SEA TIMES

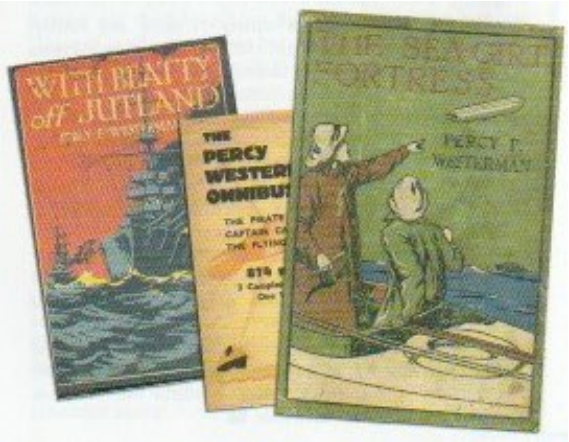
The Newsletter of the Nautical Professional Education Society of Canada
(Society founded in 1995 by the British Columbia Branch of The Nautical Institute)

February 2022

Serving My Time

Thank You Percy!

There once lived a man called Percy F. Westerman (pictured) who wrote spiffing yarns about fellows called Apprentices in the Merchant Service. These lads (he told his impressionable readers) spent most of their time having great japes on their shiny ships. Quite frequently the vessel would anchor off a tree-clad tropical island, and the happy boys would prevail upon an always benignly smiling Chief Officer to allow them to take the jolly boat for a sail to the shore. As one of them expertly sailed the boat away from the side, some of the ship's crew would be leaning on the ship's side, probably puffing at their clay pipes, and one of them would growl, (Percy's tough and rather rough sailormen never spoke – they always 'growled'), "There go the young sirs. Up to larks, I'll be bound".



And the young sirs, clad most likely in 'immaculate whites, and with their uniform caps at a jaunty angle', would land on a sunlit beach, to climb for coconuts, and pelt each other with bananas.

Having read this stuff and a lot more of the same, I resolved that nothing would stop me from signing as an Apprentice and having some, if not all, of this fun. My parents were nagged into submission, a willing company found (Buries Markes, London), and indentures were duly signed. This was in October 1939 and war clouds, which had been threatening for some time, had now swept in to obscure Britain's winter-murky sky.

The indentures failed to offer riches. It may seem unbelievable now, but after twelve months of my apprenticeship, in addition to bed and board (both hardly possible to relinquish) I would receive two pounds and ten shillings. Completion of the second year would be celebrated with the donation five pounds. The third, seven pounds ten shillings, and when I had come to the end of my adventures in the ship's jolly boat and other such high jinks, the company would hand me (oh boy!) a ten-pound note.

A list of required clothing from the company was quite extensive. With youthful enthusiasm I studied this carefully, but following several items of uniform (which included the cap I had already decided to wear at a jaunty angle) was some stuff that puzzled me a bit. This was the mention of 'working boots' and another couple of items, 'dungaree trousers and jacket'. However I soon realised what these things were for. After all, I told myself, I would probably have to supervise the sailors engaged in some dirty job, and uniform for such an occasion might get soiled.

> **Having read this stuff I resolved that nothing would stop me from signing as an apprentice**

I shall fast forward just a little now, past an expedition with my mother – who forked out a considerable amount of cash for my equipment – and on to joining my first ship. This was due to take place just prior to Christmas, but I was delighted to hear from the Head Office, that they felt I might enjoy the festivity at home and that they had deemed I need not join until December 28th. How kind I thought! The influence of some smiling Chief Officer seemed to have permeated even as far as the London office. Now, sadly more cynical, I realise that those not-so-generous beings had calculated it uneconomical to feed and house me during a period when little work would be forthcoming!

On the 28th, clad in uniform with brassbound bridge coat, I struggled on to a northbound train carrying over my shoulder a sea bag (which pushed my cap to an extremely jaunty angle) and carrying a heavy suitcase. And it was here that with some mild surprise I found that not one of the low-ranking sailors and soldiers, who were also crowded on board, offered me, an obvious if junior officer, their seat, and it was with just an inkling of disillusionments to come, I sat on my sea bag in the corridor for the long journey to Sunderland.

The station was in total darkness and filled with cursing bodies bound in every direction, however, gasping and struggling with unaccustomed physical labour, I eventually found a taxi. The driver had great difficulty in understanding the way I spoke and he used a language to which I was unaccustomed, but eventually we made ourselves understood, and I was driven through black drizzle-filled streets to Doxford Shipyard where, I had been given to understand, the building of my hip was almost complete.

At the entrance, the mackintoshed figure of the gateman, on being told the name of my ship, shuffled back into his hut, and on returning furnished the driver with directions and a number. Now, I thought, soon I would see through the falling rain, the tall masts and glittering funnel of my first ship. Perhaps, I further mused, there would also be a little galley chimney visible, from which would issue a welcoming column of smoke, promising a comforting hot meal to be enjoyed among laughing colleagues. That was not quite the case. When the cab drew up in front of vessel No. 156, it turned out to be a black hulk. Nothing glittered. There was no smoke visible; indeed, no galley chimney. The seemingly huge metal slab was deserted. I did not go aboard. This experience was followed with a return to the entrance where my driver and the gatekeeper had a conversation in some foreign tongue, after which I was driven through the streets once more until deposited by my (actually, concerned and kindly) driver at a Sailors' Home.

> **During our time in the boarding house, Mike and I were expected to share the same single bed!**

Here things took a turn for the better. I was fed and housed in a cosy little room for the night, and the next morning provided with breakfast. It was while I was consuming this I saw standing before me a man who introduced himself as the Mate of my ship. This gentleman was not smiling benignly. Indeed, his long pale face was rather cross looking as he said he had been on Sunderland railway station platform when the train had arrived and he wanted to know why I had not reported to him.

As I did not think this a good time to bring up the subject of jolly boats, I explained about the darkness, the crowds and also the fact that I had not expected to be met. Hearing this, but still unsmiling, my very senior officer paid the dues at the Home and took me off.

Where I was taken was another of the very large number of surprises I was due to experience during coming years. It was a rather grim boarding house where, in addition to the Mate and Captain of the ship, I was to be accommodated in a tiny single room for the next few days. My fellow apprentice arrived during the afternoon, and a little later, the Captain.

My colleague, a chap about eighteen months older than myself, was called Michael Hose. He wore his uniform with accustomed ease and indeed, did wear his cap at a slight angle. Not only that, he sported a broken nose, which greatly impressed me. With only a little imagination I saw him defending himself and the honour of his ship against some beastly foreign louts. It was a long time later that I learned he had sustained his injury whilst mending a vacuum cleaner.

Later, when introduced to our Captain, I found him to be inclined towards portly and also unsmiling, which led me to conclude that Mr. Westerman must have known a different breed of officer. What this unsmiling Captain did upon our meeting was to hand me a pair of his large black boots with the instruction that he wanted to see his face in them next morning. Having just seen this myself, I was astonished that he desired to look upon such a reflection the following AM. However, I refrained from saying anything. Little did I know then, of course, but I was slowly being led to realise my position in the ship's hierarchy. I would soon discover that (in the years I am writing about) a junior apprentice occupied the lowest position – the very lowest – on board. A further surprise awaited me that night when I found that during our nights in the boarding house, Mike and I were expected to share the same single bed! (Please do not write to tell me I lie).

