



# SEATIMES

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



**August 2021**

**In this month the 13<sup>th</sup> does fall on a Friday so I thought here was a good place for this story – David.**

**Friday The Thirteenth by Captain A.W. Kinghorn. (*Lucky for some, unlucky for others*)**

Are today's seamen superstitious? About sailing on Friday the Thirteenth? After 37 years in the Blue Star Line sailing with British crews, I had come to believe that – whereas Lady Luck did indeed play her part in our lives – superstition must not. Then I went out East.

Too young – I felt – for retirement at 55, I joined a small Chinese Singapore family-owned company that operated four 9,000-ton breakbulk cargo liners on a monthly service from China, through Singapore, to Colombo, Karachi and ports in the Persian Gulf. Over the next ten years I had officers from Indonesia, Burma, Ghana, Nigeria, Turkey and South Korea, and – after the UN placed embargoes on their own ships – Yugoslavia. The ratings were a happy mix of Indonesians and Burmese with the occasional Philippino, Chinese or Malay. For me it was a fascinating experience. Fortunately for us British, English remains the international language of the sea, and once I'd mastered Indonesian helm orders – and they had learned to decipher my Geordie accent – we had no unsolvable problems. On May 6, 1994, after a ballast passage from Colombo, I anchored the good ship *Golden Harvest* in Singapore Eastern Roads. Life was leisurely in that company. We were, I learned, to be in Singapore for a week – then sail for Siam – on FRIDAY THE THIRTEENTH.

The Company's Director who gave me my sailing orders, Mr. Tan Kia Foo, asked if I, an Englishman, was happy to sail on that date? If not happy, he said, he would delay our sailing to the 14<sup>th</sup>. To which I replied, "Of course I'll sail on Friday, sir, - no problem!" He beamed in the way only a Chinaman can beam – and told me that in China, 13 was a particularly LUCKY NUMBER – showing me that his desk in the long office was itself Desk Number 13, in ivory characters.

So, on Friday 13<sup>th</sup> we were to sail at noon – for Bangkok where we would load 12,000 tons of bulk sugar for Japan.

Sailing day dawned bright and clear but as I was taking my early morning shower I noticed through the bathroom window that the sky was rapidly clouding over, a sudden wind had risen, rain was beginning to fall. And when it rains in Singapore it really does RAIN – thundering down on the steel decks, roaring out through the scuppers.

Then I heard ships blowing their syrens – not unusual in that very crowded anchorage where at any one time you can count a hundred ships – but a sudden hammering on my bathroom door was followed by the urgent – "Captain, come quick, anchor dragging, close to Russian ship!"

Flinging a bath towel round my middle, I shot up barefoot to the bridge. Flying light in ballast, high out of the water as we were – we had been struck by the squall. And – we had dragged all right! – our transom stern was now resting across the Russian's bow.

I was impressed that already my Chief Officer with his Bosun were standing by the windlass ready to heave up the anchor, the Chief Engineer was down below with engines warmed up all ready to go, while accompanying me to the



The "Golden Harvest" at anchor off Colombo immediately prior to the voyage described here

bridge were an AB to steer and the Second Mate to work the engine-room telegraph. They seemed not at all astonished to see their Captain arrive dressed only in a towel.

"Heave away! Dead slow ahead, starboard ten degrees –" and in twenty minutes we were safely re-anchored in a clear space left by a ship that had just departed.

After breakfast the rain had passed and the sun shone in a sky of brilliant blue. Dressed in my best starched white uniform I went by launch with our Superintendent, Mr. Lee Chun Heng, over to the Russian ship to apologise for my carelessness – also to agree to pay for repairs to damage we'd caused. The Russian Captain stood in his dayroom grim faced, speaking no English. But fortunately he was attended by a charming lady who interpreted for us. When asked for details of the damage she produced a long list. When I said we would like to inspect the damage we all trooped forward. And sure enough, there was a new eight-inch crack in the upper bow plating – we estimated about \$500 worth. Then we were shown numerous other minor damages – clearly from long ago. None of them had been our doing, as I pointed out. When the Russian Captain scowled, his interpreter's voice grew instantly tremulous. "Since the political and economic collapse of our dear Soviet Union we have not been paid, no money to buy food and vodka for our crew...." Tears sprang into her blue eyes.

I handed her my clean handkerchief and offered her a shoulder to cry on. At this she burst out laughing, but her Captain was not amused. At midday we sailed and I later learned that all was amicably settled. In over forty years at sea I had never dragged anchor into another ship, realising our lucky I was that things had been no worse – we could so easily have damaged our rudder or propeller.

Somehow we avoided the not hundreds but thousands of fishermen in the Gulf of Siam and South China Sea, where in recent years fishing vessels had been known to fire on ships with AK rifles, cutting across their nets. The nets, which extend for several miles, are each only marked at the extremity by a tiny flashing orange light. Unwittingly causing damage to a net is not difficult. We realised we were lucky not to have been the target of irate fishermen's Kalashnikovs – or of the numerous pirates who also operate in these waters to this very day in increasingly sophisticated fashion. Friday 13<sup>th</sup> sailing had indeed brought us good luck!

Having discharged 3,000 tons of our sugar in Hakata, I was directed by telex to take the remaining 9,000 tons up the Inland Sea to Uno Ko, a tiny port near Kobe. The Inland Sea of Japan is scenically very picturesque, green hills coming right down to the water's edge, dotted with wooded islands – but on this day it was foggy at first and little of the scenery was visible. It is always intensely busy, ships of all kinds get themselves about their lawful occasions, fishing vessels fish in the fairway, and jetfoil ferries hurtle past. The chart has dotted lines showing the main tracks to take and on the banks of the numerous narrow channels are large Tideboards showing the present direction and strength of the current. For instance, the figure 8 in large orange lights indicates the current is running at 8 knots. A large 'S' indicates a southgoing stream while an arrow pointing upwards or downwards tells that the current is increasing or decreasing. This information is displayed on the shores of the main channels, at one of which two salvage tugs are permanently stationed, like vultures, ready to swoop on any ship getting into trouble.

My last visit to the Inland Sea had been 23 years before, when pilotage was compulsory. Now I was told that for our size of ship it was no longer mandatory but that if I insisted – the fee charged would be in excess of ¥1 million, for two pilots, to ensure neither became too tired. Of course, the answer was D.I.Y. It was a long, interesting day, from just after midnight to eight in the evening. The officers stood normal four-hour watches on the bridge and in the engine-room while for the wheelman I decided one hour's trick at a time was enough. Total concentration was necessary – the channels are too narrow and the tidal currents too strong for the lightest mistake in the steering. Of course, I was on the bridge conning the vessel throughout. That's part of the Captain's job. I had been instructed to anchor in the latitude and longitude of a tiny cove near our destination, Uno Ko, one of several ports in Japan by that name. We arrived there just after sunset – on a Saturday night.

The passage had been intensely interesting and I anticipated berthing next morning. However it seemed that nothing – but nothing – happened in Japan on Sunday, so we were at anchor until Monday morning – dragging up and down over a gravel bottom, sometimes getting so close to the shore that we could see if the barman in the waterside bar was giving the correct change. Or so said the Chief Engineer who had his engines on constant standby of course. But we were lucky, and we remained afloat until the docking pilot came to berth us on Monday morning.

