SEA TIMES

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

March 2020

LUMBER TO OCEANIA
IN PRE-CONTAINERSHIP DAYS

Part 2: We would have eleven or twelve days at sea before arrival at Pago Pago and according to my gear book it was time to overhaul the guy and gantline blocks and renew the manila falls as necessary. This work and some painting of the crew's toilets and washroom occupied the daymen and watches. The Second Mate, as cargo officer, traditionally was responsible for the cargo stowage plans, but I didn't stand a watch and he did. So I got out the coloured Ditto pencils and "jelly roll"** and drew up an "as loaded" plan from the rough one we had kept as the vessel was loaded. Before we reached Pago I ran off eight or ten copies. The various ports would have received by mail a copy of the much smaller plan the Supercargo had started, but ours was more detailed with stowage notes, and by reason of its size it was easier to keep up to date as the cargo was loaded and discharged.

(** *A duplicating process. A relatively thick pad (usually rolled up when stowed) that accepts Ditto pencils and typewriter ribbon imprints, from which eight to ten transfer prints can be made.)*

At Pago Pago we got rid of the remaining chickens –two of the twelve had expired along the way – the redwood on number four hatch and the Pago general in the 'tween decks. We then loaded some Navy "scrap" left from when Pago Pago was an advanced staging base during the war. The stuff was scattered all around the wharf area – an operable Northwest crane, tractors and tractor parts, trucks, rusted-out LCMs, crates of machinery, lathes, outboard motors and boxes of communication equipment, some of it junk and some never out of the crates – still in cosmoline!

We stowed a coiuple of the better trucks on the square of number four hatch and some of the lighter crated items on top of the after deckload. I met the owner in Sydney. He said he had a contravt with the U.S. Government to remove the entire lot before a specified date and had to take it all, the junk with the good, for which he paid 45¢ a ton! That runs around 6¢ for an outboard motor and a couple of bucks for that Northwest crane. The contract specified that he couldn't sell any of it to U.S. interests nor to specified other countries.

Next port Suva, where we discharged a few thousand feet of lumber and the Suva general cargo in numbers three and five 'tween decks – bagged cement, kegs of nails, roofing paper and other construction material and electrical appliances from our Special Cargo locker. Docked just ahead of us was one of the little inter-island passenger ships of Burns, Philp & Co. Ltd. (the Sears Roebuck of the South Pacific). Her officers in tropical white uniforms overseeing the Fijian crew

seemed like a page out of a Somerset Maugham novel. I wish I could have spent a year or so in one of those ships before they disappeared – replaced by, of all things, old Navy LSTs and commuter aircraft. Ugh! Another touch of storybook South Seas was the stevedore boss, "Old" Brownie, an Englishman who had gone native, married a Fijian and lived in a hut out in one of the villages. Brownie was a great cadger, always wanted something, an old paintbrush, a half can of paint, dunnage, anything he saw lying around. I saw his men stacking up some dunnage on the sly and called him on it. He said they were just fixing to send it back aboard but could he keep the little broken up pieces? I said OK and pretty soon all we had was broken pieces coming off the ship. So I had to put a stop to that.

Our agent, Morris, Hedstrom and Company, Ltd., booked an automobile and some crated bananas for Wellington. We stowed the car on the square of number three hatch and the bananas on top of the deckload at numbers one and two,

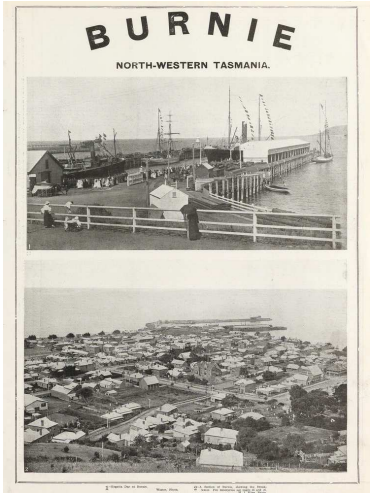
securing them to the chain deck lashings, and hoped for fair weather on the four-and-a-half-day run down to Wellington (above, date unknown).

The last couple of days before arrival we ran into a sloppy beam sea that gave the *Ventura* a moderate roll, making it unsafe to raise the gear at sea. When we docked at the Taranaki Street, the owner of the car we had loaded at Suva was waiting, anxious to get his car and irritated because we could not immediately land it. While raising the number three gear, a sailor trying to clear a fouled preventer, lost his balance and to keep from falling stepped on top of the car, making a dish about four feet in diameter; it looked like the whole top was caved in. Fortunately the deckload prevented the owner from seeing what happened, but I thought, wow, when he does he is really going to scream. The ship's electrician, who happened to be checking the number three winches, had taken it all in and called up to me, "Hey, Mate, I can fix that! Just get me a couple of bath towels." Knowing him to be a pretty resourceful guy I sent a sailor to get the towels and tossed them down to the electrician who jumped into the back seat of the car, wrapped the towels around his feet, and lying on his back with both feet against the roof, gave a sudden push, snapping the top back into place. It took a careful roof-level sighting to notice a stress mark in an arc about two feet long. A half hour later the New Zealand wharfies (as longshoremen are called in New Zealand and Australia) landed the car on the dock while I watched from the deck with fingers crossed. The impatient owner walked around it making a hurried inspection and, it having cleared Customs, got in and drove away. We were in Wellington about ten days and never received a damage claim.

New Zealand and Australian wharfies have work rules that must have made them among the least efficient in the world. They wouldn't work in the rain, no matter how slight, and headed for shelter as soon as a drizzle started, and their union wouldn't allow use of modern mechanical stevedoring equipment. Lumber was carried from the ship's side in clumsy two-wheeled carts pushed by a couple of wharfies. Forklifts and straddle carriers were not allowed. We had loaded the drums of lube oil at Parr Terminal in the Bay in one six-hour shift using eight-legged bridles with chain hooks lifting four drums at a time. They were discharged in Wellington using manila straps and wheeled away one at a time on hand trucks. It looked like a movie scene of Victorian London.

Sydney was next. We had moderate to fresh winds and passing squalls through Cook Strait and crossing the Tasman Sea. The Sydney pilot took us well inside the Heads where we went to anchor, joining a number of other vessels waiting for a berth.

