



SEATIMES

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



February 2021

February 5th. On this day in 1941: *SS Politician* sinks, unleashing 'Whisky Galore'.

The true story behind "Whisky Galore"! Recently I watched the movie, "Whisky Galore" on TCM. I knew a lot about the event on which the story was based – but I still had to Google it, and this is what I learned. David Whitaker.

It's 80 years since the historical event that inspired the book and film of Whisky Galore! But the true story of the sinking of the *SS Politician*, a Harrison Line vessel, is even more remarkable than the fictional tale. Eighty years ago today, on the morning of February 5th, 1941, the *SS Politician* was heading north past the Outer Hebrides, having sailed from Liverpool two days earlier. Its final destinations? Kingston, Jamaica, and New Orleans.

After passing the Isle of Man, the weather had worsened, the winds had risen to gale force and the ship's Master, Captain Beaconsfield Worthington, changed course as a result. This was an unwanted distraction and difficulty for a crew anticipating a winter crossing of a U-Boat-infested Atlantic.

Then things got considerably worse. As the winds drove *SS Politician* further off-course, at 0740 a lookout glimpsed land; in desperation, the ship swung away, only to founder on the unseen sandbanks off Rosinish Point on the Isle of Eriskay.

Events moved quickly after that. The ship's fuel tanks were ruptured, and its engines gave up minutes later, leaving the crew to wait for rescue – and salvage of their cargo.

To the locals, beset by the privations of war and rationing, this was too good an opportunity to miss. Unofficial local 'salvage parties' began to form, with the men even donning their wives' old dresses to prevent their own clothes becoming stained by incriminating ship's oil.

The *SS Politician* was carrying all manner of trade goods, from cotton to medicines to biscuits, but the ship is best remembered for the contents of Hold Number 5: some 264,000 bottles of Scotch whisky.

People came from as far afield as Lewis and, according to reports at the time, few if any regarded what they were doing as stealing; the foundering of the ship made its cargo theirs to save under the 'rules of salvage'.

The authorities, however, did not share this view, not least because the whisky was destined for the United States – and so no duty had been paid on it.

There followed a second, attempted, land-borne salvage operation, with the police raiding villages and crofts in an effort to recover the liquid cargo – and the locals secreting their ill-gotten gains wherever they could. Or else they just drank them.

Some, however, ended up in court, with a few even serving short jail sentences, but many of the estimated 24,000 bottles of whisky 'salvaged' from the wreck by the islanders were never seen again.

As official salvage operations were called off, the ship's hull was dynamited to destroy any further temptation to explore its contents; but the odd bottle was still washed up on nearby beaches, and a local diver found



eight bottles of whisky in the wreck as recently as 1987. Two of these were sold for just over £12,000 by Scotch Whisky Auctions in 2013.

So far, so familiar. It's an obviously romantic tale, and one which inspired the 1947 book *Whisky Galore* by [Compton Mackenzie](#), and the 1949 film *of the same name*, directed by Alexander Mackendrick and one of the most enduring and loved of the Ealing comedies (bizarrely retitled *Tight Little Island** in the US).

But an arguably even more intriguing aspect of the SS *Politician* story remained unknown to all but a few until some 60 years after the event.

According to papers from the Crown Agents, released by the Public Records Office in 2001, Hold Number 5 didn't just contain whisky; it also held 290,000 10-shilling notes destined for the then colony of Jamaica – in other words, £145,000 or, in modern terms, several million pounds.

At first, the authorities were not hugely concerned. The eight cases containing the money were first reported to be covered in fuel and water; then presumed swept away by the seas. At one point, the head of the salvage operation was said to have given a few away as souvenirs.

Then reports filtered through of some of the notes being found at Benbecula, 25 miles north of the wreck site. This was potentially more worrying but, even if the islanders had got their hands on some of the money, what would they spend it on? In the Outer Hebrides? During wartime?

By June 1941, four months after the SS *Politician*'s demise, branches of the Barclays and Midland Banks in Liverpool began reporting the presentation of water-damaged Jamaican 10-shilling notes.

By 1943, the notes had turned up in London, across the south of England, in Stoke-on-Trent and in the north of Scotland.

By 1958, the Crown Agents made a final tally: of the 290,000 notes, 211,267 had been recovered; 2,329 had been presented in banks all over the world, including the US, Switzerland, Ireland, Malta and – of course – Jamaica; and the Agents estimated that about two-thirds of these had been presented 'in good faith'.

That leaves 76,404 notes – or £38,202 – unaccounted for, along with maybe 24,000 bottles of whisky – not to mention the rest of the ship's cargo.

How much was taken by the sea, and how much fell prey to the impromptu salvage operations mounted by the locals of Eriskay, Barra, North and South Uist, and Lewis?

We will almost certainly never know.

<https://scotchwhisky.com/magazine/features/8384/the-true-story-behind-whisky-galore/>

* In the USA the movie was called "Tight little island", however the version TCM showed was "Whisky Galore".

Also see the Mersey Maritime Museum story: <https://www.liverpoolmuseums.org.uk/maritime/archive/displays/politician/>

Back in time: Curator Alice Roberts-Pratt inspects a 14-second sand timer from the 1744 vessel HMS *Invincible*, used to measure the ship's speed. An exhibition of items found in the wreckage of the ship opened on October 24th 2020 at the National Museum of the Royal Navy's Portsmouth Historic Dockyard.