We had to approach the concrete quay head-on until clear of a shoal marked by a green buoy on our starboard hand, then make a ninety degree starboard turn to come alongside, port side to the quay. A tight squeeze, with a dredger moored alongside the quay just on the turn at the narrowest part of the channel. As is normal when going into port, the pilot stood in the wheelhouse conning the ship, the Third Mate stood by the telegraph and the man on the wheel did the steering. Forward, the Chief Officer and his men tended the forward tug and headlines; the Second Mate had his men aft tending the after tug and the sternlines. I stood on the starboard bridge wing keeping a watchful brief overall....



We made the tugs fast and were just clearing the buoy when, glancing over the side into the green water, to my amazement I saw a sort of greeny-white mushroom cloud rising from the depths. This whirlpool caught the ship and tugs and drove us firmly head-on towards the concrete wharf. Had we let go an anchor it would have gone straight down into the tug. Hard a'port would put us aground; hard a'starboard and we would hit the dredger. Full astern on the engines slowed us down a little, but we hit the wharf head-on with a thud that almost threw us off our feet.

The *Golden Harvest* was over 20 years old but had a good strong German-built ice-strengthened bulbous bow, and apart from a slight dent, our crunch had done us no damage. The concrete quay, however, now had a 12-feet oval hole neatly punched in it, three fathoms under the water, caused by our bulbous bow. When we got safely alongside half-an-hour later, I wrote a letter for the pilot to hand to his Harbour Master stating that our collision with the quay was in no way the pilot's fault – or mine either – but had been caused by a sudden upwelling of water.

Next day a formal enquiry was held in my cabin. Those present were the Harbour Master and his assistant, a couple of damage assessors, and, fortunately, a rather sweet lady interpreter. They kicked off by asserting that this accident was my own fault entirely and that my employers would have to pay for repairs to the damaged wharf. Of course I replied, "Not so!"

Fortunately I had a small fleet of model ships with which I taught the lads seamanship and Rule of the Road and – while denying that the fault was either mine or the pilot's – used the models to show exactly what had happened. Fortunately the Harbour Master knew of these occasional phenomena in his harbour – caused by the many entrances to the Inland Sea providing access off the main channels to innumerable unpredictable deep-water currents.

After much discussion among themselves – in Japanese of course – the interpreter asked, "Captain – not your fault?" "No".

"Not Pilot's fault?" "No".

"Must therefore be ACT OF GOD?" "If you say so."

Once again – I was lucky – acquitted, and later was told that the bill for half a million US dollars, was paid by the Port's own insurance company. Soon after that the Kobe earthquake of 1995 caused far more damage than we had.

With the last spoonful of our sugar discharged we sailed across the Eastern Sea to China to complete loading general cargo in Shanghai one sunny morning, when I was told I would be sailing at 3pm – low slack water. Although we were deeply laden by now, leaving our river berth at low water would ensure that we arrived down at the shallow bar six hours later – at high water – when our 30 feet draft would at that stage of the moon still allow three feet of water under our keel.

By the appointed three o'clock we were all ready – every man onboard, hatches battened down, derricks lowered in their crutches, engines on stand-by, crew to stations, pilot on the bridge. I had been given my clearance, that vital document that tells your next port that you have paid all your bills in this one. Traffic on the normally extremely busy Huangpu River was quiet, waiting to take advantage of the flood soon to come.

But no sign of our two tugs. I may say here that the Shanghai tugs are large, powerful Voth Schneiders but their crews are a law unto themselves. All good Communists of course, they are certainly not going to be told what to do by the Harbour Master, much less by a mere pilot... by the time they showed up at half past three the flood had commenced, bringing with it the usual rash of inbound shipping and barges. With tugs made fast we let go our after mooring lines



to enable the tide to swing the stern out into the river until we lay at an angle of 60 degrees to the quay. Holding on to the headlines, we awaited a lull in the now busy river traffic.

As we watched for a "clear", a huge inbound rectangular deep-laden sand-barge, pushed by a tug, came too close and clouted our stern with a mighty CLANG!

Examination showed three small holes had been pierced in our steering flat, just above water – no other damage – Phew! The barge slowly sank, fortunately without personal injury or loss of life. But of course this called for another letter to a Harbour Master, another enquiry in my cabin, and further use of my models when we got back alongside the quay further downstream. And yes, another lady interpreter!

I was seriously worried this time – the Shanghai tug and barge companies are a powerful lobby! Nevertheless, "Collision not my fault" was the verdict, and we were sent out to buoys in the middle of the river for a few days while the damaged plates were patched over and a survey made to make sure we were seaworthy.

Once again I counted my blessings. If the barge had pierced our shell plating beneath the waterline...

But while out at the buoy our Shanghai Company representative Mr. Lee Kheng Jiam came to see me, carrying a large cardboard box that he placed on my dayroom table. He

explained that our Singapore Chinese owner, who ran the company with his sister, was concerned to ensure that my run of good luck continued. Consequently Mr. Lee had been instructed to purchase this box, which, I discovered, contained a plastic rooster – pink in colour. This I must cause to be fitted to my ship's stem, like a figurehead to assuage the spirits. Po-faced I agreed – this was, of course, the Year of the Rooster. We nicknamed him Chooky and our Chinese cook plied him with oranges and rice each morning, burning joss sticks all around, very solemn.



"Chooky" – the "Golden Harvest" 1994

The second night out we ran into a storm and, despite my reducing speed. Shipped a couple of seas over the fo'c'sle head. Next morning, to our dismay, Chooky had vanished! However, Hassan Meliala, the Indonesian Chief Officer, found Chooky cowering under the windlass where he had been washed by the waves. Not gone overboard after all. Phew! Chooky was re-secured as our figurehead, properly this time, with brass bolts. And, believe it or not, thereafter we sailed through serene seas, having no further troubles.

When, several months later, I was instructed to hand my ship over to a white-robed Arab gentleman who had purchased her in Dubai, I was told to leave Chooky in situ. The new crewmen joined fresh from Tanzania and upon being introduced to Chooky, prostrated themselves upon our steel fo'c'sle deck as though Chooky were a deity.

As Kipling sagely remarked – "East is East and West is West, and never the

twain shall meet." What price superstition now?

The above account is all true. The *Golden Harvest* – in which I sailed a total of two years and 26 days on two long and one short tours of duty – was built in 1969/70 at Rickmers, Bremerhaven, as the *Irmgard Jacob*. She was then sold to become *Fjord Master*, later *Cawa* under the Peruvian flag. Her Singapore Official Number was 383491, GRT 9,221.75, Power, KW 5737.

Photographs by the Author. Captain A.W. Kinghorn. Source of the story unknown.



At Wu Jin, up the Huangpu from Shanghai. River barge loading steel girders in the foreground. Cabin, right, houses the bargee's family.

July 9<sup>th</sup> 2021. I have just learned that Captain Kinghorn has "Crossed the Bar".

I have used many of his stories in Seatimes and hope to include his obituary in a future edition of Seatimes. David.

## 20 Sailing Superstitions

Below are 20 sailing superstitions, let me know if you have any more.



### 1. BANANAS

No bananas on board. They were believed to be so unlucky they would cause the ship to be lost. Whole cargoes of bananas were especially frightening for sailors.

### 2. FISHY

In order to encourage fish to be caught, Scottish fishermen would begin their fishing session by throwing one of the crew members overboard and then hauling him back on.

### 3. SALT

It was bad luck for one crewman to pass the salt pot to another directly. Presumably one could put it down and the other could pick it up.

