

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



October 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 Master of the ship was Captain Ed Monteiro FNI.

Captain Monteiro was the first Chairman of the Nautical Professional Education Society.

***m.v. Athol*. Report on Voyage Number 10/5, Final Episode:** At noon on December 4th there was an observed position of 38° 00'N 156°39'E. This showed that the vessel had steamed a distance of 220 miles, according to the engine speed, but just 65 miles over the ground. To allow repairs to continue, the course was altered to 000°(T) from noon until 1430 hours after which the course changed to 250°(T). Engine speed was gradually increased.

The 0318Z (1318 SMT) weather report read: GALE WARNING = DEVELOPED LOW 992 MBS AT FOUR THREE NORTH ONE SEVEN FIVE EAST SOUTH OF ALEUTIANS MOVING EAST AT 35 KNOTS = FRONT FROM 46N176E TO 40N 180 38N 170E AND 28N 158E = WINDS 30 TO 40 KNOTS WITHIN 600 MILES IN SOUTHSIDE AND 300 MILES IN NORTHSIDE.

The situation was such that with the deck cargo loose at Nos. 4 & 5 and the chains being bar taut at the other hatches, the ship could not afford to encounter even the slightest bad weather. Course and speed were constantly amended to allow the vessel a comfortable position with the least pitching and rolling.

At 1815 hours the Chief Engineer reported an unusual slapping noise in the vicinity of the propeller as the RPMs were increased. It appeared that the propeller was fouled.

That night the following cables were received: MASTER ATHOL = CAPTAIN MONTEIRO HANG IN THERE STOP PLEASE ADVISE WHEN SAFE THE SHAPE OF REMAINING DECKCARGO AND EXTENT DAMAGE TO CRANES AND COVERS STOP WEATHER FORECAST NOT TOO HOT SO KEEP HER COOL STOP INSURANCE COVERS EVERYTHING BUT LIVES AND WE PEOPLE NEED LONLIVITY = LANDAHL NIPPONMARITIME

MASTER ATHOL JT1826 CAPTAIN MONTEIRO THANKS YOUR RECENT ADVICES HOPE ALLWELL ON BOARD AND WEATHER MODERATING PLEASE TRY ADVISE DAILY PROGRESS AND ANY CHANGES CARGO CONDITIONS ALSO INDICATE WHETHER TRIM AND LIST CORRECTED BY BALLAST AND WHETHER NUMBER FOUR HATCH DAMAGED BY BOOM IS MAIN ENGINE OPERATION NORMAL REGARDS = ICANSHIP

At noon the next day the observed position was 37° 03'N 151°53'E, having averaged a speed of 10.21 knots and still proceeding on a course of 250°(T). Later that afternoon a message finally came from San Francisco: -

EXPECT LOW OFF EAST HONSHU DEEPENING MOVING EASTNORTHEAST BRIEF HEAVY NORTHERLIES WEST CENTER = OCEANROUTES

A study of that evening's weather report indicated the development of a low just off Vladivostok heading towards the vessel. At 2300 hours, in DR position 36° 35'N 150°28'E, the course was changed to 230°(T).

That night the following cable was received from Croydon: MASTER ATHOL = OWNERS PLEASED GRANT PERMISSION FOR YOUR WIFE AND CHILD TO JOIN VESSEL YOUR EXPENSE DURATION PORT STAYS JAPAN REGARDS

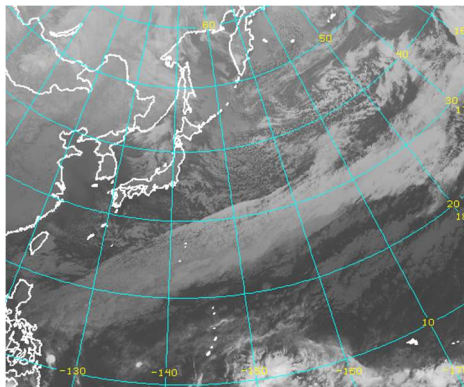
On the morning of December 6th the speed was reduced and the vessel hove to. The Number 5 U.C.G. was used to pick up the chains hanging over the side. When this was done the boom was secured once again to the starboard wing of the bridge. The wind had now started to freshen and at 0800 hours was from the SSW force 5/6. The swell was from the NW at 6/8 feet. The barometer read 1010.6 mbs.

Because the deck cargo at No. 3 hatch protruded more on the starboard side than on the port, it was imperative that wind and waves be taken only on the port side.

At noon on the 6th the observed position was 34° 37'N 147°27'E so the ship was averaging 11.22 knots. The course was now altered to 275°(T), direct for Nojima Saki.