<http://digitaleditions.telegraph.co.uk/data/396/reader/reader.html?social#!preferred/0/package/396/pub/396/page/13/article/95494>

I wondered why it was a 14-second timer so I had to Google it. This is what I found.

Sandglass Timers: When used together with the chip log, a sandglass was used to measure the ship's speed through the water (in knots). A chip log consists of a wooden board attached to a line (the log-line). The log line has a number of knots tied in it at a uniform spacing, and the line is wound on a reel to allow it to be paid out easily. Over time, the chip log was standardized in construction. The shape is a quarter circle, or quadrant, and the log line is attached to the board with a bridle of three lines connected to the vertex and to the two ends of the quadrant's arc. In order to ensure that the log submerges and is oriented correctly, the bottom of the log is weighted with lead. This provides for more resistance in the water and a more accurate and repeatable reading of speed.



The bridle is attached in such a way that a strong tug on the log line results in one or two of the bridle's lines releasing, allowing the log to be retrieved with relative ease.

Originally, the distance between knots on the log line was 7 fathoms, or 42 feet, and a 30-second sandglass was used. Later refinements in the length of the nautical mile caused the distance between knots to be changed. Eventually, the distance was set to 47 feet, 3 inches (14.4 metres) and a standard 28-second sandglass timer was used. But as ship speeds increased in the early 19th Century the length of log-line paid out over 28 seconds became excessive so, on ships like the China clippers, which had peak average speeds over 16 knots, a 14-second sandglass was used and the log count was doubled.

<https://www.nauticalstyle.com.au/sandglass-timers/>

Diminishing seafaring appeal to tighten officer availability: Officer availability varies significantly by nationality and rank, with important implications for recruitment, retention and wage rates, particularly in light of tightening labour market conditions.

Earlier in the year Drewry projected that the current officer shortfall to crew the global merchant fleet would widen, despite the dampening effect of Covid-19, due to the reduced attractiveness of a career at sea and rising man-berth ratios. The effect of the former will be to slow the growth of seafarer supply, while extended leave periods and reduced tours of duty to maintain the attractiveness of a career at sea, will raise demand. A more detailed analysis of these projections can be found in Drewry's Manning Annual Review and Forecast 2020/21 report.

This has important implications for ship operator recruitment and retention practices, as well as manning costs, which are projected to rise as a result of tightening seafarer supply conditions. This will follow a year of exceptional costs associated with the impacts of Covid-19 on crewing operations around the world.

But these projections are more acute when anticipating future availability of particular ranks or nationalities. Even today in a relatively balanced labour market some ranks are already in tighter supply than others.

As part of the research carried out for the Manning Annual Review and Forecast 2020/21 report, Drewry undertook a survey among employers of officers across a range of nationalities. This covered senior officers (Master, Chief Officer and Chief Engineer, 2nd Engineer) for deck and engine respectively, and junior officers (2nd, 3rd officer and 3rd, 4th engineer), again deck and engine respectively.

Respondents were asked to rate the availability in terms of how easy new hires are to recruit in the current market. There were four categories to select from; immediately available, usually available, scarce and not available.

There were no reports of 'not available', and there is, therefore, no category for this shown in the above figures, which illustrate how employers for the wet sectors perceive the current supply situation. It indicates that availability is nearly always 'immediately' or 'usually' with pockets of tighter supply for certain nationalities and ranks. For example, Filipino senior engineer positions and Polish senior deck ranks are currently more likely to be in scarce availability than other categories.

Generally, engineer ranks are in tighter supply than deck positions, and roles in senior rank positions are harder to fill than junior ranks. This means that 2nd Engineers are often noted to be in tight supply along with ETO (Electro Technological Officer) and Cargo (Gas) Engineers. Despite the downturn in the offshore vessel sector DPO (Dynamic Positioning Operator) ranks are also noted to be in tight supply.

The overall picture built up does, however, show the importance of employers being flexible and keeping in mind the option of recruiting seafarers from other regions to combat any particular shortage of supply they may experience for a particular rank / nationality combination.

Source: Drewry. 22/10/2020

<https://www.hellenicshippingnews.com/diminishing-seafaring-appeal-to-tighten-officer-availability/>



In November 2019 Dylan Shaver was the recipient of the NPESC BCIT Foundation First Year Achievement Award.

He also won one of the CMMC Baugh Fund Scholarships for that year. In November 2020 he wrote to the CMMC with an update on his career, which seems quite interesting. Following is an extract from that letter: -

I was very fortunate to be the recipient of the Baugh Memorial Scholarships last fall. The scholarship was extremely helpful in that it paid for a good portion of my school supplies, food, and rent while I was in my second year of Nautical Science. My school year finished off in April with our last class being moved



online due to Covid. The transition to online class was smooth except for a few challenges with the new learning format.

After school finished I joined an oil/chemical tanker with McKeil Marine. I joined the ship in May, and since then I have done trips from Canadian ports such as Mississauga, ON; Montreal, QC; and St. John's, NL, to foreign ports Laveria, France; Brunsbüttel, Germany; and Philadelphia, USA. I wish I could say that I saw the sights in all the ports that I visited but due to Covid our shore leave was (rightfully so) not allowed due to company policy. I am currently in the North Atlantic headed for Germany.