An hour or so after we anchored an open launch with a canvas canopy came alongside to take off our passengers. A light rain was falling and the water of Port Jackson was choppy as the passengers made their way down the gangway into the moderately rolling and pitching launch while the sailors lowered their baggage from the hold. When about half the baggage was loaded the Bosun called out, "Okay, coffee time" and motioned for the gang to follow him into the deckhouse. I was near the gangway, having watched the passengers disembark, and heard the union delegate say something like, "Hey, let's finish with the baggage," but the Bosun kept walking towards the mess hall, so I called over, "Bosun, finish with that baggage before you go for coffee; the passengers are getting wet." "Our agreement says coffee time is 10 o'clock except for an emergency, and this ain't no emergency," the Bosun replied as he and a couple of sailors disappeared into the deckhouse. The union delegate and the rest of the gang continued with the baggage until all was aboard the launch. As the boat chugged away I waved good-bye and wondered what our former passengers would say about their twenty-nine day voyage aboard the *Ventura*.



After several days at anchor we moved in to the Dalgety wharf to discharge the mail, movie film and general cargo and then shifted up to Snails Bay where we moored to dolphins and discharged 2,500,000 feet, more or less of lumber into barges. We were at the dolphins about ten days, losing two or three days to rain and a couple more due to a strike called to protest the employer's order for the wharfies to stop fishing off the barges while working!

After the Sydney lumber was out we departed for Melbourne, a two-day run from Sydney Heads to the Port Philip pilot station. At Melbourne we went to an oil dock to take on bunkers and discharge the lube oil. Then we moved to a berth along the Yarra River to discharge the last of our lumber, again losing a couple of days work due to rain. We heard that many of the overseas steamship lines were putting, or had put, a surcharge on Australia and New Zealand bound cargo because of the long delays in discharging. As soon as a little rain starts the wharfies walk off the ship. I was told they get full, or

nearly full, pay while standing by, so why get their boots wet? One rainy day a newspaper reporter came aboard looking for a story. We talked about the slow work of the wharfies, who were at that time out in the dock shed waiting for the rain to stop, and I mentioned that almost our entire cargo of four and a half million feet of lumber had been loaded in the rain or snow up in the Pacific Northwest. A few days later his paper ran a story based on the interview quoting the "*Ventura's* Chief Officer." The story included a sharp reply from a union spokesman and our Agent sent word for me not to talk to the papers. After the Melbourne cargo was out we loaded some household goods, canned foodstuffs and boxes of shoes for Suva discharge in number four lower 'tween deck.

Meanwhile we were booked to load ore in Burnie, Tasmania, and a gang of shipwrights was hired to build a shifting bulkhead in number four hold. When the bulkhead was finished the owner of the shipwright firm offered me £20 "to show his appreciation for the work." I said I didn't have anything to do with his getting the job, but he said, "Well, we always give the Chief Officer a little gift." I still turned it down. Twenty pounds didn't seem enough to possibly get myself compromised.

Burnie is on the north coast of Tasmania, about 250 miles south of Melbourne, across Bass Strait. We loaded lead ore in eight hours and took departure for Sydney where we docked at Circular Quay. After loading some bales of wool and bundles of green hides, and after our crew was lined up so that the Immigration Inspector could be assured that our three black crewmen were aboard, we embarked eight passengers and took departure for San Francisco via Suva and Pago Pago.

At Suva we discharged the ex-Melbourne general cargo (an found the shoes had been pilfered in Burnie). We loaded sixty gold ingots, which were stowed in the passenger quarters in a walk-in locker with a steel door. The gold was carried aboard by the longshoremen guarded by barefoot Fijian police dressed in smart blue tunics, chalk-white belts and skirts, and all surmounted by their huge red hairdos. After the gold was in and signed for, the door was tack welded closed and we were off for Pago Pago.

We were two days at Pago loading copra for the Pacific Vegetable Company in Oakland. The copra cam aboard in sacks that were landed on number two and number four hatches where the tarpaulins had been laid back and a few hatchboards removed, and those remaining spaced out to make a number of small openings. The Samoan longshoremen then cut the rough stitching that closed one end of the sack and shook the copra out and down through the openings between the spaced hatchboards. Coming aboard with the copra were jillions of copra bugs. An hour after the first sack landed they were everywhere, including the galley, mess rooms and of course, our food.

Matson Line's "Mariposa" in Pago Pago in 1948.

Minutes before we were to depart, Ben Kneubuhl, Matson's Pago Pago agent, brought a black South African down to the ship, who had stowed away in Los Angeles on a sister Oceanic ship, and said we had to take him back to San Francisco. Captain Olsen refused, saying he would get stuck with him in San Francisco, US Immigration wouldn't let him off the ship and we would have to put guards on him until Matson arranged to get him back to wherever he came from. Kneubuhl replied that the orders came from Matson's marine manager and that he wouldn't let our lines go until the stowaway was aboard. The argument got hotter and hotter with the Captain shouting down from the bridge, Kneubuhl shouting up from the dock, and the passengers lining the boat deck rail, bug-eyed, taking it all in. Probably the highlight of their trip!

Finally the Captain agreed to go over to Kneubuhl's office and call San Francisco to get the word firsthand. Ten minutes later he came stomping back and up the gangway muttering angrily all the way. The steward was ordered to put a cot down in the stores flat outside the CO-2 room for our new passenger, and we were underway for San Francisco.

Among the passengers was Lotta, an attractive fortyish Caucasian woman with a German accent and Chinese last name. She told us she had married a member of the Chinese Embassy in Berlin in order to escape from Nazi Germany. The ruse had worked and she was able to get to Australia, sans husband, and was now going to visit friends in the States.

By the time we left Pago Pago it was apparent that Lotta and Captain Olsen had found much of mutual interest to talk about. They were often together on the boat deck chatting away. And the Bear**, usually a rather distant and all business Captain, became the beaming center of conviviality in the saloon at dinnertime – he radiated happiness. I went on vacation shortly after our arrival in San Francisco and the next time I saw Captain Olsen was a couple of years later at a Matson stockholders' meeting; he had retired, was married to Lotta, and living happily down on the Peninsula.