### 4. RED-HEADS

Red-heads were supposed to bring bad luck to a ship. If you met one before boarding the only way to mitigate the bad luck was to

speak to them before they could speak to you.

### 5. TURNING A LOAF OF BREAD UPSIDE DOWN

Turning a loaf of bread upside down once it had been cut was bad luck too.

### 6. STIRRING TEA

Stirring tea with a knife or fork would invite bad luck.

### 7. NO FAREWELL

It was bad luck for seafaring men's wives to call out to them or wave goodbye once they stepped out the door to leave for a voyage.

### 8. NO WHISTLING

Whistling or singing into the wind was forbidden as it could "whistle up a storm".

### 9. WATCH YOUR MOUTH

Some words and sayings brought about bad luck on board, including "drowned", "goodbye", and "good luck". Things to do with the land were believed to be bad luck if mentioned, such as the church, pigs, foxes, cats and rabbits.

### 10. NON-SAILING DAYS

It was bad luck to sail on Thursdays (God of Storms, Thor's day) or Fridays (the day Jesus was executed), the first Monday in April (the day Cain killed Abel), the second

Monday in August (the day Sodom and Gomorrah were destroyed) and 31st December (the day on which Judas Iscariot hanged himself).

### 11. WOMEN

Women were bad luck on board because they distracted the crew, which would anger the sea, causing treacherous conditions as revenge. However conveniently for the male crew, naked women calmed the sea, which is why so many figureheads were women with bare breasts.

### 12. FEET

Flat-footed people were unlucky on board a ship and were also avoided by sailors before they boarded.

### 13. PERSONAL GROOMING

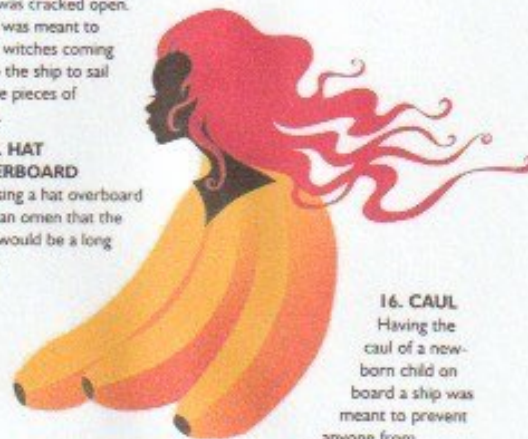
Anyone aboard who trimmed their nails, cut their hair or shaved their beard brought bad luck to the ship.

### 14. EGG SHELLS

Egg shells had to be broken into tiny pieces once an egg was cracked open. This was meant to stop witches coming onto the ship to sail in the pieces of shell.

### 15. HAT OVERBOARD

Losing a hat overboard was an omen that the trip would be a long one.



### 16. CAUL

Having the caul of a newborn child on board a ship was meant to prevent anyone from drowning. This meant that cauls were often purchased by sailors before a voyage. (A caul is a harmless membrane that covers the face and head of a newborn baby. It is very rare).

### 17. FISHING NETS

When setting fishing nets it was good luck to use an odd number.

### 18. BLOOD

It was unlucky to set off at the start of the fishing season without having first shed some blood in a fight or an accident.

### 19. TATTOOS

When tattooing became popular at sea, a rooster and a pig were often tattooed onto sailors' feet. It was believed these animals would prevent the sailors from drowning by showing them the way to shore.

### 20. RE-NAMING A SHIP

It was bad luck to change the name of ship. If you do, you must have a de-naming ceremony and officially christen the ship again.



The above appeared in "Full Ahead", the Merchant Navy Association Magazine and was submitted by Richard Smith.



**How the IIoT is about to destroy the Noon Report as we know it:** Over the past few years, the **Internet of Things (IoT)** has emerged as one of the most important technologies of the 21st century. Now that we can connect everyday objects – kitchen appliances, cars, thermostats, baby monitors – to the internet, seamless communication is possible between people, processes, and things. And this megatrend is increasingly moving into the industry, where the **Industrial Internet of Things (IIoT)** has enormous potential benefits to maritime operations.

In fact, according to McKinsey, if businesses and policymakers get it right, linking the physical and digital worlds could generate up to \$11 trillion a year in economic value by 2025. And what is most exciting for the maritime industry as a whole is that maritime infrastructure, vessels, and equipment are to a large extent already smart, meaning they are already filled with sensors and able to communicate information. The last piece of the puzzle is to simply make the connections.

**Edge computing in the maritime industry:** However, while the technology to connect maritime sensors and equipment exists, a key extra challenge has been how to handle the complexity of a large number of different connection interfaces and data protocols of onboard equipment and sensors. Due partly to this complexity, the industry at large has been somewhat behind the curve in IIoT adoption.

But now we are in a new era. Up-and-coming maritime technology providers are developing IoT devices that are capable of collecting vessel data from a far wider range of maritime data protocols, in addition to the ability to run apps locally. The result is something called “edge computing”. The benefits of edge computing is that apps that are available to the crew do not suffer from limited communication or latency issues offshore and that collected data can be stored and processed locally.

**What this means for the noon report:** Vessel operations and the global maritime supply chain are increasingly complex and interconnected. Efforts to optimize vessel performance, streamline processes, and optimize supply chains must therefore be supported by the ability to examine every process component and supply chain link in granular detail.

The noon report is the most used form for monitoring vessel operations and performance. But due in part to the complexity above, what started out as an innocent position report has slowly but steadily evolved into a monster – with various formats of noon reports being provided to not just ship owners and managers, but also charterers, sub-charterers, weather providers, ports and terminals, oil majors, commodity traders, agents, and more. Historically, the crew has manually collected all this data, and some noon reports have become so elaborate that it takes several hours to collate all the data required from different areas of the ship.

IIoT solutions built for the maritime industry are uniquely positioned to solve all this complexity. With these solutions, data directly from your engines, flow meters, vessel management system, or navigation equipment can be drip-fed into your reporting. And depending on the solution you work with, it is possible to not only collect generic data points, but also interface with equipment or sensors that are unique performance indicators to your operation.

This means data that is more reliable, from a wider variety of sources, and in much higher resolution – a potential game-changer for operations, as independent research shows that there is a ten-fold improvement in uncertainty achieved using a continuous monitoring set relative to a noon report dataset (Ship Operational Efficiency: Performance Models and Uncertainty Analysis, Lucy Gemma Aldous 2015). The automated collection of data is also valuable in terms of drastically reducing the administrative workload for your crew, and minimizing the chance of human error.

**Use your noon report data for more than just reporting:** But just as important as collecting data is the ability to put it in the hands of people who can make use of it. Obvious ways that it can be accessed and used are in the apps running on the IoT edge device, in the cloud, or as an Excel export. But perhaps the most exciting way is through the unsung hero of our connected world – the API (Application Programming Interface). APIs are the engines that enable different pieces of software to exchange information.

With APIs that already exist today, maritime businesses are able to access performance and reporting data in a uniform way not just from individual vessels, but across their whole fleets. And they are able to share and use it in multiple ways – with their supply chains for on-the-fly efficiency and performance gains, for research, compliance, and more in their own tools, dashboards, and apps. APIs are not only an integration technology but a key strategic asset in the digital transformation of the maritime industry.