Various messages were sent that evening, including: NIPPONMARITIME TOKYO 6TH NOON 3437N 14727E 410MILES TOGO REASONABLE ETA MIDNIGHT TOMORROW STOP CARGO SITUATION UNCHANGED = MASTER

From Tokyo came the request: PLEASE UPDATE ETA STOP BELIEVE ICAN MAY DIRECT YOU TO IHI YOKOHAMA WHICH CTCO IN ACCORD STOP LEAVE YOU CALCULATE POINT DEPARTURE AND TIME OFF HIRE ETC STOP PLEASE INDICATE DECKCARGO SITUATION AND ADVISE WHETHER REQUIRE URAGA CHANNEL PILOT OR OTHER SPECIAL NEEDS



= LANDAHL NIPPONMARITIME

Also from Tokyo: ENDEAVOUR ASCERTAIN AND ADVISE WHETHER NO 4 HEEL PIECE AND GOOSENECK CARGO SHEAVE ON GOOSENECK AND GOOSENECK BRACKET CAN BE USED CONFIRM STATE WHETHER SLEWING SHEAVE IS FOR NO 4 UCG AND INDICATE WHETHER REUSABLE STOP IS NUMBER 4 HATCH COVER DAMAGED WHAT IS LATEST SITUATION OF DECKCARGO AND WHAT YOUR ETA = ICANSHIP

That night the weather deteriorated further and at 0800 hours on December 7th the wind was WxS force 8 with a westerly swell of 12 to 20 feet. The barometer read 1005.5 mbs. Again courses and speeds were adjusted and the vessel manoeuvred for each successive wave. A few pieces of lumber were lost overboard. Messages were sent, including: ICANSHIP TOKYO VERY HEAVY WEATHER WILL ADVISE SOONEST POSSIBLE = MASTER

At noon on the 7th the DR position was 35° 10'N 142°34'E. The wind was W'ly force 9 with a W'ly swell of 12/20 feet. The barometer was steady at

1005.5 mbs. It was now decided to head for the nearest land and shelter there if needed. So, the course was altered to 300°(T), heading for Inubo Saki.

Cables were despatched as follows: -

NIPPONMARITIME TOKYO AL156 07 NOON 3510N 14234E ETA KAWASAKI 0800 TOMORROW THANKS URAGA SUIDO PILOT NOT NECESSARY STOP PLEASE ADVISE SUBAGENTS ARRANGE QUARANTINE ETC DECK CARGO SITUATION UNCHANGED = MASTER

ICANSHIP TOKYO AL157 REGRET UNABLE ADVISE UCG GOOSENECK CONDITION DUE HEAVY WEATHER STOP ETA KAWASAKI 0800 TOMORROW DECKCARGO SITUATION UNCHANGED = MASTER

COMMANDER RMS HQS TOKYO AL158 ATHOL GROSS 13124 5MZN JCS BOUND KAWASAKI WITH SHIFTED AND LOOSE LUMBER CARGO ON DECK STOP TIMBERS PROJECTING 3 METERS FROM SHIPSIDE ETA URAGA SUIDO BUOY NO 1 JST TOMORROW LENGTH 164 METERS DRAFT 9.5 METERS = MASTER

OCEANROUTES SAN FRANCISCO AL159 07 NOON 3510N 14234E THANKS YOUR RECOMMENDATIONS AND GUIDANCE

= MASTER

Star sights at 1624 gave a position of 35° 28'N 142°10'E and the course was adjusted to 275°(T), heading directly for Inubo Saki. The following instructions were then received: -

MASTER ATHOL PLEASE PROCEED TO YOKOHAMA QUARANTINE ANCHORAGE STOP ALL PARTIES CONCERNED ATTENDING ON BOARD UPON PRATIQUE GRANTED = NIPPONMARITIME



At 2000 hours the weather began to subside. At 2220 hours the Inubo Saki light was picked up and the course was altered to proceed coastwise to the destination.

At 0620 hours on December 8th 1973 the vessel entered Uraga Suido and at 0803 the anchor was dropped at the Yokohama Quarantine anchorage. At 0812 "Finished with Engines" was rung, bringing to a close a long and hazardous voyage. At that time there was a balance of H.O 507.5 l/tons and D.O. 85.25 l/tons. The vessel had steamed a distance of 5425 miles at an average speed of 11.36 knots.

On December 28th 1973 at 0718 hours, when all the cargo had been discharged and all repairs completed, Voyage No. 10/5 was closed and Voyage No. 11/6 began. The vessel then sailed from Japan bound for British Columbia.

Captain E.G. Monteiro. Master. m.v. Athol





A quote from George Adams, who was then the President of the Canadian Transport Company: Ed won the honour of becoming our deck cargo expert because he managed to lose more deck loads than any other Master in CTC's 71-year history! Actually, those SD-14's were not good for deck cargoes because they had no forecastle but Ed's knowledge was very valuable in designing and operating CTC's ships and we benefitted greatly from his experiences.

What is a Chief Officer? Before the Captain can have the Second Officer certified and put away the latter is promoted to Chief Officer.

Chief Officers are knowledgeable people. They know that there is not enough paint to do a rabbit hutch; how they will act when promoted Master; what the Superintendent wants; which ships they prefer; and that they are in the Company's "Black Book. A recent survey showed that if all these books were placed end to end they would stretch the length of Leadenhall Street.

A Chief Officer doesn't know what the Company is coming to; where they found the crew; what is expected of him; how they calculated the shore figures; and why he went to sea in the first place. He likes cheap second-hand cars; Bing Crosby; Slide rules; a sleep in the afternoon; a flutter; Agatha Christie; The Daily Telegraph crossword; cups of tea; a quiet watch; and their "nerve". He hates inventories; being transferred; rust; his bald patch; saying goodbye to his wife; chamber music; and arriving in port on Sunday afternoon. He collects paintbrushes; unused dock passes; presents for his wife; broken locks; bottles of hair tonic; stomach ulcers; keys without doors; and photographs of happier days.