On July 25th, twelve days from Pago Pago, we arrived in San Francisco Bay. As we passed Pier 45 on a slow bell, the Marine Exchange launch, *Jerry Daily*, came alongside and the operator passed up our mail, Company and personal, and docking instructions. We called down the name of our Master, where we were arriving from and the general nature of our cargo. This information was for the newspapers, which included it in their daily ship movement report. In the early '30s, when shipping rather than tourism was a major element in city life, the newspapers often devoted a full page to shipping news. This has gradually been whittled down until today when shipping rates a one-column, three or four-inch notice.
After clearing immigration (who took charge of our stowaway) and Customs, we docked at Pier 32 where the gold was loaded into a Brinks truck, the passengers disembarked, the ex-Sydney and Melbourne general cargo discharged, the crew paid off Foreign Articles, and the ship's license changed to coastwise enrolment. We then shifted to the Pacific Vegetable dock in the Oakland estuary for one night where the copra was vacuumed out (like magic the bugs disappeared) then moved up to Selby, up in San Pablo Bay and discharged the Burnie ore.

At midnight, all homeward cargo out, voyage number four ended and voyage number five commenced.

** A few years earlier there had been three Captains in Matson Line with the name of Olsen. In conversation they were referred to by nicknames derived from vessels they had been Masters of in the old 'Oceanic and Oriental Line'. Captain Eugene Olsen was known as *Bear* from the *Golden Bear,* Captain Carl Olsen was known as *Eagle* from the *Golden Eagle.* The third, Captain William Olsen, was just plain *Bill*.

For the history of Matson Line see https://www.matson.com/corporate/about_us/history.html

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Managers benefit from paperless navigation: ECDIS and e-navigation have benefitted shipmanagers "Thome Group" and ferry operators DFDS, while "Ray Carriers is trialling new technology.

Ship e-navigation has completely changed bridge operations and opens shipping up to new technology applications. Moving from paper to electronic navigation and adopting ECDIS has provided ship operators, owners and managers with several operational benefits and new challenges.
There is less burden on crew to update electronic navigational charts (ENCs) with navigation information and maritime notices as this can be automated in ECDIS. This requires two ECDIS on a bridge for redundancy, so there is no need for paper charts.
E-navigation also allows weather information to be used for passage planning and radar images for voyage execution. ECDIS lets fleet managers verify voyage plans and provide advice to bridge teams on optimised routes for lowering fuel consumption and ship emissions.

For shipmanagement business Thome Group, e-navigation has transformed bridge operations and interaction between managers and crew. Its vessels have two ECDIS on board so that if the primary navigation aid fails, there is another to take over operations.
"All of the ships now have dual ECDIS and these keep ENCs updated," says Thome Group chief executive Olav Nortun. "ECDIS does this automatically and it means bridge teams have more time for navigation," he tells *Maritime Digitalisation & Communications*. "Going from paper to electronic has been completed and now we are getting all the benefits and seeing what is useful."
The transition was over several years as ECDIS was installed on ships to meet and exceed regulatory carriage requirements. Crew and shore staff needed retraining on ECDIS and capturing the benefits it delivers.
"It was an interesting transition, from old to new technology," says Mr. Nortun. Now that is completed, Thome is reaping the operational benefits.
On board its ships, crews can devote more time to navigational safety, ship-shore communications, interacting with port authorities and regulators and monitoring operations.
"Passage planning is much quicker and there is more transparency of voyages in e-navigation," says Mr. Nortun.
Thome has identified that voyage planning can be more interactive for crew and shore managers through e-navigation. On board its ships, navigators can use weather information to plan routes more effectively and software for weather routeing, reducing voyage time and energy consumption.
Navigators also receive information on the latest regulations for the territorial waters vessels are sailing within. This can affect the types of fuel ships can use and the types of waste they can emit if, for example, ships enter emission control areas.
"To help officers with voyage planning, we can take charts and the environmental regulations information as an overlay on e-navigation systems," says Mr. Nortun. "There are more interfaces for passage planning and alerts when ships are close to a boundary in regulations, such as when ships need to switch fuels or if there is a change in waste regulations."

Thome also has an ECDIS in the fleet management office that enables shipmanagers to provide information and advice to crew. "We can verify voyage plans and check the routes against environmental regulations," says Mr. Nortun. "We track weather around the globe and provide advice to the vessels for weather routeing."
It is then the Captain's decision whether to use the information and advice, as they are still responsible for safely navigating their vessel.
"We do not want to take away the human element and we need people on board to remain in charge," says Mr. Nortun. "We can provide information and advice to them to improve operations. But, we do not want to take away the responsibility from our officers."
To maintain responsibility and operational competence, Thome's seafarers go through vigorous training and retraining throughout their careers. Some of this is conducted in Thome's own training centre on a Kongsberg K-Bridge ship bridge simulator. This has 19 models of ships including crude and product tankers, bulk carriers, gas carriers, icebreakers, anchor handlers, offshore supply ships and rescue boats. If officers need training on different operations from these, Thome can send them to simulator centres outside of the organisation.

"Passage planning is much quicker and there is more transparency of voyages in e-navigation"

"We have our own training centre, but we will rent capacity for advanced training as we are not able to keep everything in the centre," says Mr. Nortun. Thome also uses e-learning software for some training requirements.
Passenger ship ECDIS: ECDIS is also an important navigation aid for ferry group DFDS. Its ships have dual ECDIS on board to enable officers to plan and execute routes. Some even have a third ECDIS for additional redundancy.
ECDIS has its own independent power supply and GPS position input to minimise the risk of failures or incorporating incorrect information during voyages, says DFDS marine standards manager Jakob Lynge.
DFDS is a leader in developing e-navigation technology and industry discussions for its adoption. "We are of course very much into e-navigation and all the developments of any kind, as we like to see ourselves as a leading ferry operator," he explains. "We have an innovations department that are constantly following e-navigation developments. And they are testing equipment that could make our navigation even safer." Mr. Lynge says this could include using unmanned aerial vehicles to provide visual information to ship Captains.
DFDS also hosts the annual International e-Navigation Underway Conference on board its passenger ships, this year it was on *Pearl Seaways*, where industry leaders discussed current and future e-navigation technology and regulations.
Artificial intelligence: Future technologies are being tested by "Ray Carriers", which operates a fleet of eight pure car and truck carriers. It is trialling an artificial intelligent (AI) navigation aid to provide additional information to ship masters about surrounding vessels and hazards.
"Ray Carriers" uses Orca AI imaging to help navigators avoid collisions in crowded waterways and low visibility. Orca AI supplements existing onboard sensors, such as AIS, radar and GPS, with thermal and low-light cameras.
These are combined with an AI-powered navigation and vessel tracking system, which helps Captains to detect ships and navigation hazards at both long and short distances. It delivers information on the future passage and track of other vessels to enable navigators to remedy their course and avoid a collision.
Orca AI will recommend course corrections and actions to avoid potentially dangerous situations. It is easy to retrofit ships with this technology, which is fully compatible with international shipping and safety regulations.
Modules on "Ray Carriers" harvest data from daily operations to enable Orca to build smarter systems for the future.