**Leverage better data and rev your growth engine:** With the right data integration and management platform, maritime businesses can finally leverage their data's strategic value, improve operations, increase profits, and strengthen relationships with customers, partners, and suppliers. In manufacturing, it is already recognized that IIoT-powered analytics is no longer a “nice to have”. Companies that seize the opportunity presented by IIoT now, are going to develop strong competitive advantages in an oversupplied market that will help them power through 2025 – and maybe pick up some of that value predicted by McKinsey.

**Source:** Onboard, By Florus Wilming, <https://onboard-platform.com/news/how-the-iiot-is-about-to-destroy-the-noon-report-as-we-know-it/> 23.11.20 <https://www.hellenicshippingnews.com/how-the-iiot-is-about-to-destroy-the-noon-report-as-we-know-it/>

**The Rising Threat to the Integrity of Maritime Navigation Data:** Loss of satellite signal is a well-known operational risk, but few mariners are aware of the threat of GNSS (Global Navigation Satellite System) providing a false time, position or direction even when still available. When these position errors exceed a safe margin of error, they can cause ships to derive and transmit dangerously misleading Information. GNSS is not designed with inherent real-time integrity, which refers to the users' ability to trust the data and receive timely warnings if it is unreliable.

So-called space-based (SBAS) or ground-based (GBAS) augmentation systems provide information about the accuracy, integrity, continuity and availability of GNSS services. The European Union's EGNOS program is a prominent example of an SBAS solution. The UK's recent exit from the EGNOS program means that, although users will still be able to receive EGNOS signals across the UK, they will have no access to the assurances provided by the future EGNOS Safety of Life services - effectively withdrawing assured system level integrity for EGNOS, GPS and Galileo.

Mariners may therefore be unaware of subtle signal degradation or position, navigation and timing (PNT) errors that exceed a safe alert limit, rendering any threats to signal integrity less visible - and therefore even more dangerous than signal outages.

**Erroneous AIS data purporting to show the "positions" of vessels affected by GPS spoofing (Illustration courtesy Skytruth)**

GNSS trustworthiness is under increasing threat from natural signal interference, deliberate jamming, "spoofing," or interception. The scale of the threat was highlighted by research in 2019 showing thousands of ships affected by spoofing incidents around the busy port of Shanghai. Three hundred vessels had their GNSS locations replaced by false coordinates in a single day. One container ship's GPS units, AIS transponder and even its emergency distress system were all affected, and its true position and speed were falsified without the user being alerted to the fact, illustrating the extent to which relying on PNT data without adequate integrity protection can form a single point of failure across all maritime navigational aids.



There are many reasons for this kind of erroneous data. While some ships may nefariously "clone" the AIS systems of licensed vessels or interfere with their own GNSS receivers to conceal illicit activities, erroneous position reports can occur for any vessel. Onboard or land-based systems can produce accidental interference with GNSS receivers, for example. Misleading data can also come from natural causes, such as space weather, which poses a recurring risk of low-level signal degradation and interference. So-called "black swan" space weather events such as the 1859 Carrington event could trigger electromagnetic storms that would cause severe global disruption.

Discrepancies between GNSS and a ship's radar picture can cause confusion, and are dangerous in areas of dense, complex traffic and poor visibility. At worst, they can even lead to vessels migrating dangerously off course and into the path of obstacles. This issue will be further exacerbated on autonomous vessels, where decision-making is based on artificial intelligence and conflicting inputs will be difficult to resolve. Moreover, modern navigation systems are electronically intertwined into a mutually dependent system-of-systems, so navigational errors on a single ship will have a ripple effect across an entire fleet.

Trustworthy precision navigation is more essential than ever, with shipping lanes increasingly squeezed by the growth in the size and volume of vessels at sea, the necessary expansion of offshore windfarms, sea space designated for environmental protection, and areas dedicated to 'blue economy' uses like aquaculture. With global seaborne trade set to double by 2030, accurate and reliable PNT data will become even more pivotal to the safety, efficiency and reduced environmental impact of trade flows.

There is a strong international policy focus on resilience and availability of GNSS, and within those initiatives we must see a clear focus on ensuring the integrity and operational continuity of GNSS data. Mariners and policymakers need to recognize that lack of PNT integrity poses a growing threat to maritime safety and efficiency. The EU's EGNOS Safety of Life alert service is a response to this for its members, and the UK government is examining potential solutions for a more resilient and trustworthy PNT system-of-systems. It is imperative that we see similar efforts worldwide so that navigational data is consistently resilient, trustworthy, accurate and available across global shipping lanes.

BY **GEORGE SHAW** 04-06-2021  
 George Shaw is the Principal Systems Engineer for the General Lighthouse Authorities of the UK and Ireland.  
<https://www.maritime-executive.com/editorials/the-rising-threat-to-the-integrity-of-maritime-navigation-data>

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**Of ships and their crews:** I have always been terribly enthused by Oliver St. John Gogarty's poem "The Ship" and its first stanza –

"A ship from Valparaiso came  
 And in the Bay her sails were furled,  
 She brought the wonder of her name  
 And tidings from a sunnier world."

It came back to me this week reading about all the congestion in the liner trades with Covid-19 in the China ports and 400 or so ships swinging around their anchors in roadsteads across the world. My next-door neighbour has been told that the new garden furniture he ordered in time for summer will be delivered, if luck is on his side, around the time of the autumn equinox.

It is a salutary reminder that the next time your company's finance director starts burbling on about 'Just In Time' and the cost of carrying stocks of goods against interruptions in the logistics chain, you should take him outside and shoot him. Or at least issue him with his P45. Congestion or not, you cannot surely grudge the carriers their current time in the sun, after so many years of financial gloom. Rest assured, it won't last, as they move with alacrity to produce the next containership slot surplus.

But the poem mostly came to my mind reading about peevish complaints by those favoured folk who live on Puget Sound, voicing their outrage at having their sea views spoiled by container ships anchored off as they wait for berths in Seattle\* and



Portland. The noise of their generators irked them no end, while their exhausts were polluting the pristine air. Couldn't they, it was inferred, go some place else?

I would probably admit that a couple of 15,000teu monsters swinging around their hooks does not conjure up the same romantic vision as a barquentine inbound from Valparaiso, but it might occur to them that they could need some of the stuff they have in their containers. It might be their new garden furniture, lovingly crafted in some rustic haven up the Pearl River. Selfish blighters. They certainly won't give a thought to the steel accommodation block amidships and the twenty people living in it. The crew might be enjoying a few days relative rest, the frantic time in port being postponed for a while.

It is a truism that ships today and those aboard them only intrude into the public consciousness when something goes wrong, and then everyone who has never noticed them before is swift to complain. But it is sad that something so important to our lives is so invisible, like the drains. The miserable two-month saga of the *Ital Libera* (right), which ended this week in Italy, spoke volumes about attitudes to those who go down to the sea in ships in 2021. With her dead Master aboard, cases of Covid among the crew, no fewer than eight countries rejected the ship when they requested leave to enter port and repatriate the corpse of her Captain. In the end the operators very decently decided to bring the ship, with both the cargo and her late Master, back to Italy.



It is one of the pandemic stories that will, at least among shipping people, probably be imprinted on the memory, long after the world gets back to normal. It ranks alongside incidents of ships being denied medical assistance by coastal states, and the glacial pace of vaccinating seafarers, while taking for granted the goods they carry in their ships. Will the history of this past couple of years even acknowledge the debt owed to the world's seafarers?

