas, and it is echoed in Jayne's own words as she describes her most challenging offshore experience to date.

"The last trip I had was challenging for the whole engine department. But through those challenges we had an opportunity to help out other areas of the ship, and learn a lot. I worked hard and at the end I had an excellent appraisal from the Second Engineer and Chief Engineer. They both recommended me for promotion. That was great!"

As our interview with Jayne drew to a close, she answered the final two questions with some sage advice.

What do think can be done in your industry to encourage women to pursue similar careers?

"I think women in shipping need to be more open about their stories. Women can be discouraged by the fact that it tends to be a male-dominated environment. Yet, I have never found myself the only female on board and am never left out of any activities. Everyone works together as one family, and I get on well with my colleagues, both women and the men. I don't feel any discrimination.

Furthermore, if you do decide to start a family, you do have the opportunity to move into an onshore role, whilst leaving options open to come back to sea, should you choose to."

What piece of advice would you give to someone starting out in your industry?

"Go into the industry with an open mind. I had a lot of preconceptions about life at sea – cramped conditions, no luxuries, etc. But, when I started I was quite impressed with the cabin sizes, the social areas and the food. And the people were very nice and friendly. You end up settling in quite easily. The hardest part for me was getting used to the fact I needed to get up early in the day, have a full day of work and the heat in the engine room! That was something I found quite hard on my first trip, but you get used to it very quickly!"

<http://womenoffshore.org/marine-engineer-jayne-murray/>



* <https://www.preparationcoursesportal.com/articles/417/all-you-need-to-know-about-international-foundation-programmes.html>

** <https://www.bp.com/en/global/bp-careers/hot-topics/hot-topics-profiles/katie.html>

NPESC Awards Presentations

At Camosun College in Victoria on December 10th 2018, Captain Ivan Oxford presented a NPESC Book Award to Tristan Hedley. Mark Lamont received one of the Bursaries for 2018.

On January 25th 2019 Captains Bowles and Ruether attended the **Western Maritime Institute in Ladysmith** to present one of the 2018 Bursaries to Ryan Karakai plus Book Awards to Cody Sutherland and Aaron Farr.

Presentation Day at the BCIT Marine Campus: Thursday March 21st was the day for presentations at the Marine Campus of the British Columbia Institute of Technology in North Vancouver. In attendance were Captains Richard Smith, Joachim Ruether, Terry Stuart (BC Supercargo Association President) and David Whitaker.

Bursaries went to:

- Marine Engineer Cadet Daniil Viryachev
- Marine Engineer Cadet Alexander Holiove
- Nautical Science Cadet Kory McSorley
- Nautical Science Cadet Havill Leitch

The above-mentioned bursaries were generated from funds donated by the BC Supercargo Association, by Captain Harry Allen of the Company of Master Mariners (Vancouver Division), and by the Society's Endowment to the Vancouver Foundation.

A First Year Achievement Award, from the Society's Endowment to the BCIT Foundation, supplemented by Society funds, went to Nautical Science Cadet Andrew Kachkarov.

For photos of these events see the Society's website: <http://npesc.ca/>

The following was received from a Bursary recipient at BCIT: -

Dear NPESC Bursary Committee, I would like to thank you for selecting me to receive this scholarship. This meant a lot to me and I have used this funding for my tuition for this school term. I moved into a new house in North Vancouver early January and have been enjoying the city life here, being close to the water, forests and the city.

From August 4 to December 4, for four months I was on a work experience as part of my school program. I lived and worked on a cruise ship, the *Star Princess*, 109,000 GT, propulsion power of 52,000kW, 4 x 16ZAV40S & 2 x 12ZAV40S D.Gs. My rank was Engineering Cadet and I worked in the engine room with the Third Engineering Officers of the watch. My roles and responsibilities were to check the operation, operate and complete maintenance on various machinery in the engine room under supervision of the Third Engineering Officer. The ship sailed first to different parts of Alaska (Ketchikan, Juneau, Skagway, Glacier Bay, College Fjord and Whittier), San Francisco, San Diego, Mexico (Ensenada, Puerto Vallarta, Cabo San Lucas and Mazatlan), then finally two-week cruises from L.A. (Hilo Hawaii, Honolulu Oahu, Nawiliwili Kauai and Lahaina Maui).

During these four months I learned a lot about my future career path, and how much growth and possibilities there are down the road. I would like to thank you again for making this all possible through scholarships like these, as it might not have been possible without you.

Sincerely, Alexander Holiove.

Dispelling autonomy 'myths' – Automation is pushing change, but seafarers can look forward to a gradual shift of roles and responsibilities: Growing interest in the autonomy of ships can jangle the emotions of those that serve the current, largely manual fleet of merchant ships that ply the world's trade lanes. How soon ... how widespread ... how will it impact me – these the basic questions that seafarers are asking about autonomy and automation. With software and hardware companies pushing ever-bolder futuristic visualisations of what ships will soon look like, it's little wonder that crews are concerned.