11 Jul 2019 by Martyn Wingrove

https://www.rivieramm.com/news-content-hub/news-content-hub/managers-benefit-from-paperless-navigation-55521

WHAT IS TWILIGHT? What is the correct definition of twilight? The concept suggests vagueness. But in actuality, it's a very specific event. And there's really not one twilight but three! And they're each so distinct, they have their own names.
Civil twilight starts at sunset and ends roughly 45 minutes later, when the sun has plunged six degrees below the horizon – equal to 12 times its own width. That's when streetlights must be on, according to most municipal ordinances.
Nautical twilight persists longer, until the sun is 12 degrees down. That's when the horizon vanishes, when a mariner cannot distinguish between sea and sky.
Astronomical Twilight continues still longer, until the sun has fallen 18 degrees below the horizon, letting the faintest stars emerge. Its conclusion heralds the arrival of full darkness.
By the way, twilight is different from dusk, which occurs after sunset, once the top of the Sun has passed the horizon. As with twilight, there is astronomical dusk, nautical dusk, and civil dusk, occurring at 18°, 12° and 6° below the horizon respectively.
Twilight's duration is not usually expressed in units of time, but rather degrees, and for good reason: its length varies. Depending on the time of year and the latitude of the observer, twilight can expire in less than an hour or linger throughout the night! Twilight is always shortest in the tropics, where less than one hour is the most you ever get. From the latitude of New York, 1 1⁄2 hours is about average, while from Alaska there simply is no night at all between May and August. There, the choice is either daytime or twilight.

There's much more to it than pretty colors. Twilight plays host to phenomena not seen at any other time, such as those crepuscular rays, or the appearance of Mercury or Venus, or the sudden profusion of earth satellites, which are most numerous during the first 90 minutes after nautical twilight ends, or Earth's shadow, looking like a blue-gray band low in the east during twilight's first 15 minutes.

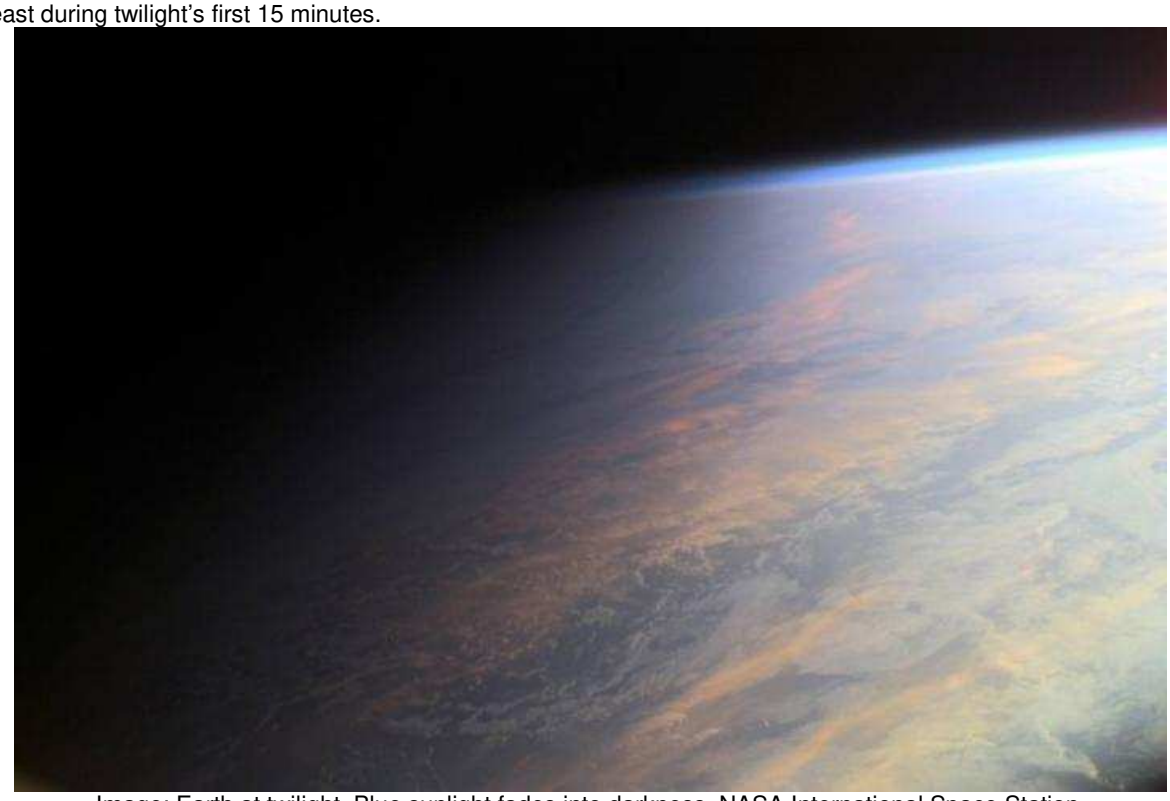


Image: Earth at twilight. Blue sunlight fades into darkness. NASA International Space Station.

Following is Part 1 of 2 from an article about the training ship, HMS *Conway*, which appeared in the October 1987 edition of "Sea Breezes". It is reproduced here courtesy of the "Sea Breezes Monthly Magazine". http://www.seabreezes.co.im/
(I have included this article because it was the school that I attended for two years before going to sea. Geoffrey Tinker was there about 17 years before me when the ship was in a different location from my time but conditions were very much the same. David)

The *Conway* Remembered: by Geoffrey Tinker. From: *Sea Breezes,* October 1987.