The nest day we boarded *La Estancia*. She was a ship of some 9,000 tons DW, about 5,000 tons Net – in those days (almost laughable now!) considered a fairly big general cargo vessel. We were pleased to hear that within the next day or two we would be able to bring our gear aboard and move in. And I was even more pleased, when we found our cabin, that it contained two bunks!

Mike had suggested we should carry our dungarees with us, and this proved necessary because the first job I was given – to get down on my hands and knees and scrub the planked deck of the wheelhouse – I did wearing the new, stiff garments I had bought to wear while supervising. The equipment I was given to do this was a large bucket of cold water, a similarly large scrubbing brush, a floor cloth and a quantity of sand. As the ship was still in the hands of the builders, as I knelt to my task, large and dirty hobnailed boots continually tramped by, so that when having started at one sliding door and thankfully reached the other, considering the deck well scrubbed, its appearance had only slightly changed.

Now must come conclusion. I only needed to complete three years as an apprentice, because due to the war losses, qualified officers soon became in great demand.

During that time, I never got clad in 'whites' and sailed in a jolly boat. In fact one of my very few small jaunts was in one of *La Estancia's* lifeboats, and there was no tropical beach anywhere near. Actually this outing was in the North Atlantic and, being October (1940), even had it been daytime, no sun would have shone. Sadly the Third Mate was killed during this attack.

La Estancia MV was a British cargo Motor Vessel of 5,185 tons and built in 1940 and owned by BURIES MARKES LTD. On the 20th October, 1940, when on route from Mackay for Methil and Tees via Panama in Convoy HX-79 and carrying a cargo of 8,333 tonnes of sugar she was torpedoed by German submarine U-47 and sunk. 1 crew missing from a total crew of 34.

By William Doxford & Sons Ltd at Sunderland

My dear and very good shipmate survived, but later, during his very first voyage as Third Mate, Michael Hose also lost his life.

What more? Well, a lot really. But this is not a book. Dear old Percy F. Westerman has been gone to his

rest a long time now. He certainly gave me, and probably many other young chaps, what Americans call 'a bum steer'.

And yet... And yet – should there ever be a real Doctor Who, or a similar person able to send us back in time – if such became the case and I found myself once more looking at the same indentures, would I?...

YES! Dammit! Without hesitation, I'd sign the bloody thing again! **By Francis Hyland.**

Origin unknown but the format looks very much like "Sea Breezes".

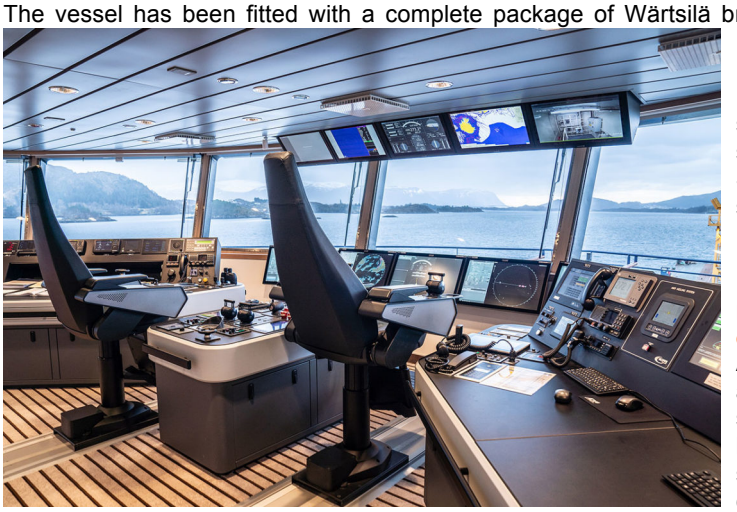
Wärtsilä bridge system for *National Geographic Resolution*: Wärtsilä Voyage has successfully delivered its advanced integrated bridge and navigation solution for polar cruise vessel *National Geographic Resolution*.

Built at Ulstein Verft shipyard, Lindblad Expeditions Holdings took delivery of the *National Geographic Resolution* in September 2021. Along with its sister ship *National Geographic Endurance*, this is the second vessel in a pair of explorer vessels to have Ulstein signature X-BOW combined with Wärtsilä's integrated bridge and navigation system enabling optimal fuel-efficiency and safety even in the harshest polar conditions.

After successfully completing her sea trials in September 2021, *National Geographic Resolution* is all set for her inaugural polar voyage exploring Antarctica, South Georgia and the Falklands on 17 November 2021.

The Wärtsilä Voyage team worked in close cooperation with the experts at Ulstein Verft shipyard to develop and meet the exact navigational and safety requirements of a polar cruise vessel that is expected to sail long distances in extremely harsh and unpredictable environments carrying around 126 passengers, plus crew, on board.

The vessel has been fitted with a complete package of Wärtsilä bridge consoles and the Nacos Platinum Integrated Navigation System consisting of ten Multipilot Platinum Navigation workstations, four Datapilot Platinum information display, a 55" Planning station, a dual Trackpilot Platinum integrated track steering system, Dynamic Positioning System, Sound Reception System, uninterruptable power system (UPS), a weather station, Voyage Data Recorder, Bridge Alarm Management and Bridge Navigational Watch Alarm System (BNWAS).



National Geographic's open and innovative bridge layout is designed with bespoke Wärtsilä Nacos equipment. © Ulstein Group/Oclin

Along with military-grade infrared cameras that allow easy spotting of wildlife and ice ahead of the ship, the solution includes one S-band and two X-band radars integrated into the Nacos Platinum system to provide 360° situational awareness capabilities that allow the Captain and the crew to concentrate on their primary task – safe navigation. The system also includes an Integrated Ice Radar System making manoeuvring simple and safe even in sub-zero icy waters.

The bespoke radar solution is part of the full Wärtsilä Nacos Platinum Integrated Navigation System, which also incorporates ECDIS, Conning and Trackpilot. Navigation sensors like Gyro, Speed log, sonar, echo sounders, compass systems, positioning sensors and DGPS are connected to the system to provide heading, speed and position, and a high degree of redundancy ensures safe operation.

Wärtsilä has been delivering Nacos Platinum systems to almost all explorer cruise vessels built in Norwegian yards since 2016 and there are currently 14 such ships sailing on some of the world's most extraordinary cruise expedition routes.

"Our reliable and proven portfolio for extreme weather conditions, huge experience and customised solutions have earned us the partner of choice in the explorer ship segment. We will continue to innovate and deliver to match our customer's high expectations," said Helge Kvandal, Sales Manager – Scandinavia, Wärtsilä Voyage.

https://shipinsight.com/articles/wartsila-bridge-system-for-national-geographic-resolution/ **Nov 10th 2021.**

What's going wrong with lifeboats? Seafarers really shouldn't be afraid of equipment that is supposed to save them, but this is all too often the case, as news of accidents involving lifeboats filters around the seagoing workforce.

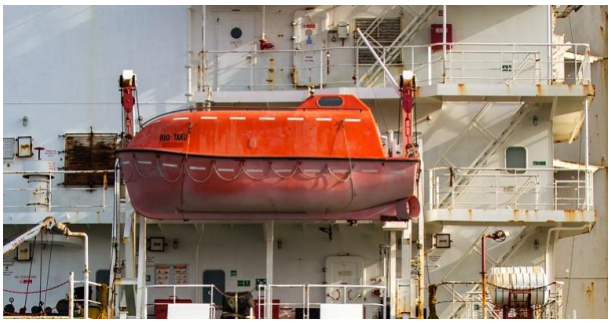
Lifeboat drills, which are mandated by regulation, ought to be routine, but all too often are an ordeal for those taking part and a source of some apprehension. And while it is too easy to blame the seamanship of those involved in accidents, it is not too hard to suggest that there are other factors at play.