My time on board has been great so far. I have another two and a half months of sea time to acquire before I start my third year of Nautical Science in February at BCIT, North Vancouver. I've gained valuable experience working with a great crew these past several months. I'll spend the first half of 2021 in school before taking my Watchkeeping Mate exam in the fall. I'm really enjoying the career I chose and am looking forward to the future.

Best Wishes, Dylan Shaver

From the pages of the BowWave, January 1995.

The Professional Marine Education Society of British Columbia.

For those who attended the NIBC AGM back in June of 1994, you will remember there was lengthy discussion on the formation of the above captioned society. Since that day the Directors have been working hard to bring this venture to fruition. We are now in a position to give you an update on the present situation. The incorporation of the Society is under way and close to conclusion due to the expertise and diligence of Gerry Stanford. He has guided this project through the meandering channels of bureaucracy and the legal process. Following approval of the Constitution and By-Laws by the Registrar of Companies an application will be made for the Society to be registered as a Charitable Foundation.

The founding members of this new Society are the Directors of the B.C. Branch of The Nautical Institute. Once everything is in place, the fledgling Society will be encouraging new members and there will be a requirement for Directors to be elected, included in which will be a Treasurer. There will also be a need for auditors to be appointed. The Society has already been promised "seed" money by the Provincial Government and once in full operation will seek sponsorship and donations from other sources. You are encouraged to become a member of this Society, which will be a totally separate entity from The Nautical Institute.

For more information on this venture please contact Gerry Stanford or one of your Directors.

We now know that the name of the Society changed and ultimately became The Nautical Professional Education Society of Canada.

Cargo Ventilation: While most industry players are aware of the dangers of enclosed spaces, fatalities continue to occur with alarming regularity, and recent tragedies like that in the port of Beirut have focused attention on improperly ventilated cargoes. Proper ventilation is essential to preventing damage to the cargo and to ensure the safety of the crew and vessel in bulk carriers. To provide Masters and Crewmembers with an understanding of different ventilation requirements for bulk cargoes, INTERCARGO, The Standard Club and Class Society DNV GL have launched a new ventilation guide.

The guide covers the main aspects on how and when to ventilate to control of humidity and to remove flammable and toxic gases released from cargoes. In addition, fumigation issues and the entry of ship's personnel into confined spaces are addressed. The guide also sets out the regulatory requirements related to ventilation. Finally, several case studies illustrate practical examples on "what can go wrong" when correct ventilation and stowage procedures are not followed.

"Cargo ventilation is an often overlooked, but essential part of avoiding financial risk and danger to the crew and vessel," says Morten Løvstad, Business Director for bulk carriers, at DNV GL – Maritime. "With this guide we have worked together to examine some of the most common ventilation systems and provide some clear advice on how



to deal with ventilation problems and hope this will help to build greater awareness of these issues within the segment."

In today's market, ships carry a wide variety of dry cargoes, all with different ventilation requirements depending on the cargo characteristic, voyage, and the weather conditions.

"Ventilating the cargo is not merely allowing the outside air into the cargo hold, but it involves a precise process where a number of factors need to be considered," said Yves Vandenberg, Director of Loss Prevention, at the Standard Club. "Failing to adhere to the requirement may cause cargo damage and result in large losses."

He says the club continues to see high numbers of wet cargo damage claims, caused either by fresh water or seawater, but the most serious damage is due to condensation. Inadequate ventilation and poor stowage may result in caked and mouldy dry cargoes, or rusty steel cargoes. The guide aims to provide a clear and concise understanding of the ventilation requirements for various cargoes and will assist in preventing cargo damage caused by poor ventilation practices on board dry cargo ships.

<https://themaritimeadvocate.com/the-maritime-advocate-issue-766/> December 5th 2020.

See the new guidance document for cargo and cargo hold ventilation from DNV GL at: -

<https://www.dnvgl.com/expert-story/maritime-impact/New-guidance-document-for-cargo-and-cargo-hold-ventilation.html>

**Fred McCague, who is a regular contributor to the
Western Mariner Magazine, submitted the following: -**

Container ports for the geographically challenged: While preparing a story about the *ONE APUS* overboard containers, I felt it necessary to note the origin port, Yantian, was near Hong Kong. I then came across Sines in relation to another incident. Looking at scheduling changes and loop adjustments, I recently discovered there is a Rodman! All three have direct services with Vancouver.

When container service commenced, a number of new and unfamiliar names appeared. I remember scratching my head wondering what was so special about Felixstowe. Decades later, there is still no direct service between Vancouver and Felixstowe. However, there is finally a link with Gioia Tauro.

Other additions include the delightfully named Laem Chabang, the second Manzanillo and more recently, Cai Mep and Caucedo. All now have direct links with Vancouver. Also in a port rotation with Vancouver is the new container port, Haiphong (but written Hai Phong), which is probably known only by people of a certain vintage who remember it as a destination for B-52 bombers. Of course, I would be laughed at if I admitted having to look up Tauranga.

Complicating things has been the renaming of all Chinese ports except Shanghai.