"In every British man or woman is born the spirit of our sea roving and sea fighting tradition. Take this inheritance, plant it in the right surroundings, nourish it with sound training, and you will produce the finest sailor in the world". **Conway prospectus, April 1931.**

An institution that survives for 115 years must have something to merit such longevity. The training ship *Conway,* established in 1859, was such an institution and her passing continues to be mourned by her Old Boys' Association, the *Conway Club*, now over 1,500 strong and likely to extend many years into the future until the last Cadet passes away. The present youngest members are only in their mid-twenties.

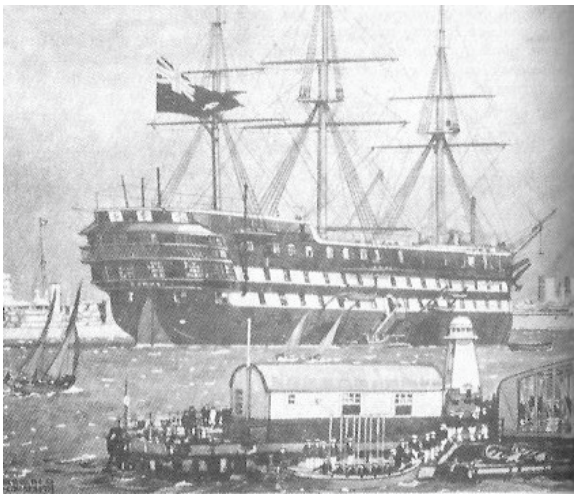
The ship nurtured many famous men, among them the late Poet Laureate, John Masefield, Capt. Webb, the Channel swimmer and Captains of such prestigious vessels such as the Cunard "Queens" and major warships. Her name and traditions live on in *Conway* House at Kelly College in Devon and at the *Conway* section of Liverpool Maritime Museum.

Masefield wrote her history in 1933 under the title "The Conway" (William Heinemann Ltd). An updated edition was published in 1953. She was based in the River Mersey, moored off Rock Ferry near Birkenhead, from the start in 1859 until moved to the Menai Strait in North Wales during the Second World War.

I count myself fortunate to have been a Cadet in her in the mid-1930s. She was famous. People had heard of her in the South of England as well as the North, in Wales, Scotland and further afield. Fellow Cadets in my time came from Cornwall, the Channel Islands, Glasgow and Stornoway in the Hebrides. Another was from Montreal and later became an Admiral in the Royal Canadian Navy.

Joining the ship as a "New Chum" was a traumatic but exciting experience for a boy of 14, straight from home without even a baptism of a boarding school in preparation. Many boarding schools were tough places at that time but life aboard the *Conway* was only equalled in severity by the system at the RN College, Dartmouth, and perhaps similar nautical schools for officer training such as the *Worcester* on the Thames and at Pangbourne Nautical College.

It was May 1935 when, resplendent in new uniform, I humped my suitcase into the ship's motorboat at Rock Ferry pier and looked round at my companions, some also newcomers judging by the shine on their cap badges, others old hands with badges going green with the action of sea air, their caps worn at a jaunty angle. As the boat made her way across to the ship some 200 yards out in the river, I looked with awe and delight at the attractive alternate horizontal bands of black and white on her bulbous hull, the fashion of the wooden walls of the Royal Navy of more than a century earlier.



We went alongside the starboard gangway with the ship's side towering above us, struggled out of the boat with our bags and up the steps with their highly polished brass nosings to the top, where the Officer-of-the-Watch appraised us sternly before we ducked under the low doorway on to the quarterdeck, awkwardly following the example of those already initiated in saluting as we did so.

With other "New Chums" I was taken down the principal hatch ladder – it seemed incredibly steep and could hardly be called a staircase – to the orlop deck where the Cadets' living and sleeping quarters were situated.

The ship's company of Cadets was divided into "tops", roughly equivalent to houses in a public school except that boys did not stay in the same top for the whole of their time in the ship. "New Chums" were allocated to the Fo'c'sle Top and I found myself being taken along the orlop deck to Starboard Fo'c'sle, which was to be my home for my first term. After that there would be progression, to Port Fore in the second term, following through other Main and Fore Tops to Starboard Main, where reigned the senior Cadets.

The only exceptions were the Mizzen Tops. Both Starboard and Port Mizzens were populated by small Cadets, those of stature smaller than unusual for their age. They stayed there throughout their *Conway time,* from their second term onward.

In Starboard Fo'c'sle I was one of 15 boys just starting. We weighed each other up, exchanged details of home and family and gradually chose our particular pals. When we had all arrived we were assembled into some sort of order within the confines of our part of the orlop deck and were addressed in an authoritative but not unkindly way by our Cadet Captain (the equivalent of a prefect). He told us about ship's routine, meals, classes and generally what would be expected of us. We were then bundled up to the main deck for high tea, then had an hour or two to unpack our belongings from our cases and stow them in our sea chests. These were wooden boxes about 3ft by 2ft by 1ft 8in high, painted black. Each Cadet's name was painted in large white letters on the front. The top opened as a lid and there was a removable tray in the upper part. The only seating space on the orlop deck was on the top of your sea chest.

The most traumatic shock came when we were handed brooms and ordered to sweep the deck. Each New Chum was responsible for sweeping and keeping clean a section of the orlop deck within the Fo'c'sle Top area and the areas of all the other tops (of more senior boys) along the length of the ship.

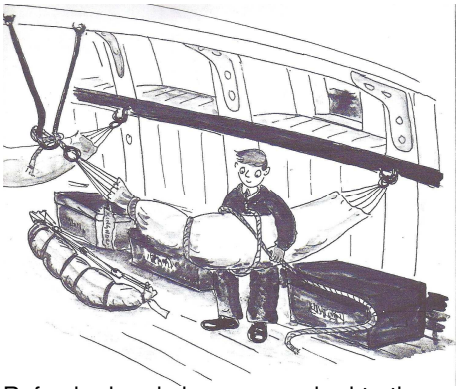
Cleanliness was almost a religion. Woe betide the "New Chum" on whose sweeping patch was found any dirt or dust after he had finished his chore – which had to be carried out many times a day. He would be in for one or more strokes across the behind in his pyjamas before turning in, even if he was completely innocent, which could easily be the case, because older cadets in areas other than the Fo'c'sle Top were adept at accidentally, or even maliciously, throwing down paper or dust after the sweeper had finished his sweeping. It just had to be borne, and constant inspections of his patch had to be made by each sweeper when he got wise to the problems.