There is a lack of any form of standardisation of lifeboat equipment, while many shipbuilders are guilty of sourcing any components on the sole basis of its cost, with the owner not always involved in the specification. Experts who have looked closely at the equipment often discover components that are incorporated into the launching and recovery equipment that have been installed without any apparent comprehension that they will exist in a corrosive atmosphere, or are difficult to maintain.

Then there is plain awful design, with recovery of enclosed boats notoriously difficult after a drill, with crew typically trying to re-attach the suspension links and reset the hook-release gear through a small access hatch at the ends of the boat, while the boat might be moving about in a swell. Free-fall boats are frightening enough to launch, but even more of a nightmare to recover.

"Why are we still producing sub-standard equipment that kills people?"- asks InterManager's Secretary General Captain Kuba Szymanski, who has been campaigning on this scandal for some years and gathering data on lifeboat accidents. It was the lack of any comprehensive picture into the frequency of these accidents that first drove the ship manager's organisation to undertake its own research into the problem.

It is a requirement for members of the International Maritime Organization that they report serious accidents to IMO, but this tends to be honoured in the breach. Captain Szymanski suggests that only some 35% of actual accidents are to be found in the IMO database, which leaves 65% unreported. The consequence is that the full measure of a tragedy that has caused death and injury to some 500 people since enclosed boats were widely introduced in the 1980s, fails to properly register.



The InterManager data on lifeboat accidents goes back to 1980, is international and has been properly verified to discover what really happened in tragedies that seriously injured some 325 people and killed 117. Now the organisation has taken their aggregated data to Lloyd's Register, which has used machine-learning technology to identify the main causes, hazards and trends and produced a number of important insights. It has concluded that human beings were not the primary cause of these accidents, with almost a quarter directly caused by issues relating to equipment, such as release mechanism, davits and wire rope failure.

Most accidents involved enclosed boats or free-fall equipment, with fewer of the older open-boat type. As to when accidents happen, by far the greatest number took place in drills, although a substantial number involved incidents during inspection or survey. Few were found to have occurred during operational use. The data also reveals that one in every five accidents involved the boat and crew falling into the water and one in every 13 took place with the boat stowed. Cruise ships (which use their boats more often) record the most accidents.

There are often problems with port authorities prohibiting ships from conducting drills and putting boats in the water as regulations require, and InterManager has taken the matter up with the International Association of Ports & Harbors to find some resolution. It appears that those operating ports are equally as apprehensive of the difficulties of recovering free-fall boats, once they have been launched on to their water in a drill.

The data has also made it possible to assess the effects of the various attempts to improve safety through regulations, some of which appear to have made matters worse. However, since a peak around 2009, there has been something of an improvement, although hook release problems, wire and brake failures still take place. The accident to a lifeboat on the brand-new research ship *Sir David Attenborough* was a recent example.

These sad, eminently preventable accidents still frighten seafarers, which itself is a scandal that needs to be resolved.

Michael Grey Dec 17th 2021

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https://www.seatrade-maritime.com/opinions-analysis/whats-going-wrong-lifeboats

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CROSSED THE BAR

The August 2021 edition of Seatimes https://npesc.ca/wp-content/uploads/2021/08/seatimes-21-08.pdf ***began with a story written by Captain Sandy Kinghorn. At the end of the story I wrote that I had learned that Captain Kinghorn had died and that I hoped to provide his obituary at a later date. I am now able to do so. David.***

Captain Alexander (Sandy) Kinghorn: Alexander Kinghorn – or Sandy, as he was always known – was born in North Shields on 24th March 1933. His father worked as a draughtsman at Swan Hunter's on the Tyne and later at PAMETRADA (Parson's and Marine Turbine Research and Development Association).

Sandy was given his first model boat, a lead-keeled yacht made by his grandfather, at the age of three. He wanted to go to sea at an early age.

In 1949 he joined the Training Ship, HMS *Conway*, leaving in 1951 with a presentation sextant, awarded for "Seamanship and Signals". That year he attained a prestigious Cadetship with Blue Star Line and sailed with them until 1988, gaining his first command in 1971. From 1988 to 1998 he was Master with Guan Guan of Singapore, covering trade routes in the Far East. He kept a record of the mileage of each voyage and, upon retiring, calculated that he had sailed a total of 1,752,000 miles in a forty-seven year career!

A gifted artist and entertaining storyteller, during his years at sea Sandy wrote many fascinating logbooks, beautifully illustrated with ink and watercolour. He also made 86 ships in bottles, many as gifts and named for their recipients. In 1983 he published a memoir, *Before the Boxboats,* followed, in 1996, by *Away to Sea*. He also published a novel *Captain Martha MV.* He wrote numerous articles for shipping magazines and had an encyclopaedic knowledge of all things nautical.

In retirement he gave regular talks at clubs and societies, and was a great supporter of the Royal National Lifeboat Institution, serving as Education Officer for Cullercoats lifeboat where he enjoyed welcoming parties of schoolchildren to the boathouse.

In 1956 Sandy married Brenda, a former classmate from Tynemouth High School, and they had three children, Jennifer, Michael and Susan. Brenda and several other family members were able to accompany Sandy on voyages in the latter part of his career on ships with crews of many nationalities, visiting China, New Zealand and ports on all continents. Together they have four grandchildren and a great granddaughter born in 2020, a source a great delight in Sandy's last months.

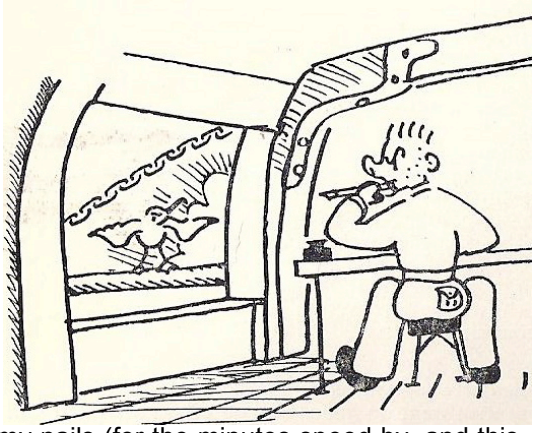
Sandy died at home on 12th May 2021. His funeral was on 26th May and his ashes were scattered just off Cullercoats Bay in September.

I have often used a Captain Kinghorn story in Seatimes. You will find one in December 2019, Page 8; September 2020, Page 8; May 2021, Page 8; and August 2021. Here is one he wrote while at sea school, probably when he was seventeen. It appeared in "The Cadet" of April 1951. "The Cadet" was the HMS *Conway* School Journal. David

English Examination.

A Humourous Story: Having written the title and being determined to write a story that is humorous, I sit and think ……

Of course, it all depends on one's sense of humour, whether the story strikes one as being funny or not. One may consider oneself to be quite a wit, and one may turn on the wireless to a variety programme. The comedians come on, talk for several minutes, sing a song maybe, utter various mysterious chuckles perhaps, and the audience shrieks with mirth. At the end of the programme one switches off the radio and sadly comes to the conclusion that either one's sense of humour is warped or so microscopic as to be negligible, or that the comedians must have looked funny to the audience; because, try as one could, one could not appreciate their jokes. There are those who are reduced to convulsions by lurid tales of death, or those who snigger at stories Vile and Base. To some, Gilbert and Sullivan are perfect humour, whilst others protest that when one has seen one of their operas one has seen the lot.