[To this I added: I was most upset when 'Port Klang' replaced the name 'Port Swettenham'. But then, as the song about Istanbul goes, even 'Old New York' was once 'New Amsterdam' (why they changed it I can't say - people just liked it better that way). **Take a listen:** https://www.youtube.com/watch?v=Uqnb_nU7RBE **David]**

The following appeared in the news of January 2020. When you see how long the project will take you realise that a similar story could quite easily appear this year.

Maintenance underway along length of Welland Canal: It's a pretty normal year for the St. Lawrence Seaway as \$22 million in maintenance is carried out along the 43-kilometre-long Welland Canal.

"It's not a whole lot different from last year. We have several (lock) gates being rehabilitated," said St. Lawrence Seaway Management Corp. Niagara engineering manager Cassie Kelly.

Kelly said the lock gates - there are 48 along the canal weighing roughly 453,600 kilograms each - are worked on each year. The gates operate in pairs at the upper and lower ends of the locks, plus additional ones for safety.

Kelly said rehab work started in 2011-12, with eight gates already complete. The project will run until 2036, costing more than \$120 million over that time. "The year we finish, we'll have to start over."

Kelly said gate inspections are carried out frequently to check for wear and tear or other problems, such as a gate that may have been struck by a vessel.

Work on anchoring the floor of Lock 8 in Port Colborne that started last year has been put on hold due to a rock formation found under it that seaway staff were not expecting. She said more testing and information on the formation was needed before work could proceed. "We could get back to it (anchoring the floor) in a couple of years."

Work will be carried out on Bridge 19A, Mellanby Avenue Bridge, in Port Colborne, and see its closure for at least a month to both pedestrian and vehicle traffic. Bridge 21, Clarence Street Bridge. Bridge 5, Glendale Avenue Bridge, and Bridge 11, Allanburg Bridge, will undergo work as the seaway corporation replaces various components.

Kelly said Rankin Construction will continue to carry out work on the long reach of the canal – the area just north of Bridge 19 in Port Colborne to Lock 7 in Thorold. The company is stabilizing the banks of the canal, a project that's expected to take at least 20 years but could be done in less time.

In Thorold, sandblasting will be carried out inside a pair of gates as will some metal work. The gates will be partially painted this year as well.

The Welland Tribune. Jan. 20, 2020.

<https://www.stcatharinesstandard.ca/news-story/9809421-maintenance-underway-along-length-of-welland-canal/>



NPESC Fall Bursaries: On December 7th Captain Ruether attended the Marine Campus of BCIT to present a certificate to one of the Fall Bursary winners. The only person available at this time was **Nautical Science Cadet Ashley Obeck**. COVID 19 conditions prevailed and the presentation was made close to the school beside the Sailor's Memorial. Ashley's Bursary was made possible by the funds donated by Captain Harry Allen.





Angela Holmes of Camosun College with her Certificate.

Jennifer Hines receiving her Certificate from Captain Ivan Oxford at Camosun College.



Kyle Clare of BCIT with his Certificate

The final recipient of a 2020 Fall Bursary is Kam Cheema, a Second Year BCIT Marine Engineer Cadet. He returned from his sea-phase with Algoma and received his certificate from Captain Joachim Ruether on January 15th beside the Memorial at Sailor Point.



These four awards were made possible by the generous donations from the BC Supercargoes Association, by Society Members and with earnings from the Society's Endowment to the Vancouver Foundation.



Pilote Manon Turcotte saluant des confrères/conseurs. Une tradition. Décembre 10. 2020.

Simon Lebrun
@LebrunSimon

Pilote maritime. Tout ce qui est maritime à Montréal et ailleurs. Everything maritime in Montreal & elsewhere.
[#fleuvesaintlaurent](https://www.instagram.com/fleuvesaintlaurent/)

How good is your French? Listen to an interview with Manon Turcotte: -
<https://ici.radio-canada.ca/nouvelle/769423/femme-pilote-maritime-rare>

Not a 'Pacific' ocean at all: Winter in the North Pacific is not a place for the faint-hearted*, but the scene of devastation aboard the *ONE Apus* after the loss or damage of a substantial portion of her deck load is the perfect illustration of what the sea can do to even the biggest ships.

*** To read about a winter voyage in the North Pacific read the story of the m.v. *Athol*, in the April, June, August and October 2019 editions of Seatimes at <https://npesc.ca/seatimes>**

According to owners, Chidori Ship Holding, and managers NYK Shipmanagement, the vessel lost 1,816 containers, with a full survey set to take place now the *ONE Apus* has safely arrived in the port of Kobe, which it diverted to after the incident.

These occurrences seem to be taking place too often, despite the rapid increase in ship sizes and suggestions that weather forecasts have got so much better on these long ocean passages. Climate change enthusiasts have attempted to make the obvious connections, with the incidence of extreme waves allegedly having increased in recent years. A rather sinister tendency has been to blame the Master of ships for what in a different age would have been in the protest note as "heavy weather damage".

It has been suggested that had the ship been handled rather differently, perhaps altering the course and/or speed, the outcome would have been different. It is an easy and thoroughly unfair judgement to make, from the safety of dry land.



Others who have seen what the sea can do have made the point that if operators must insist on piling boxes to such incredible heights in their deck stows, regardless of the season and the anticipated weather, then one should not be too surprised at damage and massive losses.