No one else can chip it, scrape it, wire brush it, prime and paint it, and be so thrilled with the result. And who but he, could have half a bulkhead painted when, from nowhere, there is a cloudburst.

To his wife he is a King, to his child he is Dada, and to the Apprentices a Holy Terror.

And when at last the trip ends and he goes on leave, what do they say of him? "He was a very good Chief Officer!"

Submitted by Captain David Batchelor FNI

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

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

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

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

Historically, the only time the ship accurately knew its position in the open ocean was at noon every day. At all other times the position of the ship was based on an estimated calculation (also known as dead reckoning) from the previously determined position. To determine the accurate position of the ship, the officer on watch, used the sextant and the chronometer to calculate the longitude in the morning and the latitude at noon. It was important to determine the position



of the ship to know what course to steer. Gradually with better communication and an advantage in knowing the best-estimated time of arrival, reporting the latest position of ship became a practice and hence the story of the noon report began.

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

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

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

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

It remains to be seen as to who is courageous enough to break with perhaps a 100-year tradition and bin the noon report in its current form. This in itself will be a giant leap for an industry that is known for being reactive instead of proactive in embracing change.

By Captain Melvin Mathews, Maritime Director, Eniram. 2016-06-07

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

The opinions expressed herein are the author's and not necessarily those of The Maritime Executive.

Will ships without sailors be the future of trade? On 7 May 2019, Customs Officers in Ostend, Belgium, received a box of oysters from the UK. The molluscs had been caught in Essex and transported to Belgium on a 12m (39ft) aluminium-hulled vessel, which traversed the English Channel with no humans on board.

It was the world's first unmanned commercial shipping operation. The crewless boat was carefully watched by four people in a control centre in Tollesbury, Essex, headquarters of Hushcraft, the company behind the design and development of the craft.

Self-navigating cargo ships 'by 2025'

UK and Belgian coastguards also monitored the oysters' progress. "You could actually listen to the waves hitting the boat," says Ben Simpson, Hushcraft's managing director.

It boasts a hybrid diesel engine, electrical generators, satellite links, CCTV and thermal cameras, an automatic identification system to warn approaching vessels of its position and more.

Prize-winning: The boat was made by Sea-Kit, and the same vessel helped an international team of hydrographers, funded by the Japanese non-profit Nippon Foundation, win the \$4m (£3.2m) Shell Ocean Discovery Xprize for advances in autonomously mapping the oceans.

Now Hushcraft wants Sea-Kit to be used for transporting cargo, hence mounting the 5kg box of oysters - a local delicacy - on to the vessel and sending it to Ostend. But is there a market for it?

"The benefits are many," says Mr. Simpson. "You can send them around the world to do different jobs at a significantly reduced cost. Then, you don't have to have a galley; you don't have to have toilets. You can utilise space. They are better for the environment as they can be electrically propelled, and since they can use smaller ports they can replace road transport and cut even more fumes".

Ghost ships: For Lawrence Brennan, a retired US navy captain and adjunct professor of Admiralty and Maritime Law at Fordham University School of Law, all these virtues of uncrewed cargo ships come with certain caveats. Ships with no sailors mean no risk to human life from fires or other hazards at sea. No one needs to recruit staff, pay them, keep them trained or guard against unlicensed crew. The boats can go anywhere.

But, in Prof Brennan's view, the first Achilles heel of unmanned shipping might be the very technology that created it. A failure in communications between vessel and base will render it a ghost ship, hopelessly drifting without a soul on board, a hazard to its owners, the owners of its cargo, and the environment, he argues.





Get creative: "Unmanned ships may be stopped by pirates by disabling shots or damaging the ship's propeller and rudder," Prof Brennan continues.

Karolina Zwolak, head of the Navigation Section at the Institute of Navigation and Marine Hydrography of the Polish Naval Academy, contributed to the success of the oysters' voyage. Part of her job was collision avoidance.

Dr. Zwolak is already working on the Sea-Kit international team's next ambitious endeavour, which will be to sail across the Atlantic next year, but is aware of the technology's limitations. "When unexpected situations occur on board, human creativity, experience, and non-schematic thinking can solve the problem,"

she says. So she does not see a revolution in the shipping industry in the near future.

Robot ships designed by Rolls-Royce

"I just believe more and more tasks will be delegated on shore, using communication technology," she says.

From crew to office: For his part, Mr. Simpson, who believes crewless short-sea transportation might not be a rarity in five years from now, says that problems such as the risk of piracy plague both manned and unmanned vessels.

He also thinks it is not economically sound to lay people off. "Unmanned ships need to be built, maintained, and controlled. The people that would have been on the bridge of a manned vessel are now in the office," he maintains, adding that a lot of training will be involved in the transition.

The other obstacle is the law.

"The legal regime is decades, if not a century-and-a-half out of date," says Prof Brennan. "As unmanned ships were never contemplated until recently, legislation says manning is essential for having a ship that is seaworthy, classified, and authorised to operate in national waters and on the high seas," he explains.