And while thinking of attitudes to requests from ships, and the ease with which problems can be moved on to somebody else's jurisdiction, it will be interesting to see if any lessons are learned from the ruins of the *X-Press Pearl*, sitting on the bottom off Colombo as her cargo washes ashore. Two wayports, we are told, refused requests for the container of leaking acid to be discharged, leaving it for the ship, or somebody else down the line, to deal with the problem.

**The Maritime Advocate online**

Maybe a more robust Master would have refused to take the ship to sea and

insisted that it was hazardous to do so. But Masters aren't encouraged to be too assertive, these days. If a ship from Valparaiso comes into your bay, move it on, as quickly as possible, before the residents complain about the noise.

**By Michael Grey. June 18<sup>th</sup> 2021. (The Maritime Advocate – Issue 780).**

<https://mail.google.com/mail/u/1/#inbox/FMfcgzGkXwFwVmSgqbtjxRhFZmDxvg>

**Michael Grey is former editor of Lloyd's List.**

\* See <https://www.king5.com/video/news/local/container-ships-backing-up-in-puget-sound/281-28fcddef-c5d8-4edb-9b6d-af63b045079b>



**A response to the May edition's article about "Kamsar".**

30+ years ago I was Mate on a Panamax bulkier loading bauxite at Kamsar. Kamsarmax was still a vessel of the future. We had arrived from Algeria where we discharged coal from Queensland. The Master was on his first, and only, deep-sea voyage as Master. Once we knew our loading port I was allowed to jot down only the most basic details of our cargo, dictated to me by the Master. How much bauxite we were to load and the discharge port, Point Comfort, Texas.

The loading berth at Kamsar was pretty much in the middle of nowhere. We were at the end of a very long jetty and the bauxite conveyor belt looked like it just disappeared into the jungle. That is the impression I have of the place and I am not sure there was even a building in sight. I remember the Chief Engineer bartering, over the stern rail, with a small boat for some fresh fish.

The loading and deballasting sequence progressed in reasonable order over a 20-odd hour period and cargo ops were due to complete late that night. In due course the agent/pilot and loading surveyor arrived on board and we were advised that cargo operations were almost complete and we should prepare to sail immediately as there was another vessel waiting close by and we needed to clear the berth. We were still taking on cargo but the engines were made ready in short order and the junior officers and crew went to stations to commence singling up.

As soon as the belt was empty of bauxite the surveyor and I read the drafts and it was while we were walking along the loading jetty to read the final draft aft that I heard, over the walkie-talkie, 'Let go everything fore and aft'. Somewhat startled I advised the Master we would be back at the midship gangway in short order. The response was the ring of the telegraph, the unmistakeable sound of starting air blasting into the main engine and the swirl of water as the prop bit. With the gangway about 100m away it was apparent the ship would be clear of the berth before we could return on board.

It was pitch black and the ship was moving away into the darkness. The only option was to jump onto the upper works of the pilot boat and give chase. The ship's crew were taken aback by the speed of events and instead of rigging the pilot ladder they threw over a rather too short rope ladder. But I was keen so just leapt across the gap and scrambled aboard.

The cargo calculations were completed and the agent/pilot was on his way down from the wheelhouse with a bottle of scotch for his efforts. There was one for the surveyor too. I made my way to the wheelhouse and advised the Master we were several hundred tonnes short of the load the charterers had wanted. He was not concerned as we had needed to clear the berth.

The following morning revealed a rather darker atmosphere. The Chief Engineer and I were summoned to the Master's office. He had received a rocket from the charterer and they were demanding to know what had transpired in Kamsar. It was only then that the Master shared the full content of the loading instructions. Fundamentally, we had been duped in exactly the way the charterers had warned the Master might happen. They had a great deal of experience with vessels being short changed at Kamsar.

We sailed across the Atlantic and were given the option to bunker at Curaçao or proceed direct to Texas. The Master discussed the options with the Chief Engineer and the Chief advised that we were very tight on fuel and would have no reserve if we sailed directly to Point Comfort. The Master chose Texas. The Chief was stunned. The only fuel we had upon arrival was what was left in the Settling and Day tanks.

The Master soon resumed a very successful shore career and is now happily retired.

**Chris Frappell.**

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**Scottish university develops new fuel-saving rudder system:** A new rudder system, designed at the University of Strathclyde in Scotland, will be demonstrated as part of a €6m (\$7.2m) European Union-funded research project.

The GATERS project, led by the University of Strathclyde under the Horizon 2020 Fund, will see the so-called gate rudder propulsion and steering system retrofitted to a commercial vessel as part of a trial.

Unlike a traditional rudder that sits behind a ship's propellers to steer the vessel, the U-shaped gate rudder (pictured) – essentially two separate rudders – sits astride the propeller.



As a result this acts like a nozzle around the propeller and generates additional thrust.

Both rudders can be independently controlled to provide steering better as well as helping vessels move sideways – called crabbing – when docking.

In early trials, the gate rudder has shown fuel saving potential of 15% in calm waters, while this can be as high as 30% in rough seas and improved manoeuvrability. The gate rudder is also quieter than a traditional rudder system, reduces hull wake, and can help to protect the propeller from damage.

Professor Mehmet Atlar, who is the project coordinator from the Department of Naval Architecture and Marine Engineering (NAOME) at Strathclyde, claimed: “As a propulsor-based solution, the gate rudder offers a significant amount of power-saving that cannot be achieved by any other single energy-saving device which is currently available in the market.”

The researchers will use data gathered from the sea trials to demonstrate whether the system could be applied to an existing 90 m coastal cargo ship as a retrofit and to explore its applications for other oceangoing vessel types and sizes.

The concept of the gate rudder has been licenced to the world’s largest propulsion manufacturer, Wärtsilä

[Scottish university develops new fuel-saving rudder system](#)

**I'm curious! If you did not receive this Newsletter from me, or from the Secretaries of the NPESC or the BC Branch of The Nautical Institute, I would be very pleased to hear how you did receive it. Please let me know at [whitknit@telus.net](mailto:whitknit@telus.net). Thank you. David Whitaker.**

**Highway H20 remains an indispensable pathway for global shipping:** Every summer and early fall, when grain producers harvest their corn, soybeans, wheat and canola from southern Canada and the northern United States, the material will make its way to Great Lakes ports like Windsor and Toledo, and from there to markets around the world. Their journey is only possible because of the integrated transportation network known as **Highway H<sub>2</sub>O**, a vast marine highway that connects overseas markets to communities throughout North America via the Great Lakes and St. Lawrence Seaway.

“They’re an essential business partner, and a key link for us to export grain and finished products,” said Kevin Wright, General Manager, Great Lakes region, at ADM (Archer-Daniels-Midland Company), a global leader in human and animal nutrition, and agricultural origination and processing. “The producers in both western and eastern Canada continue to do an amazing job of growing more crop on a per-acre basis. The Seaway is an integral part of our vast transportation network, and global supply chain.

ADM is one of the world’s most-respected food production companies, with a massive processing facility at the Port of Windsor that generates vegetable oil and animal feed for consumers in Canada, the U.S., Europe and North Africa.

The company has a second terminal at the Port of Toledo that connects and procures corn, beans and wheat from Michigan and Ohio. Without Highway H<sub>2</sub>O, it would be impossible for ADM to transport the same volume of grain and finished products, said Wright.

**ADM looking north at the Port of Windsor.**

“Travelling on the Seaway has the added benefit of reducing environmental impact,” he said. “Using the Seaway minimizes our carbon footprint while helping us make sure that our products get to the right places at the right time.”