The first evening on board, when the initiation, high tea, unpacking and sweeping were over, developed into chaotic madness. About 8.40pm, at the behest of a bugle call, there was a tremendous scramble of rushing feet to the lower deck. We "New Chums" were chased along with the crowd, almost falling over each other up the steep hatches, and told to get hold of ropes laid along the deck.

We then had to pull for all we were worth, moving slowly along the deck with the rope tightly held, as if we were on the winning end of a tug-of-war, except that we were facing forward as we pulled, rather than backwards. Pulling on this rope came to an end and then we were chased to another rope and went through the same thing again. We hadn't the faintest idea what it was all about but later discovered we had been hoisting the boats on to their davits projecting from the ship's side. The ropes we pulled so manfully were their falls, all operated by boy power. None of your electric winches or other mechanical devices here! We were learning to be men and flexing our muscles.

Our reward for the completion of this arduous task was another bugle call, *Come to the Cookhouse Door, Boys,* followed by mugs of cocoa, bread and jam on the main deck.

Then it was back to the orlop deck to be shown bedding and hammocks, and the way to sling them on the hooks in the ship's side and iron cranks that swivelled down from the deckhead. In the hammock was a narrow mattress and a pillow, and we had sheets and pillowcases, with blankets for warmth with which to make up our beds. Then we tried to get in but the cylindrical shape of a hammock means that it rolls over unless you get your weight in the centre. There's a knack in balancing it and at first we were falling out all over the place.



As *Last Post* was sounded we eventually settled down, thinking of all the strange new experiences of our first day, then quickly drifting off, dead tired after our exertions, in what proved to be the cosy comfort of our suspended beds.

It seemed no time at all before the strident notes of a bugle sounding *Reveille* jerked us from our dreams, with the Master-at-Arms crying "Wakey, wakey, rise and shine, sun's burning your eyes out!" as he went round the deck at 6.30am, banging the sides of hammocks with his cane and sometimes pushing them until the occupants fell out.

By modern standards, washing arrangements were primitive. At the forward end of the lower deck were rows of washbasins with cold water. Unfortunately there were nowhere near enough for all the Cadets so it was a matter of first come, first served, the rest waiting until a basin was free.

Refreshed and clean, we rushed to the upper deck up the steep hatches, for physical jerks and racing around the deck before descending again to the main deck for breakfast. Morning Divisions – formed up drill fashion in rows by Tops – followed, with prayers and the favourite business of the day, handing out mail. There wasn't much time to read our letters however, before partitions on the main deck were moved into position to form classrooms, and the schoolwork of the day began. This lasted each weekday morning until 12.30 and in the afternoons, except Wednesday, from 1.45 until 4.00pm. There was a mid-morning break and lunch was at 1pm. In the dog watches there was time to do one's own thing and after high tea at 5.30 there was prep until it was time for hoisting boats, then supper, evening prayers and the blessed rest in the hammock.

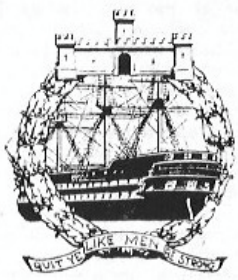
CADET CAPTAINS MAKING THEIR REPORTS AT NIGHT

Saturday mornings saw intensive scrubbing, polishing of brightwork and swilling down decks. The "holy ground" on the main deck, an area consecrated to receive the altar for Sunday church, was scrubbed and scrubbed until its timbers were snow white, and then covered with canvas at the peak of its perfection at midday on Saturday until its unveiling on Sunday morning for close scrutiny during Captain's Divisions, and then its weekly role to the Glory of God.

On Wednesday and Saturday afternoons games were played; rugger in the two winter terms, cricket, tennis, athletics or swimming in summer. The *Conway's* sports ground was ashore at Rock Ferry, a walk of half a mile or so from the pier. Only one route was allowed to the ground and any Cadet found out of bounds could expect severe retribution. As with everything else to do with the *Conway*, games were played hard, whether you liked them or not. Adjoining the sports ground was the sanatorium where boys were sent if they had any illness or injury of a more serious nature than could be treated in the sick bay on board, which coped with minor ailments of short duration.

In 1859 the Admiralty, in response to repeated applications, lent the small 28-gun frigate "Conway" to the Mercantile Marine Service Association for use as a school in the River Mersey for the better training and education of boys wishing to enter the Merchant Navy. She soon proved to be too small and in 1861 she was replaced by the 51-gun frigate "Winchester". The school continued to flourish and in 1875 the Admiralty placed the auxiliary screw battleship "Nile" at the disposal of the MMSA and she, in turn, was renamed "Conway".

After the "blitz" of March, 1941, when the ship was nearly set on fire by incendiary bombs, it was decided to move her to a place of safety and in May that year she was towed to the Menai Strait. This was such an ideal site that the MMSA negotiated successfully with the Marquis of Anglesey for part of his mansion at Plas Newydd to be adapted for the school's use.



This proved to be a fortunate arrangement for in April, 1953, while being towed to new moorings, the "Conway" went aground and was declared a total loss. The school continued at Plas Newydd until 1974 when economic circumstances and changes in Merchant Navy entry forced its closure.

During the summer term the attractions of swimming and sailing appealed to most of us. Going swimming entailed a ferry trip down the river to Liverpool, and another across to Wallasey, where we went to the indoor baths. Cadets had to stay in a group but at least it was a break from the confinement of the ship and the restricted route to the sports field in Rock Ferry. We saw other people going about their business in the world, and sometimes even got permission to go aboard liners berthed alongside the Pier Head, or at least see them close up when we didn't go aboard.