The International Chamber of Shipping (ICS) wants to cut through that noise and give those seafarers perceived to be at risk fact-based information. Its *Seafarers and digital disruption* study takes a real look at the potential effects of autonomous ships on the role of seafarers and the global shipping industry. Undertaken by the Hamburg School of Business Administration on behalf of ICS, the study came to the encouraging conclusion that the digital shift for seafarers “will not be a zero/one alternative”. Instead, there will be a gradual shift that will not be disruptive but will serve as further development of the steady evolution of ships and the seafaring industry that has been taking place for decades.

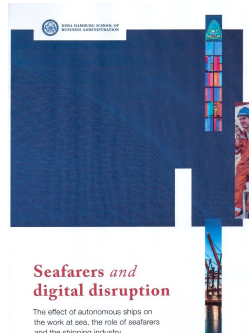
Speaking to *The Sea* about the findings of the study, Natalie Shaw, director of employment affairs for the ICS, says that the role of the seafarer may need to be redefined in the future to embrace autonomy and remote operations. Seafarers will no longer need their feet on a ship to be considered a crewmember. “Controlling parts of a ship or the entire ship from remote places may need a re-definition of roles and responsibilities,” she says. A hybrid approach to ship operations is already emerging, with operation of the ship partly, and ultimately entirely, being done from remote locations and from artificial intelligence. “Seafarers with experience will be an essential source for the development of this,” says Ms. Shaw. “Traditional seafarers will be in the best position to take on these new roles.” This trend can already be seen taking place at the Fleet Operation Centres created by many shipping companies, where experienced seafarers deliver remote support from ashore. Ms. Shaw is well tuned to the needs of seafarers, having held her employment-related position at the ICS since March 2003. In her role she represents the industry on all employment matters and co-ordinates industry positions at the key international employment and shipping organizations. She was actively involved in the development and implementation of the Maritime Labour Convention 2006 (MLC 2006) and discussions on the ILO minimum wage, crew claims and abandonment, the revision of STCW and concerns related to piracy.



“Automation will also potentially take away some of the stress and burden from the seafarers”

Natalie Shaw, director of employment affairs for the ICS

Positive impacts: Automation could also have a very positive impact on seafarer welfare, both physically and mentally, through the replacement of repetitive, routine tasks by automated processes. This could significantly reduce human involvement in dangerous operations. “Seafarers can then concentrate on more advanced tasks,” says Ms. Shaw.



“Automation will also potentially take away some of the stress and burden from the seafarers.” The ICS study foresees an increase in demand for more highly educated seafarers, although on the downside there may be reduced demand for lesser-qualified seafarers. These may have to re-train, if they are to avoid increasing difficulty in keeping their jobs.

“The number of ratings is likely to decrease,” confirms Ms. Shaw. “The industry will have to sustain a very high rate of training in order to ensure seafarers of the future have the skills to do the jobs required of them.”

However, fears that digital change will be instantaneous, rather than gradual, can be allayed, says Ms. Shaw. “The change will not be disruptive. Automation and remote operations have been introduced on many levels on ships since the 1950s. This has reduced the number of crews, but the change was gradual.

“Digitalization will also add another layer of such change, but the necessary change in the international legal framework alone will make this transition smoother. It is another gradual

shift from one generation of seafarers to the next. The change is as large as the one from sailors to seafarers on metal and engine-driven ships – similar but different.”

Ms. Shaw adds that a number of different exercises are currently under way, which will all contribute toward proving the fact that automation will increase safety for seafarers, as well as helping to better protect the environment. Although the situation may appear very fluid, and confusing, while the industry is in this state of change, the signs are positive that seafarers have much to gain, not fear, from automation. The study can be seen at: -

<http://www.ics-shipping.org/docs/default-source/resources/ics-study-on-seafarers-and-digital-disruption.pdf?sfvrsn=1>

Carly Fields. *theSea*. Jan/Feb 2019. www.missiontoseafarers.org



Ship Operators Raise Alarms Over String of Vessel Fires. Companies point to mislabelled, mishandled dangerous goods as likely source of unusual spate of fiery, costly incidents since last year: The international shipping industry is wrestling with a spate of fires aboard vessels at sea in recent months that have crippled several large cargo ships, killed a number of seafarers and cost companies and their customers hundreds of millions of dollars in damages.

The latest blaze came on March 10, when a nearly 31,000-ton combined container and automobile carrier caught fire in the Bay of Biscay off the coast of France, leading to the rescue of 27 crewmembers by a British Navy frigate. The Grimaldi Lines-operated *Grande America* sank two days later, taking more than 2,000 cars that included luxury *Audi* and

Porsche models, to the seafloor. The disaster was the fourth big ship fire in the past four months, and followed a handful of fires last year that included one that heavily damaged the megaship *Maersk Honam*, owned by Denmark's A.P. Moller-Maersk A/S, the world's largest container ship operator by capacity, and killed five crew members.

Maersk officials say the string of incidents is likely a coincidence, but it has raised alarms among operators, insurers and shipping customers, and focused more attention on the safe handling of the big quantities of goods that move on increasingly large and packed oceangoing vessels.

"It was a wake-up call," Maersk's head of fleet technology, Ole Graa Jakobsen, said of the fire that broke out March 6, 2018, on the *Maersk Honam*, a 353-meter (1,158 foot) ship with capacity for 15,000 containers, in the Arabian Sea.