Indeed, a single ship on Highway H<sub>2</sub>O can carry 30,000 metric tonnes of cargo — equivalent to 301 rail cars or 964 transport trucks. Marine vessels are also fuel-efficient in comparison to other alternatives, and have become a key strategy for eliminating traffic congestion.

“In this day and age, when we are concerned about the effects of climate change, and the efforts to reduce our carbon footprints, nothing can stand with shipping,” said Steve Salmons, president and CEO of the Windsor Port Authority.

“The carbon movement, per tonne of cargo, in a ship, is 20% less than rail, and about a seventh of trucking.”

Windsor is a robust and multifaceted port that includes the largest vegetable oil processing facility on the Canadian side of the Great Lakes. Big box retailers and deep fryers at fast-food restaurants in Canada likely carry soybean or canola oil manufactured in Windsor. The same is true of a large portion of road salt spread on Canadian highways, and manufacturers rely heavily on steel and aluminum that passes through Windsor on marine vessels.



About one-third of trade between Canada and the United States passes between Windsor and Detroit, which is less than a kilometre away on the U.S. side of the Detroit River.

"The Seaway is vital to connect us to the world," said Salmons. "It's always open, it's always safe, and easy and economical. We have the world's greatest inland waterway system, and we need to protect it, and to invest in it."

About 100 kilometres south along the Lake Erie shoreline, the Port of Toledo in Ohio plays an equally important role in transporting and processing bulk commodities for global markets.

Toledo is a key destination for grain, petroleum, wind turbine components, coal, salt, cement, break bulk and bulk materials, as well as an essential location for ship repair. It's home to the largest flour mill in North America, operated by Mondelez International, and has terminals that handle everything from steel coils to unrefined sugar, fertilizer and stone.

Though Toledo is a long-established U.S. seaport, it's also part of a major intermodal transportation network that includes an airport and connections to the national railway and the interstate highway systems.

"We're very centrally located within the Great Lakes region," said Joe Cappel, Vice-President of business development at Toledo-Lucas County Port Authority.

"So you can get to a lot of places from here — Michigan, Ohio, Indiana, and all points in between — without [going] up and around the state of Michigan."

This summer, as producers and processors along the Great Lakes prepare for a busy shipping season, Highway H<sub>2</sub>O remains an indispensable pathway for the safe, efficient and environmentally friendly passage of goods throughout North America and around the world.

"The Seaway will always be critically important," said Cappel. "It'd be hard to imagine a world without it."

For more information, visit [hwyh2o.com](http://hwyh2o.com)

*This story was created by Content Works, Postmedia's commercial content division, on behalf of St. Lawrence Seaway.*

**Ben Forrest - Postmedia Content Works.** May 10, 2021 •

<https://nationalpost.com/sponsored/business-sponsored/highway-h2o-remains-an-indispensable-pathway-for-global-shipping>

**At Sea with Corona!!!** I try to see it from a different perspective. We have an essential occupation. We are making sure cargoes like food and other necessities are still being transported. We are making sure the world keeps turning. And we still have a job. We are still able to feed our families. One year after all of this started I think onboard we are doing quite well despite all. Our company is doing its best to have us relieved at reasonable times. Yes we do have to stay onboard longer than usual, but hey!... there is a worldwide pandemic going on!

When you are at home you can't go anywhere anyway. And no, we are not allowed to go ashore. But maybe that is for the best. It makes sure Corona will not find its way onboard our vessel. It works both ways. It keeps the people ashore safe and it keeps us safe as well. Port authorities make it look like we are a big risk to them, but we all know it is the other way around. People from shore, visiting our vessels are a big risk for us. We are the ones that are safe onboard our vessel.



**I think we should think twice before we start complaining.** Last contract I volunteered to stay longer onboard. "If my crew can't be relieved, I will stay as well." We are all in the same boat. Solidarity! So instead of 4 months, which is the normal duration of a term, I stayed 6 months. And this term I have asked to stay onboard for longer again. The shops are closed anyway. This is not the time to complain about lengths of contracts and not being allowed to go ashore. This is a time of battling a pandemic that might kill you. This is a time where complaining might be out of place. This is a time of an invisible war. We do what



we need to do to overcome all of this. And we better make the best of it. I hope all of us seafarers out on the ocean realize we are one big team that keeps the world turning. Be proud of that.

**It will make you feel better.** We need to learn that we need to approach things from a positive side. If we keep complaining instead of working towards something better only more and more seafarers will stop sailing. Then who will transport all the goods we need? We need to realize how many jobs will get lost if we quit!!! Our company lets us call two different ports only to change the crew. In the first port in Japan the new crew will come onboard. In the second port in S-Korea, the old crew will be signed off. A lot of effort has been made and money will be spent to arrange this.

The *DIAMANTGRACHT* Photo: Henk de Winde ©

Kind regards, Capt. Erik. A. Fleumer Master m.v. *Diamantgracht* April 2021



I wonder what celestial body he can see. All I see are dark clouds?

## ALGOMA CENTRAL CORPORATION ANNOUNCES CONTRACT TO BUILD A NEW EQUINOX CLASS SELF-UNLOADING VESSEL

St. Catharines, ON (May 31, 2021) - Algoma Central Corporation announced today that it has entered into a contract with Yangzijiang Shipyard in Taicang City, China to build a new Seaway-Max self-unloading vessel for its domestic dry-bulk fleet.

The as-yet unnamed vessel will be the first of the new Equinox 2.0 Class, a design that builds on the original Equinox Class standards to achieve better fuel efficiency, improved speed at lower engine power, and enhanced deadweight capacity. The new Equinox 2.0 incorporates a number of design changes, including various weight-saving innovations and a reconfigured stern that incorporates a dual-rudder design to increase cargo hold size, resulting in an increase in the capacity of the vessel by approximately 1,440 metric tonnes. Other design improvements include an efficiency upgrade to the propeller and changes in the shape of cargo holds to improve the handling of certain “sticky” cargoes.

“We are very excited to exercise one of our options at the YZJ shipyard for the first Equinox 2.0 vessel”, said Gregg Ruhl, President and Chief Executive Officer of Algoma. “Our in-house design team is relentless in their pursuit of improvements in our vessel designs. Each previous Equinox Class ship incorporated modest improvements over its predecessors, as we learned more about the vessels during construction and as they entered operations. The changes made for this vessel were such an improvement over the previous design that we feel adding a version number to the design name makes sense”, Mr. Ruhl continued.

**Captain Henry Jackman (right)**

The new vessel is scheduled to replace the *Algoma Transport*, one of the oldest vessels in the Algoma dry-bulk fleet.

Triggering the option now enables Algoma to lock in a building slot with ideal delivery timing. Construction of the ship will begin in late 2022 and the vessel is expected to join the fleet at the beginning of the 2024 navigation season.

Algoma also reports that the *Captain Henry Jackman*, the Company's new Equinox Class gearless bulk carrier, is making good progress on its homeward journey. As previously announced, Algoma took delivery of the vessel in early



April and its voyage to Canada commenced on April 29<sup>th</sup>. The delivery voyage has been going remarkably well, demonstrating that the effort Algoma has invested into incrementally improving the design of Equinox Class ships is already showing promising dividends. At similar power settings to those used on the previous delivery voyages, the *Captain Henry Jackman* has an overall slightly lower daily fuel consumption but is making a much better speed. Weather permitting, the ship is expected to arrive in Panama on June 6<sup>th</sup> and transit the canal on June 7<sup>th</sup>, before starting the final leg of the delivery voyage across the Caribbean and up the US East Coast to enter the St. Lawrence River. The *Captain Henry Jackman* is expected to arrive in Montreal around June 19<sup>th</sup> and will join the Algoma dry- bulk fleet as an operating vessel following a flag change and completion of inspections and other Canadianization procedures. Both the *Captain Henry Jackman* and the new Equinox 2.0 ship feature important sustainability advantages that will help Algoma meet its greenhouse gas targets, reducing the amount of emissions per cargo tonne-kilometre. Investing in new, more sustainable capacity is just part of what Algoma is doing to be your Marine Carrier of Choice.