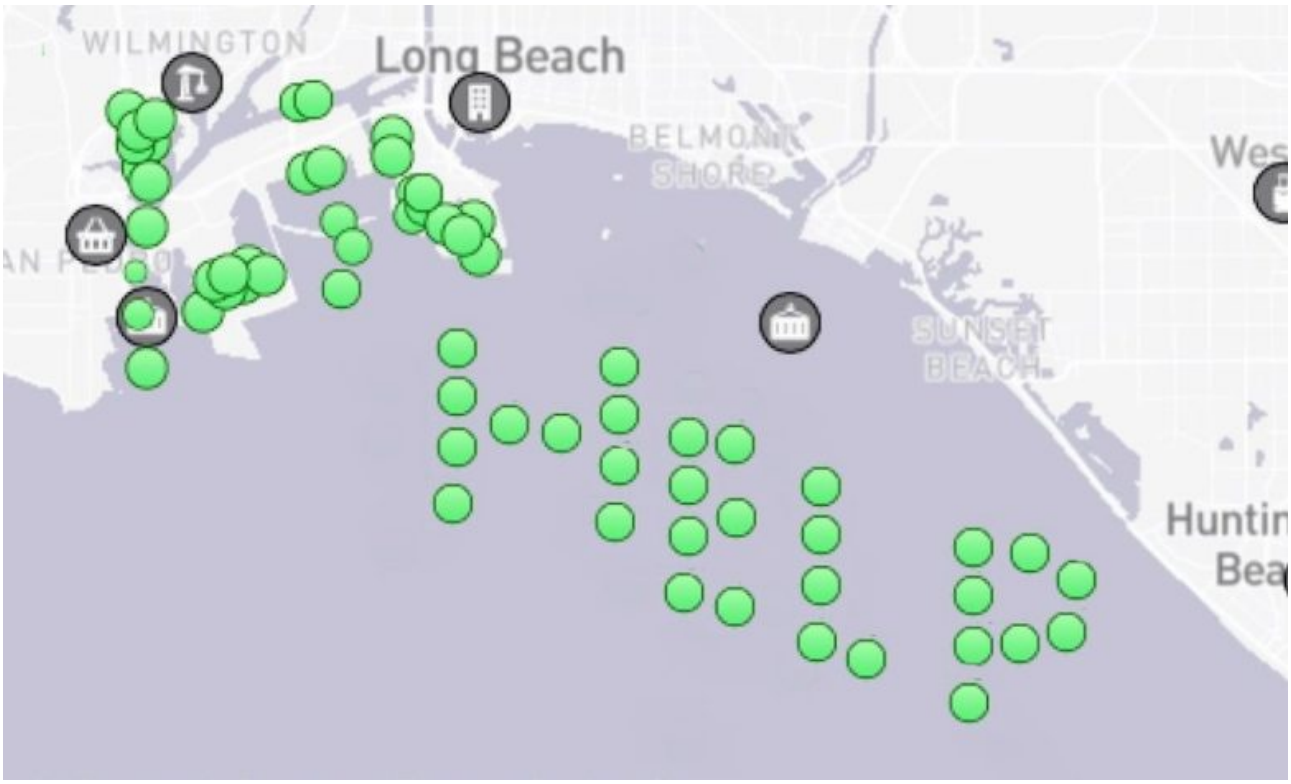
Truly, to write a story whose wit appeals to all is a remarkable feat of artistic engineering.

So, being still determined to write a humorous story, I sit, biting my nails (for the minutes speed by, and this

is an examination) and wonder what sort of fun will appeal to that most important person, the examiner.
Ah yes, that tale of the three men who voyaged up the Thames in a boat with a dog; that was very amusing. But stay, he has probably read that himself, and would refuse to consider my version of it as being original. What about the time when Mike and Johnny got cut off by the tide, that was screamingly funny afterwards? Bother! No. Mike has already written that in an essay this term.
Well Kinghorn, you'd better think and write quickly. Time is getting short. Yes, this is an examination, is it not? Your "Passing Out" examination as well? How many marks does English count for? I can't remember; a lot anyway. Gosh, I'll …….
Hush, pull yourself together man. You've still got forty minutes. All you have to do is to think up some humorous story, write it down and hand in your paper. Now, get on with it.
Right! (Here Kinghorn takes a deep breath, stares fixedly out of the port at a squwarking? skwarking? squawking seagull for a minute and settles down to write).
A Humorous Story: You've written that once before, Clot. Ah but that wasn't the story, that was just the preliminaries.
Those were the preliminaries, Kinghorn. How do you expect to get anywhere in an English examination if your English is going to pieces. Anyway, you've spelt "humourous" wrongly.
Have I? Well, that is what is written on the question paper. Anyhow, how many "u's" has it got?
Never mind that. He won't notice an extra "u" here and there; start writing this humourous or humorous story.
Now look here. If it is wrong to say "that was preliminaries", it is also wrong to spell incorrectly. It is all part of a plot to put you off, to confuse you so that you'll be bamboozled and not know what to write, that's what it is, mark my words. More things are wrought to plots than this world dreams of. Look at the Treaty of Versailles. That was a plot, a plot to ensure a future war. Look at Pearl Harbour: that was a plot. The United Nations is nothing less than a dark and dirty plot to …..
Silence dog, silence! You aired your views on International Plottery in last term's History exam., and look what he said on your report. "Should not allow his prejudices to distort the truth".
Huh! That is justice. I, the only clear thinker in a world of befogged brains, bend to give the illiterate masses the benefit of my higher genius, and he says that I am prejudiced.
Well, so you are.
Quite possibly. Personally, I think it is a good thing to have prejudices against the views of the majority. It prevents everyone thinking the same because, if one is prejudiced, no amount of reasoning will make one adopt different views. Prejudice (however it is spelt) is one of the things that prevent dictators seizing power right, left and centre, instead of just right and left as they do now.

Just a tactful reminder, Kinghorn, this is an English examination, and you have twenty minutes in which to write a humorous story.
Right. (Here Kinghorn again lapses into deep thought concerning the terrible amount of work which falls on the word "right". It is used as a prefix to every single thought in the English language. One hears, "Right, now get on with your work." "Right, say that again and I'll flatten you." "Right. The only correct answer I've had so far." "Right, left, right, left, swing those arms, you sons of sea cooks.")
Four minutes to go. Something tells me that this humorous story of yours is going to be rather short.
Thou lyest, thou shag-eared villain! It is going to be even shorter than that. In fact, it is not going to be story, humorous or otherwise.
Time? Ah well, Chartwork after the break.

The year of the green dot: It's been the year of the green dot for me covering shipping in 2021. Scanning MarineTraffic (other vessel tracking service providers are available) for tales of congestion has become a daily ritual. Said Covid-linked ship queues propelled container shipping to record earnings, while also snaring many thousands of crew in an ongoing work purgatory. LNG shipping also enjoyed new highs in 2021, while dry bulk was able to cash in on its best year since the global financial crisis.

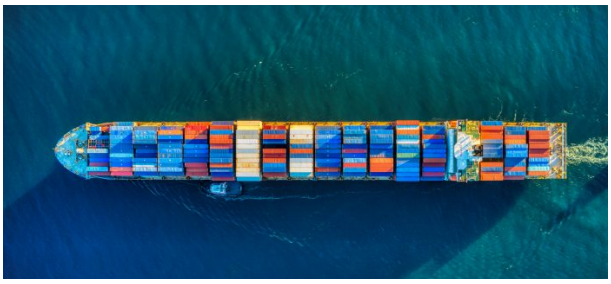


The massed green dots on my screen and out to sea in southern California also highlighted just how frail and no longer fit for purpose American logistics infrastructure has become. The yawning gap in productivity between the American quayside and across the Pacific in Asia is something that will require hundreds of millions of dollars to remedy.