Maersk has since barred the stowage below deck of dangerous goods and other shipments that may be resistant to fire fighting. The cause of the *Honam* fire, which took five weeks to bring under control, remains under investigation, but Maersk has said the ship carried shipments classified as dangerous goods.

Ship operators, insurers and regulators increasingly are focusing on the chemicals, batteries and other goods that can trigger or feed a fire. Although the causes of ship fires are difficult to pinpoint, transport and logistics insurer TT Club estimates that around two-thirds of all incidents are the result of "poor practice in the overall packing process" of dangerous goods, which are often misidentified or undeclared.

The insurer said there is a fire at sea every 60 days on average, and overall insurance claims in excess of \$500 million annually. The group estimates some six million containers, or 10% of the overall capacity moved across the oceans, contain dangerous goods, and nearly 1.3 million of those boxes aren't properly packed or are incorrectly identified. The potential damage from such incidents has grown as carriers have moved to ever-larger vessels, concentrating more containers on a smaller number of ships. That can raise the chances that dangerous goods are onboard and the rush to handle many thousands of boxes at port call may raise the chances that poorly packaged dangerous goods can slip through. Mr. Jakobsen said that in some cases undeclared or misdeclared goods cause containers to go ablaze.

"It's a root cause of some of the fires and we do what we can in terms of checks to make sure that what is declared, is actually what is in the box," he said.

A fire caused the Grimaldi *Grande America* to sink off the coast of France, taking cargo that included luxury automobiles to the seafloor.
 Photo: loic bernardin/marine nationale/epa/Shutterstock. By Costas Paris



The undamaged portion of the *Maersk Honam* was loaded on to a semi-submersible ship and carried to South Korea where it will be rebuilt. Photo: Maersk Line

Products like barbecue charcoal can burst into flames when the temperature rises and others like fish food and pool-cleaning agents generate oxygen that can intensify the blaze.

The National Cargo Bureau, a surveying body that assists the U.S. Coast Guard to enforce safe navigation, said 4% of 31,000 boxes it checked in 2017 contained dangerous cargo that wasn't properly secured. Another survey of 1,700 vessel stowage plans said 20% of the plans weren't in line with existing dangerous-goods rules.

"The numbers of containers and stowage plans we check are very small. So if you extrapolate them for the whole industry, the problem is immense," said NCB President Ian Lennard.

Some transport officials say shippers who circumvent dangerous-goods rules with false declarations should face criminal penalties. But German container line [Hapag-Lloyd AG](#), which says it gets around 3,000 undeclared or misdeclared bookings a year, believes stricter rules won't help. "The shipper who deliberately doesn't declare what is in a container won't change because of more legal requirements," said company spokesman Nils Haupt.

The fire on the Grimaldi *Grande America* started in a container on the vessel's deck, according to the company, and spread quickly to vehicles on board, forcing the crew to flee in a single lifeboat.

It followed a string of fires that began on New Year's Eve, when a blaze engulfed the Japan-registered car carrier *Sincerity Ace* as it hauled 3,500 vehicles from Yokohama to Hawaii. Five crewmembers died when a lifeboat launch went awry in heavy weather and they ended up in the water.

On Jan. 3, fire broke out on containers aboard Hapag-Lloyd's *Yantian Express* off Canada's eastern coast, forcing an evacuation of its 22-member crew. Five days later, the Vietnamese tanker *Aulac Fortune* was rocked by three explosions off Hong Kong that left one sailor dead. On Jan. 31, a blaze hit the Singapore-registered *APL Vancouver* off Vietnam that took several days to bring under control before the ship was forced to limp back to Singapore for assessment.

Maersk, meantime, is still coping with the aftermath of the *Honam* fire a year after it happened. Salvage crews sliced off the heavily damaged forward portion of the ship. The rest of the vessel was loaded on to a special extra-large transporter in Dubai last month and delivered to a shipyard in South Korea where a new bow section will be attached. **Wall Street Journal March 24, 2019.** <https://www.wsj.com/articles/ship-operators-raise-alarms-over-string-of-vessel-fires-11553425201>

Ship Safety Bulletin

Safety measures concerning life-saving appliances – SSB No: 05/2019

<http://www.tc.gc.ca/eng/marinesafety/bulletins-2019-05-eng.htm>

<http://www.tc.gc.ca/fra/securitemaritime/bulletins-2019-05-fra.htm>

Thoughts on boat building: A lot of people ask me if I were shipwrecked and could only have one book, what would it be? I always answer, "How to build a boat". **Stephen Wright.**

A principal difference between new construction and restoration: In the mid-19th century it took approximately six months to build the fishing smack *Emma C. Berry*, now on exhibit at the Mystic Seaport Museum. It took two years to restore the vessel just over a hundred years later.

"Shift change at a lighthouse – volunteers needed": <https://www.youtube.com/watch?v=NLkRQWI-dNg>

Hot off the press: -

First Geneva Declaration on Human Rights at Sea published

<https://www.humanrightsatsea.org/2019/04/05/first-geneva-declaration-on-human-rights-at-sea-published/>

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