**The Andy Warhol moment. *Splash's* chief opinion writer, Andrew Craig-Bennett, reflects on shipping's 15 minutes of fame:**

"There were no wrecks, and nobody drowned – fact, nothing to laugh at at all..." (Stanley Holloway's monologue about the boy Albert, who was eaten by a lion <https://www.youtube.com/watch?v=oaw-savyK0s>). Nobody was hurt, no property was damaged (this is important!) and there was no pollution. A quick calculation (15% of world trade by sea goes through the Suez Canal, and it was delayed by a week) suggests that 0.3% of world trade by sea was slightly affected. Cue stock market panics and miles of wittering in the financial press.

That was our industry's 15 minutes of fame. It's over. We will now go back to delivering boxes, so far as the people of the world are concerned. Some may remember that we also deliver food and fuel, but most will not. Everyone now knows what a 20,000teu container ship looks like. It's a rectangular box piled up with rectangular boxes. How did we do? We performed according to type. Everyone ducked.

**Evergreen:** "Well, it's not really our ship..." (why has it got your name on the side if you are not taking responsibility for it?).

**Shoei Kisen:** Held one press conference – in Japanese.

**Bernard Schulte:** Told the press to talk to their 'crisis management' people – who do not manage crises, they try to massage the public relations – and told their staff not to answer their phones.

**The Suez Canal Authority:** "Nothing to see here, just a routine grounding, move along please."

**Nippon Salvage:** Said nothing to anybody. In fairness to Nippon, whose lawyers I worked for back in the dawn of time, they never do say anything, they just get on with it, because they don't have shareholders that they need to talk to – they are owned by a syndicate of Japanese marine insurance companies, in one of those devastatingly sensible arrangements that Japan, Inc. goes in for.

**Boskalis:** Well, after a shaky start, in which Smit-Wijssmuller had to remember who owns them at the moment, there was, as usual, no stopping Smit's PR department, who have been running the company since Jan Hartog published his salvage tug novel, "Hollands Glorie", in 1940<sup>\*\*</sup>. Since which time the Dutch salvage industry and its public relations have been one and the same thing. Indeed, when I worked for Smit's lawyers (same as Nippon's lawyers) one of our problems was prising photographs out of the hands of the PR department in order to use them as evidence in Lloyds' salvage arbitrations, which was, after all, where the cash flowed from. Hope my Dutch friends will resist their impulse to eat me, as they do with prime ministers who displease them, but, mijnheers, it's true.

**The UK P&I Club** did the usual P&I Club Cheshire cat trick. All you get is the smile.

No human interest stories about the ship's invisible crew, or indeed her two canal pilots. The last century produced three Master Mariners whose name made it into popular memory – Edward Smith of the *Titanic*, Henrik Kurt Carlsen of the *Flying Enterprise* and Joe Hazelwood of the *Exxon Valdez*. The Master of the *Ever Given* is not joining them, because his employers are hiding.

At least Bernard Schulte haven't made themselves quite as invisible as the crew managers of the *Wakashio*, a ship whose remains Nippon are still scraping off a reef in Mauritius. (Don't worry, Anglo-Eastern, we haven't forgotten you.)

As refloatings go, 'boxboat stuck in mud' doesn't have quite the heroic ring of, say, Wijssmuller's salvage of the capesize ore carrier *Elwood Mead*, which parked herself on Guernsey on her maiden voyage from Australia on Christmas Day in 1973 because her Second Officer fell asleep in the pilot chair (many pilot chairs were removed from wheelhouses after that!) taking 61 days, on an exposed reef in midwinter, to get her afloat on her tank tops. Still, the *Ever Given* was stuck, and then unstuck, so well done, everyone, and it might be a five percent at most.

And I rather think that's the end of the story. There was no property damage, and since there was no property damage, claims for pure economic loss are, in most legal systems, not recoverable in tort, so the UK Club can carry on smiling. The delay costs will be absorbed by the carriers, but freight rates are going up anyway, so we will all live with that.

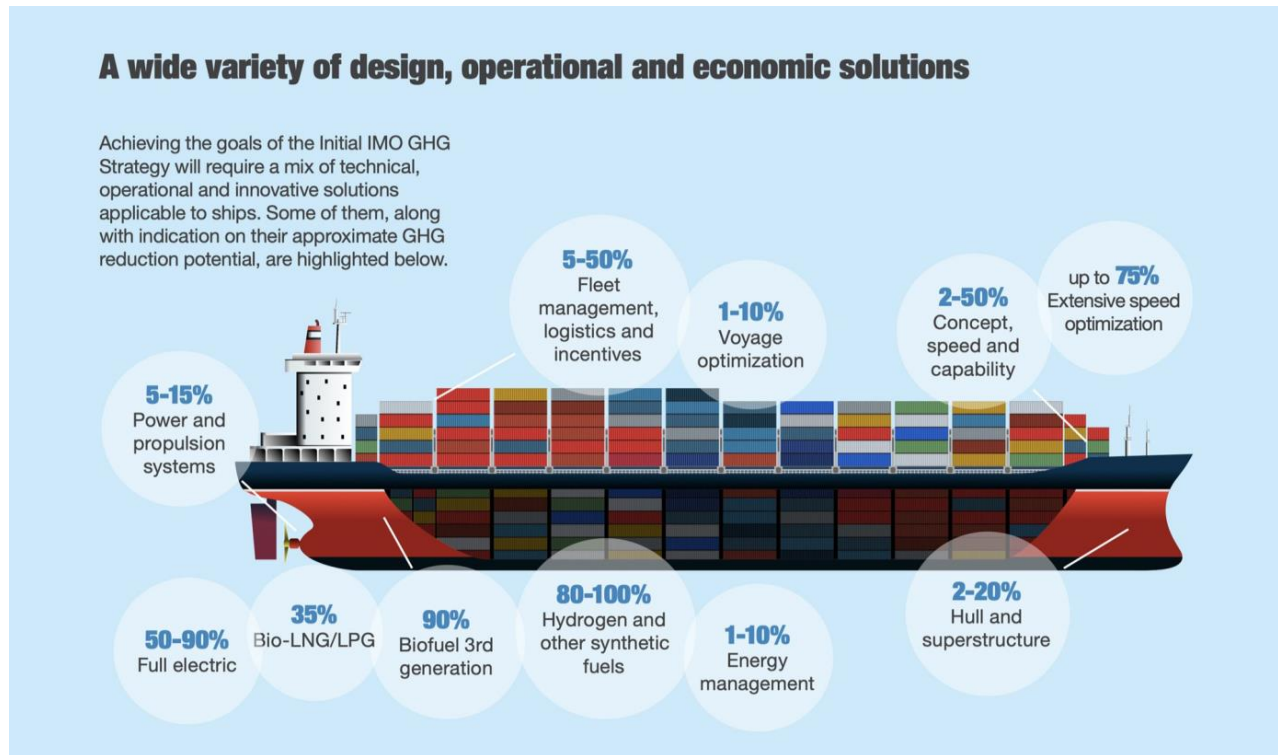
**Fame over!**

**March 31, 2021.** <https://splash247.com/the-andy-warhol-moment/>



**\*\*Captain Jan** (Dutch: *Hollands Glorie*) is a 1940 novel by Dutch writer [Jan de Hartog](#). The book depicts highly skilled tugboat sailors as modern successors to the bold navigators of the [Dutch Golden Age](#). It was made into a Dutch TV series in 1976.