Legal catch-up

For self-navigating ships to crisscross the oceans free from legal constraints an entirely new maritime legislation will have to be drawn up and embedded in national laws and international regimes, otherwise financiers will be frightened off. Still, the international maritime community is going through such a frenzy of technological creativity, that for Dr. Zwolak there will be a solution soon. "Technology has always preceded law," she says.

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<https://www.bbc.com/news/business-48871452>

On October 3rd the Master Mariners of Canada conducted a Symposium at the University of Ottawa, the subject being the "The Evolution of Equality and Inclusion in the Maritime Profession". Following is an editorial by Mariah McCooley, M.M.M. Victoria Harbour Master, Harbour Airport Manager.

GET THEE TO SEA! Some Thoughts on the Symposium on the Evolution of Equality and Inclusion in the Maritime Industry by Mariah McCooley,

I'm on the plane back to BC after spending a whirlwind day in Ottawa for this symposium. The time change has me feeling like a waterlogged crouton but I am so inspired and charged up by the incredible people I had the privilege of spending the day with yesterday.

While it's fresh in my head, I really want to jot down some of the highlights and insights. I'm certainly going to carry this energy and enthusiasm with me for a long time to come.

I'm going out on a limb here but I would be willing to bet this kind of event is unprecedented. An entire day, set aside specifically to discuss diversity and inclusion in the maritime industry. The 100-ish symposium participants were leaders from all corners of the Canadian maritime industry: government and private seagoing professionals and management, maritime lawyers, nautical schools, pilotage authorities, the Transportation Appeal Tribunal, Ship Source Oil Pollution Fund, and everything in between. It was literally a who's who of the Canadian Maritime scene. Particularly notable was the fact that it was not all women - there were a ton of men there. Men who made the time to come and listen with open ears and minds to women talking frankly and honestly about their experiences, ideas, and areas of expertise. Women braved their discomfort in the spotlight to be incredibly open and honest about their experiences. Women tough as hell choked up recalling experiences of sexism and harassment in poignant moments. Overall though, the tone was incredibly positive.



The takeaway message? We love our profession. We want to collectively throw down the ladder to bring others on board, and break down the barriers that prevent that from happening. RAH! RAH!

What is the problem? Dr. Momoko Kitada, from the IMO's World Maritime University, kicked it off by painting a bleak picture of the status quo. Less than 2% of mariners worldwide are female. TWO PERCENT. Of that paltry 2%, only 7% are in senior leadership roles. A massive proportion of that 2%, also, are accounted for in the hospitality sector on board cruise ships, which means other sub-categories of shipping have virtually zero women on board. Shoreside management numbers aren't much better. At a time when the industry is desperately screaming for people, how is that we have neglected to tap into this massive pool of potential seafarers? By ignoring this cohort (50-ish% of the population) we are missing opportunities to combat - NAY, ELIMINATE - this worldwide shortage. Also, non-action speaks louder than words - the general lack of interest in identifying and breaking down barriers to full participation of women in the industry only serves to perpetuate the perception that women aren't valued in this profession. It's like dying of thirst on a deserted island because the effort to uncork a bottle is too great.

How did we get here? The age-old trope about how women don't go to sea because they want to be mothers is definitely overdue for a re-evaluation. In my opinion, this has been an "easy out" for industry leaders, because it means that no further self-reflection is required. "Ah, they leave because they want to." *Dusts lint off corduroy smoking jacket and lights up a pipe*. Far too little effort has been put into actually going to the trouble to ask women why they leave the profession in droves; what are the barriers to entry; what could be done to break down these barriers. We have an attrition rate comparable to McDonald's, and we need to be more curious about WHY. The imposition of solutions without this kind of inquiry mentality results in some weird stuff. Exhibit A, Chris Hall, the Harbour Master for the Port of St. John, chuckled about his experience on the CCGS *Sir John A McDonald* back in the day. Some well-intentioned (male) naval architect had apparently decided the women's washroom on board had to have a bathtub instead of a shower, because the perception was that women needed bathtubs. A BATHTUB ON A BOAT. This is a decades-old example, but the theme of structural accommodation came up multiple times. Shared bathrooms and shower spaces are problematic. Sure, we all had examples of how we'd toughed it out, grinned and bore (bared?) it, but the bar needs to be higher for reasonable measures taken to make women feel comfortable and safe on ships.

The utterly brilliant Vanessa Rochester, maritime lawyer from Norton Rose Fulbright, elaborated on unconscious bias and how that comes into play in the maritime world. It starts early on. "Little girls are encouraged to bake tiny pies in tiny ovens," she said, while boys are encouraged to be physical, alter the world around them by building and blowing things up. She encouraged the room to examine the unexamined - the assumptions we make automatically, once brought into the light, can be seen for what they really are. NB - Are you allowed to ask people to adopt you as a sister? Is that a thing? Asking for a friend.