There may be various devices available that claim to optimise ship motion, but expecting them to somehow flatten vast Pacific swells or prescribing course changes in time to avert catastrophe, is perhaps over-egging their abilities. A deep low is a very dynamic situation and it is asking a great deal of a master to be able to minimise damage in terrible weather, during a dark night when it is impossible to see what is likely to hit the ship until it happens.

Doubtless, there will some sort of post-mortem, where the stowage and lashing plans are scrutinised and what remains of the lashing equipment will be closely examined. A sensible strategy might be to weigh the surviving boxes, to compare actual with manifested weight. But this wasn't a case of a single stack giving way – the best part of the entire midship stow seems to have lurched to starboard like collapsing dominoes, as the ship fell on her side.

One point that might be explored is the fact that the container guides above the main deck extended no more than three boxes high, necessitating the six or seven boxes above these having to be manually lashed. It is notable that on some ships, such as the HMM giants and the big new OOCL tonnage, the deck stow is "racked" to a height of six boxes, which one might think provides a great deal of additional solidity to the stack, and saves a lot of costly lashing.

The penalty with this arrangement is that the stevedores will claim that it markedly slows down the cargo handling as each box must be lifted high over the guides before it can be positioned. The new generation of port cranes is said to cope with this problem better than their predecessors. It is significant that Atlantic Container Line, which never trades anywhere other than across the wild western ocean, has always racked their entire deck load to full height and despite the weather, has an enviable record of cargo security.

But it is always easier to blame the Master than to get terribly analytical about deck cargo loss and recent instances where cargo has ended up on somebody's beach have seen shipmasters dragged into court by the wronged coastal state. A more cerebral counsel might be to ask whether it is sensible to stack boxes so high, but big money is at stake, and nobody is going to answer that question. Pile 'em high, and take the chance in a percentage game.

**Seatrade
Maritime News**

Michael Grey | Dec 09, 2020

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<https://www.seatrade-maritime.com/opinions-analysis/not-pacific-ocean-all>

Understanding Design Of Container Ships: For a look at this subject one interesting site is: -
<https://www.marineinsight.com/naval-architecture/understanding-design-of-container-ships/>

The following letter arrived just as I was about to convert to pdf and send out this issue. It was important that the letter is included but where could it go? There are 14 full pages and I did not want to start another. So, I removed a picture from the following article. It was just a picture of the sea and I'm sure you have all seen enough of that. David.

Sorry for the delay in writing to you, it has been a very busy couple of months. I am back in full-time online school for term three at BCIT Marine and working full-time with BC Ferries as a deckhand. I do believe that Captain Harry Allen should have received my handwritten thank you letter by now. In early December I met Captain Ruether at BCIT to receive my award (socially distanced of course) (See Page 6).

A little update on the past year: Last March, just before everything went into lockdown, my classmates and I were thankfully able to complete our school term. However, this was followed by some bad news, that all sea phases had been cancelled due to BCIT's travel restriction on students. During this period of time I was also temporarily laid off from BC Ferries due to Covid 19. Although this was not the way that I thought the year was going to go, I made the most of it doing mini renovations and a lot of outdoor activities. In August I was contacted by the school coordinator and informed that Algoma Central Corporation was sending me to one of their ships on the Great Lakes. I spent 75 days onboard the *Algoma Sault*, which is a self-unloading bulk carrier. It was an amazing experience and I can't wait to join them again at the beginning of May when I finish my current school term. For now I am still adapting to the online version of school, which has presented many challenges including completing chart work on my floor at home! I look forward to my next sea phase and hopefully completing my third year back in the classroom.

Thank you again; I hope all is well with you. **Ashley Obeck**

Have you sailed the Seven Seas? What are the Seven Seas? The exact origin of the phrase 'Seven Seas' is uncertain, although there are references in ancient literature that date back thousands of years.

The origins of the phrase 'Seven Seas' can be traced to ancient times. In various cultures at different times in history, the Seven Seas has referred to bodies of water along trade routes, regional bodies of water, or exotic and far-away bodies of water.

In Greek literature (which is where the phrase entered Western literature), the Seven Seas were the Aegean, Adriatic, Mediterranean, Black, Red, and Caspian seas, with the Persian Gulf thrown in as a "sea." In the 5th Century they were the Indian Ocean, Red Sea, Persian Gulf, Black Sea, Azov Sea, Arabian Sea and Caspian Sea.

In Medieval European literature, the phrase referred to the North Sea, Baltic, Atlantic, Mediterranean, Black, Red, and Arabian seas.

After Europeans 'discovered' North America, the concept of the Seven Seas changed again. Mariners then referred to the Seven Seas as the Arctic, the Atlantic, the Indian, the Pacific, the Mediterranean, the Caribbean, and the Gulf of Mexico.

Not many people use this phrase today, but you could say that the modern Seven Seas include the Arctic, North Atlantic, South Atlantic, North Pacific, South Pacific, Indian, and Southern Oceans.

However, our oceans are more commonly geographically divided into the Atlantic, Pacific, Indian, Arctic, and Southern (Antarctic) Oceans.