Sometimes there were warships too, a rare and special sight in Liverpool. I remember the sensation caused when a battleship of the *Royal Sovereign* class visited the Mersey.

Later during my *Conway* time, swimming lessons were held at the open-air pool at New Ferry, further up the river, depriving us of the advantage of going across to

Liverpool, but an attractive swimming pool in sunny weather.
Sailing was popular too. The sailing cutter provided practice for about 10 younger, inexperienced Cadets under the guidance of a few older boys. After reaching a certain competence, all boys were able to man one of the ship's navy-type sailing dinghies in a crew of four. These were clinker-built boats about 16 feet long and were heavy and unwieldy compared with today's sophisticated dinghies. Even so, it was an enjoyable and exhilarating experience to sail up the mile-wide River Mersey on a summer's evening in a stiff breeze for three or four miles from the ship.
There was also a small pram that was available only to very experienced senior Cadets, manned by a crew of two. This dinghy was very prone to capsizing and often did so, whereupon one of the motorboats or rowing cutters had to go to the rescue, as it was difficult to right the pram without assistance.
With all these varied activities, and the resilience of youth, we soon settled to the routine of daily life in the *Conway*. The companionship, open-air life and interesting instruction in seamanship, navigation, engineering and the like compensated for the more tedious schools subjects and the unpleasant chores to which we were subjected.

To be continued.

Question: What is an Orlop Deck? It is an old name and Wikipedia describes it as follows: -
The **orlop** is the lowest deck in a ship (except for very old ships). It is the deck or part of a deck where the cables are stowed, usually below the water line. It has been suggested the name originates from "overlooping" of the cables, or alternatively, that the name is a corruption of "overlap", referring to an overlapping, balcony-like half deck occupying a portion of the ship's lowest deck space. According to the *Oxford English Dictionary*, the word descends from Dutch *overloop* from the verb *overlopen*, "to run (over); extend". https://en.wikipedia.org/wiki/Orlop_deck
Also see: https://www.tandfonline.com/doi/abs/10.1080/00253359.1997.10656666?needAccess=true&journalCode=rmir20
(Three of the Furness Withy general cargo ships that I sailed in had an Orlop Deck. Hatch No. 2 had an Upper Tween Deck, a Lower Tween Deck, an Orlop Deck & a Lower Hold. David).

Lessons learnt from a collision while overtaking – UK P&I Club comments: Stuart Edmonston, Loss Prevention Director at UK P&I Club, discusses an incident which occurred when a small tanker attempted to overtake a bulk carrier and advises on the lessons that can be learnt from this:
"In conditions of good weather and visibility, a small tanker and an overtaking capesize bulk carrier were proceeding in a north easterly direction towards a traffic separation scheme. The tanker was steering a course of 034o(T) at a speed of 10.5 knots and the overtaking bulk carrier was steering 036o(T) at a speed of 12.5 knots. The tanker's OOW went onto both bridge wings during this period, but did not notice the bulker approaching from astern as his attention was directed forward of the beam.
"As the vessels came into close proximity, the effect of hydrodynamic interaction pushed the tanker's stern to starboard, resulting in the bulker colliding with the port side of the tanker. The collision caused serious damage to the tanker's hull structure and consequential flooding.
"The collision was principally caused by the failure of the overtaking bulker to comply with her obligation under Rule 13 of the COLREGS to keep clear of the vessel being overtaken. A proper lookout was not being maintained on either vessel. In the case of the tanker, the OOW failed to keep a proper lookout by all available means over a full 360o arc of the horizon and as a consequence, did not take the appropriate avoiding action required of a stand-on vessel under Rule 17 of the COLREGS."
Lessons Learnt:

- A proper lookout must be maintained by all available means, including sight, hearing and radar over a full 360° arc of the horizon
- Where there is risk of collision, the give-way vessel shall, so far as possible, take early and substantial avoiding action and monitor its effectiveness closely
- Under Rule 13 of the COLREGS, it is the responsibility of the overtaking vessel to keep out of the way of the vessel being overtaken
- The vessel being overtaken, as stand-on vessel, is required by Rule 17 to keep her course and speed
- The stand-on vessel may however take action to avoid collision as soon as it becomes apparent to her that the vessel required to keep out of the way is not taking appropriate action
- When, from any cause, the stand-on vessel finds herself so close that collision cannot be avoided by the action of the give-way vessel alone, she shall take such action as will best aid to avoid collision

Source: UK P&I Club. October 4th 2019.
https://www.hellenicshippingnews.com/lessons-learnt-from-a-collision-while-overtaking-uk-pi-club-comments/

Letters received from Successful Bursary Applicants

Thanks for your email! I am beyond honoured to be one of this year's recipients of the NPESC award! I would like to extend my sincerest thanks and gratitude to the committee and the society. I am currently at sea (writing this note to you off the coast of Florida), and will be returning for my fourth year, in the spring of the New Year. I would be more than happy to join the NPESC!
This bursary will be of tremendous support in my final year of studies at BCIT. I will be sure to get in touch with your Seatimes editor as follows with an update as well as how the award helped me with my education and studies.
I look forward to meeting you in person in the near future!
Warmest Regards, Noah Hendricks

This is excellent news. I am very appreciative of the financial support that the Nautical Professional Education Society of Canada and BC Supercargoes Association provides to students such as myself working towards furthering their marine education. This bursary will be of great assistance to me going forward in the Cadet Program at BCIT. It would be an honour to attend a presentation at the BCIT Marine Campus and thank any members of the Society in person.
I have recently joined the Nautical Institute as a student associate member and am looking forward to being involved in this community of professional seafarers.
The Seatimes newsletter is always filled with interesting material, David Whitaker does an excellent job compiling and editing this publication. In the future, I will work on putting together an article for the publication describing how this bursary has helped me progress in my career as a seafarer.
Thank you again for the support.
Best regards, Robert Jamieson, Deck Cadet, BCIT

I am extremely happy and thankful to have been chosen for this bursary. I appreciate your consideration and I will be in touch regarding the article for the magazine.
Thank you again,
Justin Lamarche, Deck Cadet, BCIT Marine Campus