In 21 years of covering this industry, 2021 was the first year where friends and family finally 'got' shipping. Starting with the *Ever Given*, then rapidly following up with plenty of headlines about bare shop shelves, suddenly the world was awash with shipping experts. Shipping was in the spotlight, a place historically it has gone to great lengths to avoid. The ramifications for this newfound interest in our industry are going to be greater scrutiny and oversight, something we'll be covering closely next year.

Sam Chambers. Dec 31st 2021 https://splash247.com/2021-review-the-year-of-the-green-dot/

Seafarers call on shipping industry to set ambitious climate targets: The International Transport Workers' Federation (ITF) sustainable shipping position paper cautions that the shipping industry needs to set decisive targets to help prevent global climate catastrophe.



Currently, there are more than 50,000 cargo ships on the world's oceans, the majority of which run on low-grade, heavy 'bunker' fuel. Together, the ships emit as much greenhouse gas into the atmosphere as entire countries, such as industrial powerhouses Germany and Japan, according to a report.

International shipping has not been explicitly included in the landmark Paris Agreement or its predecessors. The Paris Agreement aims to limit the global temperature increase to 1.5°C, and to bring international shipping into this line. The ITF is calling the industry and regulators to commit to a target of zero-carbon by 2050.

"People who work at sea witness the impacts of climate change every day and are extremely concerned that their industry is not acting quickly enough," said Stephen Cotton, ITF's General Secretary, and pointed out that "huge changes are needed swiftly to switch the shipping industry away from fossil fuels."

The ITF's sustainable shipping position paper sets out eight "fundamental principles for a just transition" to make sure the decarbonisation of the industry includes workers' voices, as the industry tests alternative fuels.

"Seafarers want to be part of the solution," said David Heindel, ITF Seafarers' Section chair and the Federation's Sustainable Shipping Working Group chair. "We want to lead the transition," he added.
However, switching from carbon-heavy bunker fuel to new energy sources such as hydrogen or ammonia has the potential for danger for workers, and seafarers must receive adequate training.
"Changes such as the introduction of new technology must not be used as an excuse to reduce crewing numbers on ships or to attack workers' jobs or conditions," pointed out ITF.
"Seafarers must be at the table from the outset, if we are to deliver sustainable shipping for future generations. The industry would be well advised to draw on workers' experience and expertise. That way, plans for achieving zero-carbon emissions can happen quickly, safely and fairly," explained Heindel.
Furthermore, ITF warns that ports will need major investment to replace diesel tanks and pipeline infrastructure with the fuel systems of the future. Upgrades could cost hundreds of billions of dollars and transitioning shipping to zero-carbon will be a challenge, particularly in the global south.
Hence, the ITF position paper calls on international regulators, governments and the shipping industry to look at ways the transition can be funded fairly, particularly for investments needed in the world's poorest countries.
"A just transition for workers was included in the Paris Agreement for a reason – there can be no climate justice without labour justice," said Cotton. "Workers will drive the urgent transformation of the global economy, and seafarers will drive the transformation in shipping." **October 31, 2021**

https://container-news.com/seafarers-call-on-shipping-industry-to-set-ambitious-climate-targets/

A healthy hull keeps the bugs at bay. Protection of a ship's underwater parts is now a big and important business: In the effort to reduce the negative impact ships have on the environment, quite a lot of the battle goes on under the waterline, through the prevention of fouling and any sort of marine growth. Nothing new about this, of course – the old sailing ships' sailors used to drag coir mats under their hulls to scrub off the weed and barnacles, and even light fires under their ships, hauled over in dock, to burn off the encrustations, in the days before anti-fouling paint.
The need to protect the environment adds a new dimension to this battle against barnacles and all the other forms of marine life that welcome the chance to adhere to a hull. In the past it was always about speed; today, there is a need to reduce fuel consumption and thus emissions, but also to prevent the transmission of alien species from one part of the world to another.
For some forty years or so we have known about the need to do something about the living organisms in ballast water, but more recently it has become known that equally invasive species can be carried in sea chests, rudder trunks and various inlets under the surface, where they can happily live during a sea passage.
And some countries that are inordinately proud of their pristine port and coastal waters, such as Australia and New Zealand, are demanding that ships arriving on their coasts are certified for 'bio-security' as it applies to their underwater parts. They will carry out spot checks on arriving ships and if something nasty is found under the waterline, they will be told to go away and get the ship cleaned. That could be a very expensive business.
Dual purpose: So, hull health – a term that was recently coined by Gareth Prowse of Svitzer Hull Performance Services – is very important for both the immediate marine environment and the move to decarbonise shipping. It has become big business too, from the development of high-performance antifouling coatings, mechanical and electrical devices that protect a hull, to a whole network of underwater service providers that can employ small submersibles to keep the hull free from growth. From divers with brushes, the underwater toolkit now employs very sophisticated magnetic cleaning devices that will remotely crawl around the submerged hull, controlled by an operator who stays in the dry. And because many places don't want the scrubbed marine growth floating in their waters, these underwater cleaners retrieve everything they scrub for safe disposal. It has come a long way since sailors dragged mats under their wooden hulls. The modern technology, in the shape of long-life underwater coatings that prevent fouling and smooth the hull to minimise resistance also have an added bonus in that they can save the ship having to be dry-docked, which is both expensive and time consuming. The more that can be done with the ship afloat, the longer the intervals between dry-docking can be. Sixty years ago, it was not unusual for a cargo liner to be dry-docked once a year, mainly for a 'scrub' and to repaint the antifouling. Today, five-year intervals are not unusual, with the best coatings contributing to this extension. Of course, the amount of fouling does depend upon where the ship is trading, how it has been operating and whether it has been in layup, anchored or in port for extended periods. Even a few days inoperative in tropical waters can encourage marine growth, which sounds like good business for underwater service companies. A long wait for a berth – such as those off Chinese ports this year – will make a big

difference to the ship's performance, once they get under way again. There is no doubt that a clean hull really does produce immediate performance improvements. Even keeping the propeller clean, it has been said, will improve efficiency by several percentage points. Healthy hulls matter.

Michael Grey. the SEA. The Quarterly Journal of The Mission to Seafarers. Issue #4 2021.

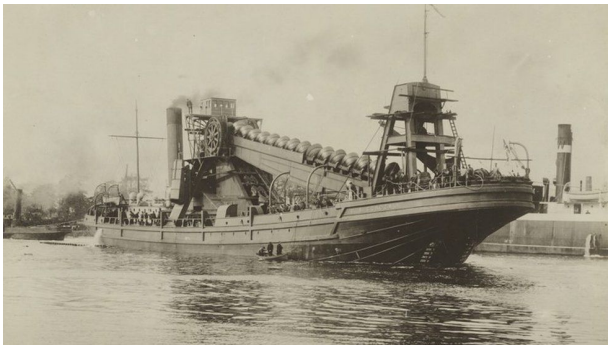
The *Corozal*: Scottish dredger that helped build the Panama Canal – It was known as a wee ship that went a long way to do a big thing.