National Ocean Service <https://oceanservice.noaa.gov/welcome.html>

The phrase "sail the Seven Seas" has had different meanings to different people at different times in history. The term "Seven Seas" is mentioned by ancient Hindus, Chinese, Persians, Romans and other cultures. The term historically referred to bodies of water along trade routes and regional waters; although in some cases the seas are mythical and not actual bodies of water.

The term "Seven Seas" has evolved to become a figurative term to describe a sailor who has navigated all the seas and oceans of the world, and not literally seven.

Why 'seven'? The number seven has a great deal of historical, cultural and religious significance: lucky number seven, seven hills of Rome, seven days of the week, seven wonders of the world, seven dwarves, seven days of creation, seven Chakras, seven ages of man, seven deadly sins and seven virtues — just to name a few.

The Colonial era, which saw the tea trade sailing from China to England, gave rise to another description of the Seven Seas: the Banda Sea, the Celebes Sea, the Flores Sea, the Java Sea, the South China Sea, the Sulu Sea and the Timor Sea. Their expression "sailed the Seven Seas" meant sailing to the other side of the world and back.

A map of the world from 1733.

Much more on this can be found at: <https://www.livescience.com/27663-seven-seas.html>



Slow Progress in Cleaning Up Containers Aboard ONE Apus: The process of removing collapsed container stacks from the boxship *ONE Apus* is under way at the port of Kobe, Japan, but the work is moving slowly, according to Japanese operator Ocean Network Express (ONE).



In late November, the *ONE Apus* was under way from Yantian, China to Long Beach, California when it encountered a storm about 1,600 nautical miles northwest of Hawaii. In seas averaging about 16-19 feet and wind speeds of 13-18 mph, the vessel sustained a massive container stack collapse, losing more than 1,800 boxes over the side. The Master diverted the vessel, then aborted the voyage and headed for a port of refuge in Japan, arriving in Kobe on December 8.

ONE reports that salvors discharged a total of 50 boxes between December 8 and December 22, and another

76 boxes were removed by December 31 - an average rate of fewer than ten containers per day. Thousands of containers remain on deck, and cargo claims consultancy WK Webster estimates that the total damage could top \$200 million.

Discharging operations and inspections were suspended during the Japan New Year holiday, which runs from December 30 through January 4. The operation was scheduled to resume on January 5, but ONE cautioned cargo interests that it would proceed with a "slower speed and special safety case as the vessel on-deck [sic] to be repaired simultaneously."

Cargo owners will be contacted for arrangements if necessary once more information is available, the line said. As of January 5, general average* has not yet been declared, though it is understood that a GA surveyor has attended the vessel.

Click on the link to a YouTube video of the action – but you will not see much action other than a straddle carrier that keeps entering the picture: <https://www.youtube.com/watch?v=9M4prbMk2sU>

BY **THE MARITIME EXECUTIVE** 01-05-2021. <https://www.maritime-executive.com>

*** What is General Average?** Take a look at: -

<https://www.portandterminal.com/explainer-what-is-general-average-the-latest-on-the-one-apus-disaster-photos/>

Accident Investigation Report: Loss of cargo containers overboard from container ship, CMA CGM G. Washington. Published January 20th 2018

<https://www.gov.uk/maib-reports/loss-of-cargo-containers-overboard-from-container-ship-cma-cgm-g-washington>

The Standard P&I Club and Lloyds have published a downloadable and readable guide to Container Securing. It is a long document and can be found at: -

<https://www.standard-club.com/media/24168/AMastersGuidetoContainerSecuring2ndEdition-3.pdf>

There is also a one-hour web session in which a panel discusses container stowage and securing. It is on YouTube and can be found at: <https://www.youtube.com/watch?v=AeMJLoBD7nw>

Also of interest is a video put out by the BCMEA & ILWU regarding lashing. That can be seen at: <https://www.youtube.com/watch?v=8CB6mKabggQ>

When reading reports about containers being lost over side from container ships, the term “Parametric Rolling” will often be seen. What is Parametric Rolling?

Rolling and pitching is a part of every ship that is at sea. The first thing you might think up on hearing the word “Parametric rolling” is that it must be a type of rolling movement occurring in ships. Rolling and Pitching is a normal movement phenomenon that occurs in all kind of ships, so what is new about this? The difference is that “Parametric Rolling” is a type of movement that is experienced **only on Container Ships**.

To read about Parametric Rolling take a look at: -

<http://shipsbusiness.com/parametric.html>

and <https://www.marineinsight.com/marine-safety/what-is-parametric-rolling-in-container-ships/>

Container stack collapses – causes and solutions: In 2019 the international liner shipping industry transported 226 million containers around the world with a cargo value of more than US\$4tn. Many of these were carried on ships' decks but, due to container stack collapses, not all arrived safely.

Despite various advances in standards and procedures, such collapses are still happening, putting vessels, their crews and the environment in danger. These incidents can often result in significant financial losses to the container industry and their marine insurers, sometimes with hefty fines for clean-up costs.

According to the World Shipping Council, an average of 1,382 containers were lost at sea each year between 2008 and 2019. Indeed, the frequency and value of container stack collapse claims experienced by Standard Club members has grown during the past five years, rising to a record US\$1m from 13 incidents in 2019. While these figures are only a tiny

proportion of the total number of containers carried, container stack collapses and their not insignificant costs are mostly preventable.