Thank you very much. I'm very grateful to be one of the students chosen for the Bursary, and will for certain remain in contact in the future. Perhaps during my next sea-phase I'll have some stories that may be suitable for your publication.
In regards to the NI membership, I happen to already be a member. I attended one of their conferences in Victoria prior to leaving this for this sea-phase, and it was an incredible experience. The NI is something I will plan to continue on with for the duration of my career at sea for certain.
Once again thank you, and all the best.
Zachary Mauriks, Deck Cadet, BCIT Marine Campus

And for the BCIT Foundation NPESC First Year Achievement Award

Thank you for honouring me with one of the NPESC Scholarships. I've just begun my second school term in North Vancouver. I completed my first sea phase over the summer on a tug and barge in the St. Lawrence Seaway. I gained a lot of valuable experience. I'm so happy that I chose to pursue a career in the marine industry. I intend on finishing my studies at BCIT and becoming a Watchkeeping Mate and then a Chief Mate shortly after.
Thank you for your continuous support of Cadets. Any financial support is extremely helpful and makes attending college easier. I'm truly grateful to be a recipient of this year's scholarship.
Sincerely, Dylan Shaver. BCIT Deck Cadet.

WHERE DID THE PHRASE "BETWEEN THE DEVIL AND THE DEEP BLUE SEA" ORIGINATE, AND WHAT DOES IT MEAN? First seen in print in 1621, this phrase has a nautical origin. The "devil" referred to one of two seams that ran the length of a ship's wooden deck. One was on the inside, closest to the ship's railing, and the other was on the outside, near the waterline of the ship's hull. Those seams, like the rest of the ship's planked deck and frame, had to be caulked regularly to prevent leaks. In high seas, this job could be fatal, with sailors in dire peril of being washed overboard. Being "the devil to caulk," the seams thus earned their nickname. The choice "between the devil and the deep blue sea" soon came to mean a choice between two undesirable consequences. **The Farmers' Almanac 2020.**

Also see: https://www.phrases.org.uk/meanings/between-the-devil-and-the-deep-blue-sea.html

and listen to: https://www.youtube.com/watch?v=iMJEtLjnO7E

Timing and Navigation - How the West is losing the Navigation and Timing War: -

Dan Goward, President of the **Resilient Navigation and Timing Foundation**, shares his views and breaks down his keynote presentation from the recent International Navigation Conference.
https://rntfnd.org/wp-content/uploads/Losing-Nav-Timing-War-Navigation_news-JAN-FEB-2020-final.pdf

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Mind over machoism: Wilhelmsen Ship Management's mental health awareness campaign on board.

Wilhelmsen Ship Management (WSM) pays attention to our seafarers' mental health and wellbeing as part of the ongoing hazard watch campaign on board.

Mental breakdowns could happen to seafarers especially in conditions where they work in isolation at sea. There are huge risks involved when seafarers are faced with the possibility of unwanted reactions, unexpected actions, or even inaction that would impact other people, environment and property. Mental health is very important and WSM aims to break the taboo on this subject. To begin with, WSM's initial release of the mental wellbeing campaign will focus on three areas: stress, sleep and overall psychological health of the seafarers.

Stress at work: Seafarers face unique working conditions that can put them under a lot of stress with fewer opportunities for relief than would be likely to found on land.

Stress factors include:

- Lack of communication
- Physical demands
- Social Isolation
- Multicultural differences

WSM has made available self-help resources to assist seafarers and their fellow crewmembers identify their stress points and ways to address the issue. Stress is one of the most common mental vulnerability that can lead to lack of sleep.

Sleepless in the seas: Our body's reaction to stress may affect our sleeping patterns. An unrested mind and body could result in fatigue and poor work performance. For seafarers, this deteriorated condition is discouraged as they are expected to be vigilant when serving at sea.

Sleeplessness can also be caused by:

- Increased use of digital devices
- Eating too spicy or heavy foods before bed
- Drinking too much caffeinated beverages
- Irregular sleeping time
- Unconducive sleeping conditions

WSM encourages seafarers to incorporate exercise and relaxing activities like reading, listening to music and meditating to ease into a rested state before bedtime.

Psychological wellbeing for better state of mind: Every member on board a vessel must work together to actively enhance the living and working conditions on board; and that includes social activities among crew.

A balanced psychological wellbeing includes a good mix of:

- Positive relationships with crew
- Positive emotions with people and work
- Engagement in activities both socially and professionally
- Finding accomplishment in any goals and ambitions
- Finding joy by through meaningful and purposeful activities

WSM sets foundation to build mental health awareness on board: Understandably, professional consultants cannot be 24/7 on board to monitor, identify and address the crews' mental health. WSM is taking the proactive way by launching the hazard watch campaign to promote mental health awareness on all managed vessels.

Seafarers can find self-help resources installed in onboard computers and informative posters to serve as guidance and reminders on improving mental wellbeing. The resources may help seafarers recognize signs of mental health problems and how to find appropriate shore support when needed.

The Master and selected crew would undergo basic training to act as “mediators” or “counsellors” but by no means offer any kind of professional advice. The Master would report any incidences to their respective designated person ashore (DPA) who may seek professional advice or assistance if required.
Mental health should not be taken lightly and any negative shift in behavioural patterns and emotions can pose safety risks to both crew and vessel. The biggest hurdle today is to create an open culture on board and erase the stigma behind mental health issues.
The aim for the mental awareness hazard watch campaign is to generate awareness, compassion and support for one another. With a Health & Safety Policy in place, guided by industry bodies, WSM is committed to the health and welfare of all seafarers on board managed vessels.
Wilhelmsen insights: Dec 5th 2019. Christina Cheh. Vice-President – Risk Management & Systems.
https://www.wilhelmsen.com/media-news-and-events/industry-perspectives/2019/wilhelmsen-ship-management-launches-mental-health-awareness-campaign/

Presentations for Bursaries and Book Awards have been made recently at Camosun College, the Western Marine Institute and at the Marine Campus of BCIT. Details and photographs of these occasions can be found on the Society’s website:
https://npesc.ca/

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

Nautical Professional Education Society of Canada
Founded by The Nautical Institute of BC

The next edition will be issued in June.
The deadline for any article you wish to submit for that edition is June 8th 2020.
Please send it to me at whitknit@telus.net
David Whitaker FNI

The Nautical Institute
British Columbia Branch