The fact that seagoing careers are so far from the public eye doesn't help. Representation matters -- it's hard to pursue a career you can't even conceptualize. Furthermore, representation is important if you want to draw women and girls in. Mae Jemison, I mentioned during my panel conversation, is the first black female astronaut - and she became an astronaut because she saw a black woman on Star Trek as a kid. The maritime industry needs to do a better job of marketing itself as a viable career option. I also cautioned how representation is a double-edged sword: it has to be done right, otherwise the vibe is that we're albino zoo giraffes and only underscores our "otherness", perpetuating the idea that women in these roles are somehow freakish and unnatural. In a perfect world, my daughters would grow up seeing female pilots and captains and cement truck drivers and think that it's 100% completely normal. Women would be introduced as Pilot and Captain without being flagged as "the first female ____". Things are improving on this front, for sure, but there's still work to do.

What are the barriers? One of my favourite lines of the whole day was Capt. Marie-Claude Laurendeau, a pilot in the Great Lakes, who described her first experience aboard a ship where the captain took her aside and said "you will not succeed -- you already have three strikes. One, you're French. Two, you're a woman." Being a woman, apparently, was worth two strikes. There's no doubt about it, women have to work much harder than their male counterparts to prove their competence. This can also have a silver lining, though. At the networking event afterward, a table full of female maritime professionals - Captains, navigators, chief officers - talked about how being underestimated constantly is kind of satisfying when you get the job done and prove them wrong. Heads nodded. Group hug vibes. Definitely wanted to bottle up this camaraderie and support for the days when the self-doubt gets to me.

I brought up the issue of the ship-shore transition for women. Let's not ignore the fact that women get pregnant and have babies; but some serious work needs to be put into painting a picture of this path from ship to shore, from both a recruitment AND a retention perspective. My experience with Coast Guard was incredibly disheartening - when I got pregnant with my first child, I felt like I was thrown overboard by the organization like a bag of bricks. The conversation was all about how they were obligated to "accommodate" me, assurances that I'd have some kind of job, depending on what vacancies popped up. Maybe the warehouse? Maybe the pink-collar crewing office? Meanwhile, seagoing men with various medical issues popping up were immediately slotted into plum management roles ashore. If we're serious about recruiting and retaining women, we need to create a better path, and promote the fact that there are all kinds of amazing shoreside jobs, especially for those who have operational experience. Joan McLeod, a Coast Guard alum and passionate advocate for this issue, took it a step further by identifying a need for a ship-shore-ship path for women who need to pause their seagoing careers to have kids, but then want to return to sea but encounter insurmountable barriers in certification and employment options.

What's being done now? There are cool things happening. Vanessa talked about recent efforts by WISTA to create panel databases of diverse voices on all imaginable technical matters, so there will never be an excuse again to have a "manel" because event organizers "can't find women specialists". Chief Petty Officer 2nd Class Robert Wilcox, from the Navy, described in an intense talk about how the Navy is taking a 'burn it down' approach to dealing with sexual harassment in their sphere. Failure to act on reports of sexual harassment by managers is resulting in dismissals, all the way up the chain. "What you walk by, you approve of." Wilcox is one of the most passionate advocates I've seen for this cause, it was awesome. AWESOME. "To the guys out there," he said, "stick your foot in the door of the 'no girls allowed' club. Open the door. Let them in." I'M NOT CRYING YOU'RE CRYING.

Another Coast Guard alum, Cindy Brown, who runs the Nova Scotia Community College nautical program, talked about a new Ocean Protection Plan-funded initiative that provides scholarships to women for marine certification courses. The program has been wildly popular, she said, with all classes so far running at full capacity. There is no reason why women should not be diving into these jobs face first. Even without post-secondary education, a few MED courses and Bridge Watch can leapfrog you into a \$70k+/year job at sea. Leann Vaughn, a veteran navigation officer with BC Ferries, echoed this, saying that as a single mom starting out in the industry 30 years ago, she couldn't afford to live on a traditional "women's job" which led her to pursue her seagoing career. Despite the very real challenges obviously encountered by women at sea, the unanimous conclusion was that yes, we would 100% encourage all our daughters to do it. GET THEE TO SEA. New recruitment slogan, boom, nailed it.

What else can we do? One of the things that was identified time and again was the vital importance of mentorship. Women mentoring women. Men mentoring women. Women mentoring men. All have the desired outcome of promoting and encouraging diverse voices in the industry. We need more. More formal mentoring, more informal mentoring. Almost everyone spoke about how a mentor made the difference for them, opened the door, challenged them, gave them an opportunity that turned out to be a formative experience. Mentor someone; ask someone to be a mentor; organize it; do it.

Informal networking events, also, are a great idea. So many people mentioned how beneficial and fun it was to get together with such an awesome cross-section of the marine world, how we typically operate in a pretty siloed fashion and that more events would be a great benefit to all.

Ok, I'm almost done here -- the seat-back map tells me I'm somewhere over the Rockies so need to start condensing this word salad into something cohesive. Huge kudos owed to Master Mariners of Canada who organized this event, and to the industry sponsors who made it possible. I think Canada, as an internationally recognized champion of diversity and a well-respected maritime nation on the world stage, is perfectly positioned to be a leader on this front. The symposium proved that there is already a ton of talent and energy out there willing to make that a reality.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS October 13th 2019

Read about Mariah McCooley at <https://www.vicnews.com/community/introducing-victorias-harbour-master/> and at <https://ca.linkedin.com/in/mariah-mccooey-m-m-m-ba57a565>

People of the port

Jessica Calado, Harbour Patrol Officer, Marine Operations and Safety, Vancouver Fraser Port Authority: "In my role at the port authority, I board deep-sea vessels to carry out bunker inspections, speak to ship Masters and Chief Mates about the Port Authority's requirements, patrol the waters within our jurisdiction, and more. I'm proud to be the first full-time female harbour patrol officer at the Vancouver Fraser Port Authority. There aren't many women in the marine industry. It's always great to see people's reactions when they look up and see a female at the wheel. I'm proud to be working at Canada's largest and most diversified port."