This article aims to remind ships' officers and crews of the various factors that can contribute to container stack collapses, and how they can be avoided by taking greater care and attention during loading, securing and passage planning and when underway at sea.

[This is a long report and contains information under the following headings: "Bigger, stiffer ships", "More powerful ship engines", "Higher wind loading", "Parametric rolling of ships", "Synchronous rolling of ships", "Ship contact with seabed", "Green water and wave impacts", "Improper container stowage", "Overweight containers", "Poor packing of containers", "Structurally weak containers" and "Inadequate container securing".

Finally there is the section on "Conclusions and Solutions".

Proper packing, stowage and securing of containers, and reporting of correct weights, are of key importance to the safety of container ships, their crews and cargoes; of shore-based workers and equipment; and of the environment. However, despite proper packing of the cargo into containers, correct weight declarations, and proper stowage and securing on ships, factors ranging from severe weather and rough seas to more catastrophic and rare events like groundings, structural failures and collisions can result in containers being lost at sea.

All of the factors discussed in this handout could contribute towards a catastrophic stack collapse, which, besides causing large monetary losses, could potentially lead to serious crew injury and damage to the vessel and the environment. Understanding the cause of such collapses is the key to preventing them from occurring again and to appreciate who is liable for the incident.

As container ships have become larger, beamier and thus stiffer, the only significant enhancement in deck lashing and securing systems has been the provision of lashing bridges. While larger container ships provide commercial advantage to shipowners, these are often being staffed with fewer and fewer crewmembers. Given the highly commercial and systems-driven nature of the container trade, crewmembers might sometimes think their role is reduced to that of passive bystanders. This must not be allowed to happen: they must always be able to react quickly and make the correct decisions.

Crewmembers need to be mindful at all times of all the factors which could contribute to a container stack collapse. Indeed, proper training given to crewmembers could enhance their nuanced understanding and therefore enhance situational awareness on board container vessels. A proper understanding of the loading and lashing software and its limitations will go a long way to preventing such losses from occurring. Similarly, a thorough understanding of the trim and stability booklet and the cargo securing manual, and the limitations stipulated within them, must be considered and strictly adhered to by ships' crews and officers.

However, they need to bear in mind that while the cargo-securing manual may only state one permissible GM value, this might not account for different wind exposures or consider if high cube containers (2.9 m high) are being loaded. There are many variables and officers and crew need to appreciate the limitations of the cargo-securing manual and interpret its content. A correct stow requires innovative planning both ashore and on board. While approved software and advanced programs can be used, it is ultimately the crewmembers and cargo planners who need to make their own considered and informed decisions on loading.

Crewmembers must also not let commercial pressure dictate their actions; a sharp eye on cargo operations should be kept at all times to ensure that errors are prevented. Damaged, leaking and overweight containers must be spotted and rejected from being loaded on board.

Similarly, a sharp eye should be kept on the condition of the lashing and securing gear on board, which should be regularly evaluated for damage and deterioration in quality; and should be removed and replaced as necessary. While at sea, regular checks and tightening of the lashing gear, including turnbuckles and associated check nuts, will help keep the containers safely stowed.

Finally, since heavy weather is always a causal factor for stack collapses, a sound and well considered passage plan, an understanding of the dynamic forces affecting the vessel, and proactive and effective weather routing for container vessels will go a long way to preventing such incidents from occurring in the future.

Source: The Standard Club [Marine Insurance P&I Club News](#) 19/01/2021

The full report can be found at <https://www.hellenicshippingnews.com/container-stack-collapses-causes-and-solutions/>



An MSC containership has become the latest giant boxship to lose containers overboard in the Pacific Ocean.

Cargo casualty firm WK Webster [reports](#) that the MSC Aries lost about 41 containers overboard as it sailed from Long Beach, California to China on January 29. MSC has since confirmed the incident and informs that the containers lost were all [empty](#).

The incident is at least the fifth container loss incident to be reported in the trans-pacific since November ([One Aquila](#), [One Apus](#), [Ever Liberal](#), [Maersk Essen](#) and now MSC Aries), the worst incident being the MV One Apus which

lost nearly 2,000 containers overboard on November 30.

www.gcaptain.com February 2nd 2021



**MASTER MARINERS
OF CANADA**

Two positions adopted: by The Company of Master Mariners of Canada at the Board meeting of January 21st 2021

Master Mariners of Canada: Crew Change Repatriation Crisis – 400,000 Seafarers Stuck at Sea

The International Maritime Organization estimates 400,000 seafarers are stuck at sea with no plans for repatriation. Many have exceeded the Maritime Labour Convention (MLC) maximum continuous period onboard of eleven months - many serving 17 months and longer.

The marine industry and the seafarers crewing the vessels are critical to the economy, safety and security of Canada and the global marine transportation infrastructure.

The Master Mariners of Canada recognize the efforts of the Government of Canada and Transport Canada Marine Safety to establish effective measures to facilitate crew changes of seafarers currently stuck in ships all over the world due to the COVID19 Pandemic.

We support fully the requirements of Transport Canada's Ship Safety Bulletin 01/2021 —

Maximum Period of Service Onboard and Repatriation of Seafarers During COVID-19.