The Panama Canal is widely regarded as one of the 20th Century's engineering marvels and the Renfrew-built dredger, the *Corozal*, was instrumental in constructing what is often seen as one of its toughest and most dangerous sections.

Staff at Paisley Museum discovered a detailed model of the *Corozal*

Staff at Paisley Museum rediscovered a mislaid contemporary model of the ship when they were moving premises and it set them off researching a remarkable story, which will feature prominently when the refurbished museum reopens in 2023.

"It's quite hard to picture when you see it now," says John Pressley of Paisley Museum, looking out across the Clyde to where the Simon's yard once stood. Housing now covers it.
"Previously, this whole place would have been an absolute hive of industry - noise and smoke. They were building dredgers which pretty much helped to build the world," he adds.
"Building new harbours, new docks, expanding waterways and creating better trade routes."
The United States began work on the Panama Canal in 1904, aiming to cut out thousands of dangerous sea miles between the Pacific and Atlantic Oceans.



As an American project the government there wanted equipment and material to come from America.
But it was a Scottish yard - Simons of Renfrew - which, in 1911, beat the competition with a bid which was less than half that of its San Francisco competitor.
The *Corozal* dredger was built at Simon's shipyard in Renfrew on the Clyde.
The *Corozal's* job was leading the ships working on the Culebra Cut, which was a difficult section of the canal, prone to mudslides. "It was the most powerful dredger that had ever been built," says Mr. Pressley.
A workforce of about 18,000 had been chipping away with picks, shovels and dynamite and once a certain point was reached the Cut was flooded and the dredgers could come in.
"The *Corozal* then came in and did a lot of this excavation work," Mr. Pressley explained. "It was not there alone. I think there were about 33 other dredgers, which gives you an idea of the scale of the work they were carrying out."
It shows in detail how it all worked; in effect a ladder of huge buckets to scoop out soil and mud.
"There are these huge excavating buckets which could churn out tonnes of soil every scoop," says Mr. Pressley. There's an amazing picture of one of these buckets in the shipyard and there's 12 men stuck inside.
"I think there's 50 buckets on that ladder so it really could churn out an awful lot of dirt and soil."
After it was finished in December 1913, the *Corozal* was the first ship to sail through the Culebra Cut, the last barrier to the canal opening the following year.
In its heyday there were yards for all kinds of ships along the Clyde; passenger vessels, liners, naval ships.
What happened on the river - including the *Corozal* - went worldwide. "The Clyde was an absolute powerhouse of building," says Abigail McIntyre of the Scottish Maritime Museum.
"And the specialisms had this ripple effect around the world.
"So having a dredger being built on the banks at Renfrew it just proves how even some of the smallest yards could have such a big impact on the world stage."
https://www.bbc.com/news/uk-scotland-59644117 **Dec 31st 2021**

Case law: UK Supreme Court Decision on *CMA CGM Libra*. December 15th 2021.

Alize 1954 and another v Allianz Elementar Versicherungs AG and others [2021] UKSC

Contracts (Carriage of goods by sea) – Seaworthiness & due diligence – Defect in passage plan

Facts of the case: On 18 May 2011, the container vessel, *CMA CGM LIBRA*, grounded while departing from Xiamen, China en route to Hong Kong. The dispute between the owners of the vessel and the cargo interests arose when the owners declared General Average (GA) and the cargo interests declined to contribute.

The cause of the grounding was determined in the first instance judgment to be '*the defective passage plan and the Master's resulting negligence in deciding to navigate outside the buoyed fairway*'. It was found that the passage plan (which consisted of the pro-forma passage plan document and the vessel's working chart) was defective and the relevant charts failed to note the necessary warnings showing that water levels were

shallower than recorded.
The cargo interests had argued that these failings rendered the vessel unseaworthy. This, they argued, meant that there was an actionable fault by owners in failing to exercise due diligence to provide a seaworthy vessel. As such, owners lost their right to GA contributions under The York-Antwerp Rules.
The owners, on the other hand, had argued that defective passage planning does not render a vessel unseaworthy, and that any failure should fall under the error of navigation exception found under Article IV Rule 2 (a) of the Hague Rules '*errors of crew or servants in the navigation or in the management of the ship'*.
In proving that the owners had exercised due diligence to provide a seaworthy vessel at the beginning of the voyage, the owners argued that it was enough that the ship was equipped with the necessary equipment and employed competent crew to enable safe navigation.
Decision of the Admiralty Court: The owners commenced proceedings against the cargo interests for unpaid GA contributions. The judge dismissed the owners' claim, deciding that the vessel was unseaworthy within the meaning of Article III, Rule 1 of the Hague Rules. In reaching this decision, the judge applied the 'prudent owner test', namely '*would a prudent owner have sent the ship to sea with the relevant defect without requiring it to be remedied, had he known of it?*' Applying this test, which the judge called a conventional test of unseaworthiness, he found that a prudent owner would not allow their vessel to depart with this defective passage plan.
The judge also held that it was not sufficient for owners simply to employ competent crew and provide the necessary equipment to meet their due diligence obligations. Instead, it was found that owners were responsible for the actions of the crew in failing to use reasonable skill to prepare the passage plan adequately, and thus owners had not exercised due diligence.
Decision of the Court of Appeal: The owners appealed, arguing that there are distinct and separate obligations regarding (i) the exercise of due diligence to provide a seaworthy vessel on the one hand, and (ii) matters of navigation and management of the vessel on the other, and that the crew's navigational actions and nautical fault could not relate to the carrier's duty to provide a seaworthy vessel.

Standard Club

There is much more to this report and it can be found at: -
https://www.standard-club.com/knowledge-news/case-law-uk-supreme-court-decision-on-cma-cgm-libra-3996/

While you are there take a look at the "Standard Club" Master's Guides in "Loss prevention".
(Their loss prevention team has written and published a unique series of Master's Guides. Each one focuses on how to achieve best practice in key areas of shipboard operations).

Improving employee relations onboard ships. ***Dr. Carolyn Graham from the Caribbean Maritime University on a more collaborative approach to making life at sea better.***

A major problem with the shipping industry and handling issues affecting seafarers is that the practice of employee relations is poor. Shipping has changed much from the brutal history that continues to underpin how seafarers are treated to a large extent, and this needs to catch up with modern ways of treating workers.
Like the proverbial silver lining, the pandemic has brought some positives and given the industry some opportunities to change things for the better. The recent announcement that the UK Chamber of Shipping and Nautilus International have worked together to lobby the UK Government for an amendment to its new Nationality and Borders Bill, which would have seen UK seafarers being criminalized for humanitarian assistance at sea, is welcoming. This victory has me again revisiting comments I made in the context of the pandemic and otherwise, regarding the need for the shipping industry to take seafarers' involvement in their own protection, by way of union organising, seriously. Giving workers a say is an important aspect of good employee relations and it does not have to be adversarial.
We know that the pandemic has exacerbated existing safety and health concerns for seafarers and more so, that the international response has been inadequate to bring relief. Urgent matters of repatriation, excessive working hours, abandonment, shore leave, crew change, mental health concerns and medical emergencies, which are issues that have always plagued seafarers, have been severely exacerbated. We also know that the regulatory regime is

constrained in addressing these urgent concerns. Governments are relied on to honour the commitments made in the ratification of the international instruments to safeguard seafarers' welfare. However, their responses to the pandemic have been unilateral and fickle rather than being a coordinated and sustained effort to bring relief to seafarers.