(Jessica was the recipient of the Society's Bursary in 2011. At that time only one award of \$1,500 was available. The sea phase of her training at BCIT was with Princess Cruise Lines where she sailed with Captain Todd McBain*, the first Canadian to be appointed to a training position by the NPESC.)

(* See Seatimes April 2018 & https://issuu.com/bert777/docs/ships_monthly_-_may_2017/66?ff=true)

Port of Vancouver Newsletter, September 2019.



Maritime Recordkeeping is Serious Business: *In addition to fuel, modern ships also run on paper or their electronic equivalent. Vessels are required to keep written or electronic records of many things – and the list is growing:* There is the traditional Ship's Log, which records the vessel's position, course, speed, weather, and unusual events to name a few. The Oil Record Book (ORB) has been around for a long time and tracks all movement of oil throughout the vessel, including its loading, consumption, and discharge (generally via the oily water separator and overboard discharge piping).

Shipboard recordkeeping requirements have expanded in recent years.

- **The Sewage Record Book** keeps track of sewage discharges by type, date, time, distance from shore, rate of discharge, and vessel speed.
- **The Garbage Record Book** records each discharge operation, incineration, escape, or accidental loss of garbage.
- **The Ballast Water Record Book** records each operation concerning ballast water, including the date, time, location, and volume of each uptake and discharge, as well as the date and time ballast water is circulated or treated.
- **The Biofouling Record Book** keeps track of vessel dry-dockings, hull cleanings, anti-fouling system maintenance and changes, diver surveys and cleanings, and vessel layups, among other things.
- **On Board Training and Drills** are tracked in another record.
- **Ship Security Record Book** keeps track of training, drills, exercises, audits, etc.
- **The Cargo Securing Record Book**, in addition to containing the procedures for accepting, maintaining, and repairing or rejecting of cargo securing devices, also includes a record of inspections of such equipment. The dangerous goods manifest and stowage plan must be kept up to date.
- **The Ship Security Plan** includes recordkeeping requirements for training, drills, exercises, and audits. Work and Rest Hours have their own recordkeeping system, including an obligation for each crewmember to be provided with a signed copy of their individual records.

Any and all of these records must be made available to the port state control officer upon demand. In the United States, it is a violation of federal law to present a fraudulent record to such officer. Specifically, 18 U.S. Code §1519 provides:

Whoever knowingly alters, destroys, mutilates, conceals, covers up, falsifies, or makes a false entry in any record, document, or tangible object with the intent to impede, obstruct, or influence the investigation or proper administration of any matter within the jurisdiction of any department or agency of the United States . . . or in relation to or contemplation of any such matter or case, shall be fined under this title, imprisoned not more than 20 years, or both.

Unlike in some port states where fraudulent ship's records are either not detected or ignored, the United States vigorously prosecutes any and all violations suspected to exist. In addition, if a crewmember provides substantial evidence to support the prosecution, that crewmember can be handsomely rewarded in many instances. Thus, multimillion criminal fines against ship owners and operators for violations including fraudulent recordkeeping have become commonplace.

In 1999, Royal Caribbean Cruises Ltd pled guilty in federal court to a variety of offenses including the intentional discharging at sea of waste oil that was not processed through the oily water separator and of lying to the US Coast Guard by presenting to a boarding officer in the Port of Miami the ship's oil record book which did not contain entries for the illegal discharges. The company paid an \$18 million criminal fine and served five years under a court-supervised environmental compliance program. While this was the first high visibility such prosecution, it was certainly not the first instance of the federal government pursuing fraudulent recordkeeping offenses in the maritime sector.

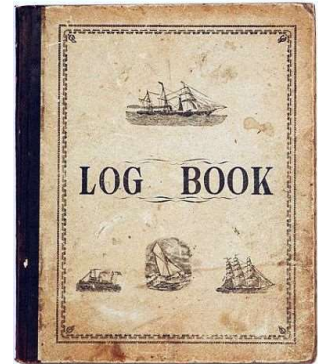
Initially, the industry bemoaned these prosecutions, particularly the ones that involved whistleblowers. Eventually, the industry acknowledged that, for the most part, these prosecutions have been for intentional crimes.

Unfortunately, these multimillion-dollar fines have not resulted in wholesale changes in the manner in which many ships engage in recordkeeping. Fudging entries, ignoring unpleasant facts (such as malfunctioning equipment), cutting corners, and outright fraud remain all too common. Some companies accept this as a fact of life. Others see it as an acceptable cost-cutting measure, saving money on repairs and downtime, in an era of low profits and cutthroat competition. In egregious cases, the federal government has banned the vessels of offending companies from operating in US for a period of years. Million-dollar fines related to fraudulent oil record book entries have become frequent. Less frequent, though growing, have been fines for fraudulent entries in sewage record books, garbage record books, and ballast water record books. Any official and some unofficial records maintained by a vessel or its owner/operator could become the focus of a criminal investigation.