### IMO's work to cut GHG emissions from ships.



Curious to know about IMO's work to cut GHG emissions from ships? Visit our new page on the issue?

<https://www.imo.org/en/MediaCentre/HotTopics/Pages/Cutting-GHG-emissions.aspx>

## The Wreck of the "Runic"

Just a routine passage from Brisbane to Auckland – or so we thought when we left Brisbane to cross the Tasman Sea, but on February 19<sup>th</sup> 1961, at 0113 the ss *Runic* struck Middleton Reef.

My first knowledge of the vessel stranding was when the Third Mate woke me up. At first I didn't believe that we had struck the reef, but after a minute or so when I had gained my senses I realised that something was wrong, no movement in the ship, the opening and closing of lifejacket lockers and all the alien sound that one does not expect to hear in the early hours of the morning.

My first thoughts were rather jumbled, all sorts of peculiar thoughts going through my mind. How did it happen? What was going to happen? Any casualties? And a whole host of strange things!

Anyway, I dressed rapidly and donned my oilskin and lifejacket and reported to the bridge. In the meantime the Master had sent out an S.O.S. reporting our plight and was assigning different jobs when I arrived; checking the damage, taking soundings around the vessel and soundings of the holds, tanks and bilges.

So started five weeks of hard work in an unfortunately vain attempt to salvage the vessel. The events of the first few days are now a little hazy. The British cargo ship *Brighton* arrived to stand by us in the middle of a cyclone on our second night on the reef. The cyclone that swept us broadside on to the reef battered us all night long with huge green seas breaking over the ship, bringing with it fuel oil that had been lost from the forward double bottom tanks, which had been punctured on impact. In the middle of this we were letting off parachute distress rockets to guide the



*Brighton* to us, as she did not have any radar. The Brisbane tug *Fearless* also arrived to render assistance. The next evening when the cyclone subsided and the sea to a heavy swell, the Royal Australian Navy destroyer *Vendetta* arrived. The Sydney tug *Woona* arrived shortly after the Navy, with a salvage expert and diver aboard. The following day the *Vendetta* left, taking all surplus personnel back to Sydney. From then on, under the advice of Captain Anderson, the salvage king, we got down to the serious work of taking the anchors and cables aft to rig ground tackles, together with the blocks from the jumbo derrick and all suitable wire. The *Alaric* came out to us during the weekend with salvage equipment borrowed from the Australian Navy. This gear was loaded on to the tugs, together with stores, and later transferred to the *Runic*.

Several of the crew took to fishing in the evenings and one night several large sharks and a ninety-pound groper were caught. But after a week or so the crew began to become rather disheartened – the novelty of being modern Robinson Crusoes had worn off!

During the fourth week another cyclone came our way and hit us really hard. We had started to move the ship slightly with the tugs and ground tackles when the second cyclone hit us. It pushed us a further hundred feet or so up on to the reef, and it was then decided that we would have to leave the ship as further salvage operations would be too expensive. All the double bottom tanks were now common and one could see daylight through the engine room plating, the port turbine was set up and the generators flooded.

Feverish activity then followed to strip the valuable equipment from the bridge. Most of the gear and crew were transferred to the *Arabic* the night before the ship was abandoned.

We left the ship the next evening with very mixed feelings. I know I had a lump in my throat. It was very pleasant that night to sink into a hot fresh-water bath, have a shave and put on clean clothes. All of this was followed by an excellent dinner and the prospect of a run ashore in Sydney was a marvellous thought after such an experience.

This article appeared in the January 1962 edition of THE CADET, the Official Organ of the H.M.S Conway Merchant Navy Cadet School. The author is P.D. Atkins, a Conway Cadet from 1955-58.



"Runic" ashore on Middleton Reef.

### **Battling the Surf**

**Some will have seen this video already but if you haven't then please click on this link to take a look at a Royal National Lifeboat Institute rescue.**

[https://rnli.org/magazine/magazine-featured-list/2021/june/battling-the-surf?utm\\_source=rnliife&utm\\_medium=email&utm\\_campaign=keepintouch\\_2021&utm\\_content=keepintouch21f12\\_recovery\\_banner&actId=ebwp0YMB8s0RxX0IUGBsN9UcvuQDVN7agmFTt2FsrXu1G-hwxs7TLaFc9iL9OZeo&actCampaignType=CAMPAIGN\\_MAIL&actSource=501079](https://rnli.org/magazine/magazine-featured-list/2021/june/battling-the-surf?utm_source=rnliife&utm_medium=email&utm_campaign=keepintouch_2021&utm_content=keepintouch21f12_recovery_banner&actId=ebwp0YMB8s0RxX0IUGBsN9UcvuQDVN7agmFTt2FsrXu1G-hwxs7TLaFc9iL9OZeo&actCampaignType=CAMPAIGN_MAIL&actSource=501079)

### **From the Cunard Line Handbook, October 1903**

Lady passengers, especially those travelling alone, should note that it is not considered correct to sit out on deck in the dark. There is no necessity to stay all the evening in the public rooms when the weather is pleasant, but a seat within the radius of the electric lights might perhaps be selected, and after dinner walks restricted to the lighted promenade deck. The narrowness of interests on board ship, and the comparative smallness of the space in which so many people live, make every liner that ploughs the seven seas a hotbed for small talk.

**Sea Breezes July 1958**

### Spring Bursary: From the NPESC Webpage <https://npesc.ca/>

We are very pleased to announce the successful applicants for this Spring's NPESC Bursary awards, which for the very first time includes the winner of **The Brian Silvester Maritime Bursary Award**.

As always, the competition for these bursaries was extremely good and the selection committee had a difficult task in choosing the eventual winners from this group of applicants.

The applicants that were successful were (in no particular order): –

**Axel Noringseth** – A Third Year Nautical Sciences Cadet at BCIT

**Gurkirat Mangat** – A Second Year Nautical Sciences Cadet at BCIT

**Landon Wilson** – A Second Year Marine Engineering Cadet at BCIT

and, the winner of **The Brian Silvester Maritime Bursary Award** for 2021 is: -

**Jacqueline Weston** – A **Camosun College** student pursuing her 60T Limited Masters Certificate.

We thank all of our applicants for this year's Spring Bursary awards and wish them all the very best in their careers at sea. We look forward to hearing from our winners, in due course, about what they have been up to and how their awards have helped make their dreams become a reality.

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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.**

**Information about donating can be found at: <https://npesc.ca/donation-form>**

**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**

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**Have you read enough?** If not, grab a coffee and then see the latest edition of "The Pulse" on the MNA website at [https://mna.org.uk/images/mna/documents/Pulse/MNA\\_Pulse\\_073021.pdf](https://mna.org.uk/images/mna/documents/Pulse/MNA_Pulse_073021.pdf)



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**David Whitaker FNI**