One important element that I have been raising is that seafarers are not adequately empowered to act in their own defence. Seafarers do not have adequate representation onboard for their welfare issues, as union support in their countries might be weak, and even where this might exist, it is not readily available at the shipboard level. Countries with any type of employee relations structure rely on employers to cooperate with unions to be recognised for shipboard involvement and this is at a minimum.

As we know, the two main instruments for safety and health management are the International Safety Management Code (ISM) and the Maritime Labour Convention 2006 (MLC). In normal times, these two instruments have been weighed in the balance and found wanting, as they fail to offer adequate protection to seafarers. The pandemic has shown that if these instruments are to be more effectively applied, better coordination and cooperation is needed among all stakeholders, as well as more enabling provisions for seafarers to become meaningfully involved in their own protection. The MLC and the ISM lack specific mandatory standards for seafarers to discontinue work that is dangerous, and are weak in their provisions for collective action at the shipboard level.

Although this is easier said than done, provisions for seafarers to take action would do well to signal to the seafaring work force that the international shipping community is cognisant of the importance of empowering them to act in their own protection as the pandemic has shown that existing mechanisms are unreliable. Such a provision might have assisted seafarers to take a stronger position as a collective – even if their countries do not have such structures – in alleviating their severe working conditions to some extent, during this pandemic. It would draw the necessary attention ashore that can be effective in motivating governments to act.

Such provisions for seafarers to act would also be well supported by stronger standards for safety representation on board. The MLC standards for safety and health representatives is fashioned from land-based approaches and remains underdeveloped and merely symbolic in many instances. The ISM in turn, takes an individual approach to representation rather than a collective one.

Current research is showing how representatives have been able to support workplaces, ensuring businesses remain open while protecting workers safety and health during the pandemic. Safety representatives have been able to monitor and report on workplace conditions providing valuable data for policy makers. They have reported on assisting workers with mental health concerns and other psychosocial workplace issues such as bullying. They have assisted in coordinating safety and health response measures and supporting workplace safety and health committees in managing the pandemic.

While representatives on ships might not have had much influence over whether or not governments open their borders to seafarers, they could have played an important role in helping to coordinate shipboard responses and act as important sources of information and contact points between the ship and shore-based authorities. These activities would have also been more effective if supported by unions and appropriate regulatory provisions. Safety representatives would be the direct voices of seafarers in any collaborative action to alleviate the stresses at sea.

The history of employee relations tells the story of more conflictual rather than collaborative relationships between employers and workers. The pandemic has highlighted that this does not have to be the case and collaboration is needed in the interest of all parties. Collaboration among shipowners, unions and welfare organisations has been important in lobbying governments to put measures in place to address the pandemic's impact on seafarers. However, this collaboration seems to end at the gangway. The pandemic has clearly shown the need for such collaboration to be a normal part of shipping operations at all times and is the foundation of good employee relations. This is the basis on which the MLC in particular was developed. This experience with Covid-19 should therefore be used to develop more resilient standards going forward. The pandemic continues and preparations should be made to address this and future crises of this nature which can only be done collaboratively. The time is right for the shipping industry to acknowledge the important role of seafarers and their unions and make the necessary adjustments in the regulatory provisions to support their involvement and build good employee relations.

https://splash247.com/improving-employee-relations-onboard-ships/ January 12th 2022

What are Flag States in the Shipping Industry and what is their Role?

Every merchant ship needs to be registered to the state of its choice. The ship is then bound to carry the flag of that state and to follow the rules and regulations enforced by that state. The ship will follow the regulation of the flag state's maritime law in the open sea and it will also avail different protections and preferential treatments such as tax, certification and security etc. as per the flag state's benefits. Ship registration plays an important role in many aspects such as vessel purchases, newbuilding deliveries, financing, vessel leasing and different priorities of owners and mortgagees. **Much more on this subject can be found at: -**

https://www.marineinsight.com/maritime-law/what-are-flag-states-in-the-shipping-industry-2/

New Year thoughts on supporting seafarers and… handling fanatics: It's New Year's Eve, when people of kindly disposition wish each other the hope that the coming twelve months might be happy, or even prosperous. So let me begin with such a wish for our readers, despite most of the evidence suggesting that much of what made 2021 such a miserable experience may well emigrate smoothly into its successor. But hope, as they say, springs eternal, so we can only hope for the best that the virus, which has caused so much misery around the world, will dissolve its lethal character to become no more than a societal nuisance.

What have we learned during the previous twelve months, beside frustration, impatience and resignation? Something, perhaps, that we can carry forward into 2022 as 2022 evolves?

In our maritime world we ought to focus on the lives lived by the seafaring population, which has kept the blood flowing through the arteries of world trade, but at a pretty awful cost. Amid all the panic and pandemonium in so many of the countries around the world, the ships have kept sailing and the general public has been made more aware of them, perhaps on account of the spectacular blockage of Suez or subsequent supply chain interruptions.

But very few seemed to realise that while the ships indeed steamed on, those aboard them never managed to set foot ashore for months on end, were unable to get home at the end of their contracts, while their reliefs were stuck at home and unable to earn. It was if all the ships that came and went, bringing and taking all the stuff to sustain the world, were operated by robots and without the agency of human beings.

Despite all the earnest injunctions for seafarers to be declared special workers, when it came to the practicalities with obstructive immigration and quarantine officials, it took superhuman efforts by heroic ship agents, welfare agencies and others to mitigate the misery and facilitate crew exchanges, often with fantastic complexity. And with each successive wave of the virus, two steps forward were so often followed by one step back, I'm afraid I got very impatient as our priests and politicians alike would offer prayers and thanks for the brave and selfless health workers, supermarket staff, refuse collectors, bus drivers etc. etc. who were keeping us fed and healthy.

"What about the b…. seafarers, who keep world trade flowing and never get any recognition for it?" I found myself muttering under my breath in church, or yelling at the radio. Perhaps I should have done the opposite – muttered at the radio and yelled in church.

Because we have seen, on so many fronts, that these days policy is so often a reaction to the loud noises made by activists, armed to the teeth with social media and a keen understanding of public relations and the workings of government and law. Wise old buffers used to say that you never get anywhere by diverting from the paths of democratic debate, painstaking research and sober discussion around the proper channels and there was no place for yelling in a decent and civilised advanced society.

Sweet reason doesn't cut the mustard against fanatics: I'm afraid we have discovered that all this well-meaning advice is largely nonsense and that it is the fanatics, who campaign in the most extreme fashion, for every conceivable cause, employing everything from megaphone diplomacy to violence, who tend to get noticed and influence policy makers who themselves court public approval and our votes. From monomaniacal individuals blocking trunk roads and oblivious to any humanitarian pleas, green demonstrators preventing legitimate commerce, to adherents of one particular school of science or academia which will seek to destroy the careers or employment of those of a contrary persuasion, this is indeed the age of the fanatic.

There is no reasoning with these people as they pour their buckets of oil on the pavement outside the IMO building or deface public buildings; the mobs shrieking their abuse at anyone who might disagree with them and extruding their on-line bile. The "science is settled!" they yell, in what must be an expression of breath-taking arrogance, in an age of extraordinary scientific discovery.

And there is no doubting the fact that fanaticism wins, witness the way that democratic governments are increasingly swayed by the noise they hear, and which they believe reflects a majority view. So maybe sensible people in shipping ought to be rather more fanatical in 2022 in supporting causes they believe to be important. Sweet reason, as has been demonstrated, doesn't cut the mustard.

Maritime Magazine

Michael Grey.