Companies that do not make concerted efforts to encourage accurate recordkeeping on their vessels while discouraging and rooting out fraudulent record entries are engaged in high stakes gambling. Penalties will continue to increase for violations detected in the United States. Other nations are starting to take action when maritime fraud is discovered.

The days of *laissez-faire* are drawing to a close.

<https://www.marinelink.com/news/maritime-recordkeeping-serious-business-469258> August 7th 2019



BIMCO Points To Ships' Power As A Mean To Curb Emissions: While it remains a fact that ships' speed is the single most important variable influencing their CO2 emissions, there are different views as to which regulatory measure is best when it comes to enforcement and achieving the objective of curbing emissions.



Measuring a ship's speed is not an accurate exercise; therefore, other avenues have been investigated. It has been concluded that limiting ships' propulsion power can be controlled accurately and at the same time, it has a close correlation to speed.

"While it is imperative to ensure the GHG emissions savings through slower steaming are sustained, it is also important that owners are incentivised to innovate," says Lars Robert Pedersen, BIMCO Deputy Secretary General.

Setting a limit for ships' power has already been suggested by Japan. BIMCO recommends the power limit should be derived for each shipping sector from an

assumed performance of an average ship sailing at current average trading speed within each sector.

The proposal will be introduced at the Intersessional meeting of the working group on reduction of greenhouse gas emissions from ships at the IMO in London on 11-15 October.

<https://www.hellenicshippingnews.com/bimco-points-to-ships-power-as-a-mean-to-curb-emissions/>



Sea and Ice: This is a large article covering both land and sea and should be read in full from the following link. <https://newsinteractives.cbc.ca/longform/putin-arctic> However, here are some excerpts from the "sea" portion.

Along with the new industrial development, Russia is also aiming to control the shipping lanes in the Arctic — and for that, icebreakers are key. Russia has already started construction on what it claims will be the world's largest fleet of nuclear-powered icebreakers, eventually expected to number between 10 and 13 vessels.

The newest icebreaker is the *Ural*, a beast of a ship that will be able to crunch through sea ice more than three metres thick. Eight storeys high and 183 metres long, the *Ural* is powered by two nuclear reactors that won't need to be refuelled for almost seven years, giving the ship almost unlimited endurance.

It was **launched** in late May in St. Petersburg in front of a cheering crowd.

Hundreds of residents came out to celebrate, including 74-year-old Victor Pavlovsky. "Right now, I feel only happiness and gladness [to see this]," he told CBC News. A long-time employee of the Baltic Shipyard, which won the contract to build the *Ural* and two other vessels, Pavlovsky says it's essential for Russia to maintain a strong presence in the far north.



"In all our history, starting from Peter the Great, Russia has constructed its fleet," he said. "Although ... the United States, Canada and other countries [also] explore this region. But we always were the first, and we need to keep up with them. "Now, our aim is to build as many icebreakers as possible for the Northern Sea route, to reduce the time of delivery to the Far East."

Russia's government has said it expects the amount of cargo carried through its Arctic waters to increase to 80 million tonnes in 2025, from 20 million tonnes in 2018.

The 23-day journey from Europe to the Far East over the top of Asia is now ice-free only a few weeks a year but **has the potential** to shave up to 11 days off the traditional southern route through the Suez Canal.

With ice melt accelerating, the expectation is the icebreaker fleet will be able to keep the Northern Sea passage operating year-round, perhaps as soon as within a decade.

The new ships are to be based in the port city of Murmansk. With more than 330,000 people, it is the largest city north of the Arctic Circle, although its population has been decreasing since the breakup of the Soviet Union in 1991.

A flurry of new economic projects might turn that decline around. **Chris Brown. June 19th 2019**

See a video link: <http://www.cbc.ca/player/play/1545774147597/>

Unites States Coast Guard Alert Personal Floatation Devices (PFDs)

<https://www.dco.uscg.mil/Portals/9/DCO%20Documents/5p/CG-5PC/INV/Alerts/1019.pdf?ver=2019-09-27-130527-040>

NYK Claims First Autonomous Ship Test Under New IMO Guidelines: Japanese shipping group NYK is claiming the world's first trial of an autonomous ship following International Maritime Organization preliminary guidelines for autonomous surface ships. NYK says the trial was conducted using its 70,826 gross tonne pure car and truck carrier *Iris Leader*, which is operated by the group.

During the trial, which took place from September 14-20, the ship navigated from Xisha, China to the port of Nagoya, Japan, followed by the port of Yokohama, Japan, using the Sherpa System for Real ship (SSR) navigation system, which calculates optimal ship routing based on environmental conditions.

"During the trial, the SSR's performance in actual sea conditions was monitored as it collected information on environmental conditions around the ship from existing navigational devices, calculated collision risk, automatically determined optimal routes and speeds that were safe and economical, and then automatically navigated the ship," NYK explained in a statement. "Using data and experience gained through this trial but not obtainable through onshore simulators, NYK was able to ensure the feasibility of the SSR and its benefit for safe and optimal operations." Meanwhile, the crew performed typical duties during the navigation, which included parts of Japan's coastal areas.