The Master Mariners of Canada applaud the decision taken by the Government of Australia and the Australian Maritime Safety Authority (AMSA) to return to pre-COVID19 international requirements after 28 February 2021 limiting employment contracts to eleven months continuous service onboard. AMSA has indicated they may detain ships arriving with crews onboard in non-compliance with the MLC.

Master Mariners of Canada urge the Government of Canada to continue lobbying other IMO Member States to adopt similar positions and detain vessels that arrive with seafarers onboard beyond the MLC maximum continuous service period of eleven months.

Furthermore, we urge the Government of Canada to press for a concentrated inspection campaign for non-compliance with maximum periods of service on an urgent basis through the Paris and Tokyo Port State Control Inspection regimes.

Master Mariners of Canada: Current and Anticipated Labour Shortages of Qualified and Experienced Canadian Seafarers.

Financial, economic and national security issues notwithstanding, the current and anticipated labour shortages of qualified and experienced seafarers is a national safety issue affecting all navigable waters under Canadian jurisdiction.

To address the risk posed by current and anticipated crew shortages in Canada, a collective and collaborative approach is required to formulate short and long-term strategies aimed at the recruitment, training, certification and retention of Canadians to work aboard Canadian flag ships and in all categories and areas of marine industry.

This initiative should be led by the Federal Government to bring employers, unions, educators, regulators and other related industry stakeholders to a round table with a mandate to develop short and long-term strategies to address the current and looming shortages.

- Employers and unions should bring to the table their immediate and long-term human resource requirements along with budgets for recruitment and training.
- Educators should bring strategies to augment their capacity to train and certify mariners along with budget requirements to provide education and projections for student costs for training and certification.
- Government should bring their existing requirements for certifying mariners and new strategies for certifying mariners in the future to streamline the process to make it comprehensive and attractive.
- Related Industry Stakeholders (pilotage authorities, classification societies, etc.) should bring their current and future requirements for qualified seafarers.

All stakeholders must be prepared to fund the strategic plan and provide human resources necessary to implement the strategies in a timely manner.

Someone to blame: If there is one good reason (and I cannot think of many others) for the development of the autonomous ship, it is that when a ship has nobody aboard her, the authorities will not be able to prosecute the Master, if she comes to grief. This thought suddenly came to mind reading about the plight of the Master of the VLCC *New Diamond*, who has been prevented from leaving Sri Lanka, where he was landed with his surviving crew, after the fire that devastated his ship in the Indian Ocean last month. It is suggested that the tanker's Master could be prosecuted, charged with offences under environmental

protection legislation, after a certain amount of bunker fuel escaped from the severely fire-damaged ship before the salvors were able to patch the hole.

It is important, in such cases, to have someone to blame and the Master of a casualty is the obvious choice. The improbability that he might have been in some way involved in the boiler explosion that killed one of the engine-room staff and initiated the conflagration in the machinery space that gutted the whole after end of the ship, or the subsequent bunker tank leak is quite irrelevant. If somebody is to face what passes for justice in such cases and is able to bear the blame, so much the better that it is the most senior officer.

It is probable that the 2000 built VLCC will be declared a constructive total loss, but worth pointing out that the action of the salvors and the Sri Lankan Navy managed to save the vessel's full cargo of crude which, in some respects is a good-news story. The bunker spill itself, could have been a lot worse.

But there is something grimly predictable about the attitude of the authorities to the Master of the ship. It is not that the sheer illogicality of any charges is any more ridiculous in Sri Lanka than anywhere else, because all around the world, what used to be described as a regrettable "accident" is now the excuse for prosecutors to home in on the ship's Master. It is the Master of the ship who is now dragged into court if heavy weather carries containers overboard, as if he was personally responsible for the stowage of the cargo inside the boxes or failed to minutely examine every one of 10,000 lashing points. It is the Master who will face the music if narcotics are found attached to the bilge keel of his ship, or some wandering aircraft photographs a slick in the vicinity of his vessel. There is no shortage of possible charges.

Nothing new in any of this, of course! The Master has always been the fall guy, the man who carries the can. I can remember a Master I sailed with telling me that if he ever lost a ship, he would make sure he went down in her. He wasn't joking. And that was when marine professionals, or expert assessors investigated casualties, before criminal prosecutions became "normal" in so many of these incidents. Isn't there a case for more common sense following marine accidents, rather than simply unleashing the criminal prosecutors with a menu of possible charges that can be "marinised" to fit the bill? Throwing the book at the senior survivor, because he or she is available cannot surely be described as justice, or indeed, encouragement to aspire to become a Shipmaster.

Michael Grey. The Maritime Advocate, Issue 762. Oct 9th 2020 <https://themaritimeadvocate.com/>

Do you reside in British Columbia?

Are you eligible for the B.C. Recovery Benefit? Did you apply? If not, click on: -
<https://www2.gov.bc.ca/gov/content/economic-recovery/recovery-benefit>

You have until June 30th 2021 to apply

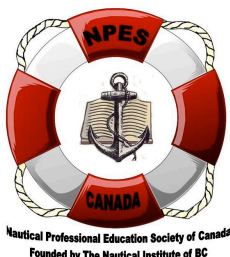
Your Society. **Do you wish to make a financial contribution to the Society? Is it time for you to renew your membership? The Annual Membership Fee remains at \$40.00 but any amount that you can donate will be greatly appreciated.**

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.

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