Michael Grey is former editor of Lloyd's List. This column is published with the kind permission of Maritime Advocate Online. https://maritimemag.com/on-our-forum-new-year-thoughts-on-supporting-seafarers-and-handling-fanatics/

"Pound and Pint"

Looking through an old edition of "Sea Breezes" I found an article on ships' provisions in years gone by, and in spite of my age, I could see clearly the "rations" in a ailing ship when I first experienced them. It was in 1880 when I was accepted as an apprentice in an Australian wool-carrier belonging to a well-known sailing ship company, which was, I found out later, famous for its careful and precise issue of Board of Trade scale of provisions.

At any rate, this applied to quantity but not to quality for I can see now the throwing overboard of three casks of pork and one of beef which, after complaints by the crew, had been opened by the Master and Steward and found to be quite unfit for human consumption. Later on, a goodly quantity of biscuits was also destroyed. Yet we thrived!

I can remember now, as I ponder over those days, the monotony of the three days of pork, three days of beef, and the Sunday of tinned meat (usually referred to as "Harriet Lane", after an unfortunate woman of that name). However, in all due justice to those concerned, I must admit that the supply of stores for the ship's use – ropes, paint, canvas etc. – was generous as compared with some other firm whose ships I later sailed in or visited.

I wonder what the seaman of today would say were he able to work in or even visit the usual ship of the 1880s. I imagine that the modern procedure of strikes would materialize.

As to wages, it must seem incredible to the present day seaman to be told that £3 a month was the rule for A.Bs., 30 shillings to 35 shillings for Ordinary Seamen, £4 to £5 for Second Officer, and I think £7 10s. to £8 for a Chief Officer. Of course, these rates applied only to sailing vessels. In my first steamer, belonging to a famous London firm, in the 'nineties I was paid £4 as Third Officer, £7 as Second Officer and (I cannot remember precisely which) either £9 or £10 as Chief Officer. However, there was a great difference in the feeding of the ships, both for forward and afterguard.

I could also write a lot though on "happy" ships.

"Master Mariner", Grasmere, Westmoreland.

(I found this story on a copy of a page presumably from an edition" of Sea Breezes, date unknown. David).

Why "Pound and Pint"? I believe that was the title of a monthly column in Sea Breezes at one time.

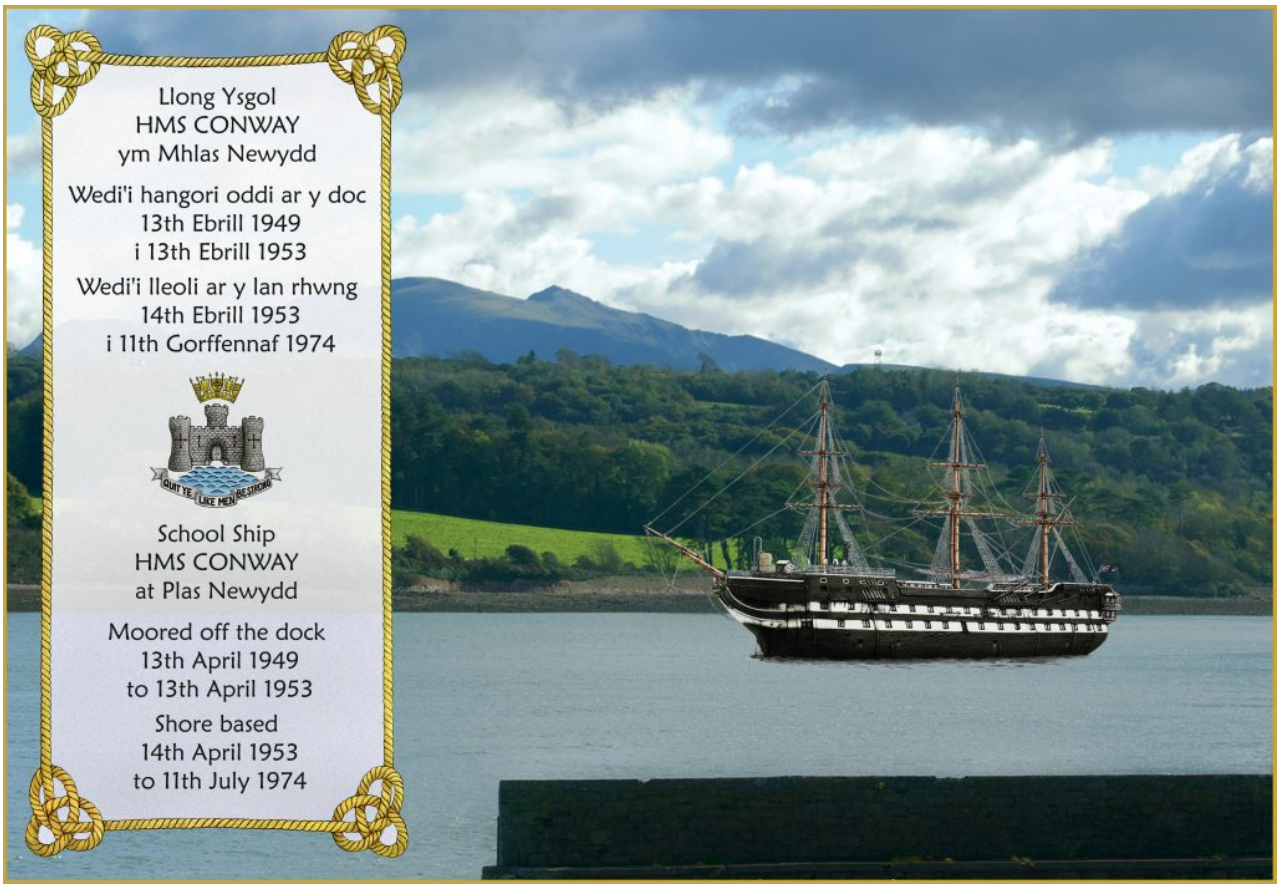
This edition contained the obituary of Captain Sandy Kinghorn plus the essay he wrote for a school examination. You will have seen that he attended the HMS *Conway* Merchant Navy Cadet School. For those readers who do not know that school, here is a brief history of it plus the report of a Memorial that was recently unveiled.

HMS Conway was a naval training school or "school ship", founded in 1859 and housed for most of its life aboard a 19th-century wooden battleship. The ship was originally stationed on the River Mersey near Liverpool but was moved to the Menai Strait in Wales during World War II. While being towed back to Birkenhead for a refit in 1953, she ran aground (right) and was wrecked, and later burned. The school moved to purpose-built premises on Anglesey where it continued for another twenty years. The school closed in 1974.

On the island of Anglesey, the school was situated within the grounds of Plas Newydd, the stately home of the Marquess of Anglesey. The house is now a part of The National Trust. If you are ever in North Wales, a visit to Plas Newydd is, in my opinion, well worthwhile.

In October last year, a Memorial to the Ship was unveiled. It is located at the entrance to the dock at Plas Newydd, overlooking the Menai Strait and the Ship's old mooring. The Memorial is in the form of a glass 'window', 1m x 0.7m in a very robust wooden frame and carries a painted image of the Ship which, when viewed from the right position, shows the Ship on her old mooring, as can be seen below.

A model of HMS *Conway* can be found on the third floor of the BCIT Marine Campus.



This Memorial is identical in concept to the Bangor Pier Memorial Window and the Conlan Memorial Window at Rock Ferry on the River Mersey, giving the impression that the ship is still on her old mooring.

Take a look at http://npesc.ca to see photos of recent Society Certificate and Book presentations.

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