NYK says it will analyze the data collected during the voyage and continue to develop the SSR system.

According to NYK, the trial was conducted in accordance with the IMO's Interim Guidelines for sound Maritime Autonomous Surface Ships (MASS) operations.

The IMO Maritime Safety Committee in June adopted the first endorsed a framework which included preliminary definitions of MASS and degrees of autonomy, as well as a methodology for conducting exercises and a plan of work. The endorsement was described as the IMO's first steps to address autonomous ships.

In a statement, NYK said it believes manned autonomous ships could make for safer operations and a reduction in crew workload.

September 30, 2019 by Mike Schuler

<https://gcaptain.com/nyk-claims-first-autonomous-ship-test-under-new-imo-guidelines/>

For a video from the test see: https://www.youtube.com/watch?time_continue=14&v=QUKbMA5sjSA



Seafarers are still necessary. Maritime employers play down the idea of completely unmanned ships: Seafarers should not be worried about their future careers – that was the main message from a recent conference on the Human Element in Marine Automation, organized by the International Maritime Employers' Council (IMEC).

<http://www.imec.org.uk/training/conferences/imecs-2019-conference/>



More than 150 delegates from both the shipping industry and other sectors, gathered to look at the future of onboard operations and the role of seafaring over the next 30 years. The delegates heard that while unmanned vessels are being trialled at present, the complexity of designing and operating a fully unmanned deep-sea vessel is vast and will require human interaction for a long time yet – although that interaction could well be of a different nature from what happens now.

The 24 speakers who addressed the conference over the course of the day covered issues from regulation and accident investigation to technological business models. The event concluded with a panel made up of Cadets from the UK and Ukraine who represented the professionals that will, according to IMEC, lead the changes that will occur over the next 30 years.

The conference analysed how the role of tomorrow's seafarer will undoubtedly change. The consensus was that sophisticated technology will be implemented on board and will have the positive consequence of making the industry more attractive to tech-savvy school leavers.

Maritime training will therefore have to keep

evolving to ensure that tomorrow's Officers will not only be able to use the technology but to make good decisions if it fails.

theSea. Jul/Aug 2019. www.missiontoseafarers.org



Fred. Olsen Breaks Corinth Canal Record: Fred. Olsen Cruise Lines made history on October 9th as the 24,344-ton 195.82-metre-long, 22.52-metre-wide *Braemar* broke the existing record to become the largest ship ever to traverse the Corinth Canal, which is only 24 metres wide at its narrowest point.

The 929-guest *Braemar* is currently sailing on a sold-out 25-night 'Corinth Canal & Greek Islands' cruise, which set sail from Southampton, UK in late September.

The Corinth Canal is a waterway that separates the Greek mainland from the Peloponnese, turning it into an island. It is an important navigational route, which once allowed ships to enter the Aegean Sea.



Clare Ward, Director of Product and Customer Service for Fred. Olsen Cruise Lines, said: "This is such an exciting sailing and tremendous milestone in Fred. Olsen's 171-year history, and we are thrilled to have been able to share it with our guests. At Fred. Olsen, we strive to create memories that last a lifetime, and with guests onboard *Braemar* able to get so close to the edges of the Corinth Canal that they could almost touch the sides, we know that this will be a holiday that they will never forget.

"We have already had exceptionally high interest in our second Corinth Canal cruise, in Spring 2021, and we can't wait to do it all over again!" The next sailing departs in April 2021 as the *Braemar* sails a 25-night Greek Islands & Corinth

Canal' cruise, ex Southampton, UK, on April 16.

<https://www.cruiseindustrynews.com/cruise-news/21702-fred-olsen-breaks-corinth-canal-record.html>

Also watch the passage at: https://www.fredolsencruises.com/port/cruising-corinth-canal?utm_source=email&utm_medium=e-shot&utm_campaign=corinth_12.10.2019&dm_i=8ID.6J30L7HD9XS.PXZLN.1

Zwarte doos MSC Zoe had mankement - RTV Noord

During the night of January 1 2019, a large ship lost containers in the North Sea. The *MSC Zoe* container ship was en route to Bremerhaven in Germany, when containers fell off north of the German island of Borkum.

Probably 345 containers went overboard. A number of containers and the cargo they contained were washed up on the beaches of the Wadden Islands. The coastline on the mainland is also strewn with rubble.

Read many news items about this incident at: -

<https://www.rtvnoord.nl/containererramp>



Note: The stories are in Dutch but Google offers you a translation.

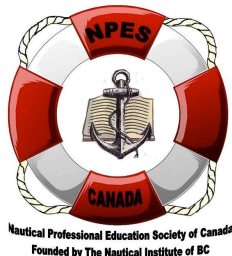
Your Society. Do you wish to make a financial contribution to the Society? Is it time for you to renew your membership? The Annual Membership Fee remains at \$40.00 but any amount that you can donate will be greatly appreciated.

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

Nautical Professional Education Society of Canada,
3648 Glenview Crescent, North Vancouver, B.C. V7R 3E8

Thank you.

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



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

