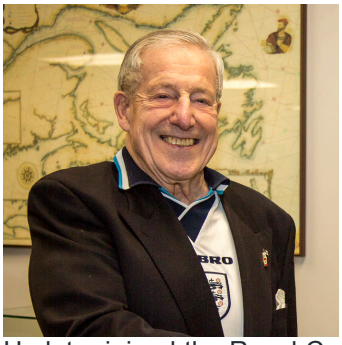
SEATIMES

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

August 2022

CROSSED THE BAR



LCDR (Ret'd) Gerald (Gerry) Stanford FNI was the father of the British Columbia Branch. Convinced that British Columbia would be well served by a local Branch of The Nautical Institute he worked with NIHQ in London, contacting the many NI members living in Victoria and environs to build a dedicated group that won recognition as The British Columbia Branch of The Nautical Institute. He was the first Chair and was an active member after many years as table officer and director in the branch. He was committed to furthering the best in people, acting as mentor and friend to many of the young men and women that passed through the Branch. Gerry was a Fellow of The Nautical Institute and elected honorary Life Director to the Branch.

Gerry went to sea as a Cadet with the British Shipping Company, Prince Line. He later joined the Royal Canadian Navy rising to the rank of Lieutenant Commander. After retiring from the RCN, Gerry spent many years as a well-respected lawyer in Victoria. It was his legal knowledge that paved the way for the Branch to establish its charity, the Nautical Professional Education Society of Canada.

He will be sadly missed but remembered with great fondness and respect for all that he did for the maritime community in general but most especially for his work in our Society.

As shipping goes digital, seafarers matter more than ever

June 25, 2022. The Day of the Seafarer.

https://splash247.com/as-shipping-goes-digital-seafarers-matter-more-than-ever/

Shipping's digital and sustainability transition will be led by its people, and this is an opportunity to create a brighter future for seafarers, writes Matthieu de Tugny, president of Bureau Veritas Marine & Offshore.

Times have undeniably changed a lot since I was a seafarer myself, in the 1990s. At the time, the main engines were still controlled manually, while digitised and automated systems were only beginning to revolutionise shipping.

Since then, technology has transformed the very nature of the work at sea, but also the profile of our modern crews. Half a century ago, around 30 to 40 seafarers operated a conventional containership. Today, this number has halved, and in too many cases, those who remain on board are bearing the brunt, with significant repercussions on their workload and wellbeing.

However, the ongoing technological and digital revolution also brings the promise of a better future for seafarers. Automated systems will progressively replace people for some of the most dangerous or repetitive tasks. Digital reports will alleviate most of the reporting burden, enabling

seafarers to focus on the thrilling work that brought them to a career at sea in the first place.

More diverse seafarers, at sea and on shore: Far from removing the human element, the current technology boom will enhance the role of seafarers. Smart and automated systems are no substitute for well-trained crew. Even when – or if – ships eventually reach full autonomy, people will still be needed to ensure their smooth running and intervene in case of an emergency.

The drive towards digitalisation is fundamentally changing what it means to work as a seafarer, while also bringing more diverse profiles into our industry. Seafarers need a broad range of skills to safely manage the various systems of today's technologically complex vessels. Some are already training in data science and data analysis, while experts in cyber security, artificial intelligence and robotics are also joining the maritime sector.

An automated future will also enable a growing number of seafarers to spend more time working from shore, monitoring and controlling systems remotely. For many, this will be a major gain in terms of their quality of life, enabling them to have a meaningful career in shipping, while being able to go back to their loved ones every evening. This is also a positive change for seafarers at sea, who will be able to rely on the support of their teams on shore to solve issues on board.

As shipping's workforce is being transformed, now is an opportunity to push for greater diversity and make shipping a more attractive career path for people from all backgrounds. We must actively support gender diversity, equity and inclusion to attract and retain the talent that will drive our industry forward.

A people-led digital transition: As an industry, it is our collective responsibility to support our seafarers through this era, by ensuring that they have the right training to handle the technical and safety challenges of new fuels and systems. However, the rollout of digitalisation should be based on a dialogue rather than being a unilateral process. Seafarers should be fully involved in the design and development of digital solutions, rather than simply trained once a new technology is deployed on board.

Shipping needs to listen to seafarers, and make the most of their first-hand experience of pain points that need to be tackled, and of solutions that are needed on board. Doing so will not only facilitate the daily work of seafarers, but also help shipping achieve the best possible outcomes for each vessel and company.

As seafarers are sharing their journeys on this Day of the Seafarer, the industry must realise that its own journey towards a digital and sustainable future must be centred on its most important asset: its people.

Looking Back to Move Forward: Celebrating Women Mariners on National Maritime Day: In a year in which much attention is rightly being paid to improving the shipboard workplace environment for women, it's easy to lose sight of the many accomplished women mariners who have joined the profession over the past half-century.

Maritime Pilot, Captain Karen Nola (USMMA '05) piloting the SS JOHN W BROWN into NY Harbour. * See footnote.

One in eight merchant mariners are now women, and they play an increasingly crucial role in ensuring we have a sufficient number of merchant marine officers to keep our nation competitive in global trade and to maintain the requisite level of sealift readiness should war come our way.

To commemorate National Maritime Day this year, the USMMA Alumni Association and Foundation commissioned a video that features interviews with seven female Kings Pointers, with graduation dates that range from 2019 to 1978, the first year that women graduated from any of the five federal service academies. AAF offered to let this video be seen first on gCaptain, so we're sharing it below. It's short – less than three minutes – but it tells a good story in an uplifting way, something we could all use more of these days. https://www.youtube.com/watch?v=R2Azuk4uWXw&t=16s

May 22nd 2022

https://gcaptain.com/looking-back-to-move-forward-celebrating-women-mariners-on-national-maritime-day/?subscriber=true&goal=0_f50174ef03-d594693432-169937937&mc_cid=d594693432&mc_eid=35ccf165ad

*** s.s. John W. Brown - see https://www.ssjohnwbrown.org/**

An Eventful Trip – Peter Edwards recalls a ten-month trip in the New Zealand Shipping Company's refrigerated cargo ship *Tekoa.*

The *Tekoa* of the New Zealand Shipping Company was launched in 1966 and had a gross tonnage of 8,226 tons. Her main machinery was a slow speed Sulzer RD90 of nine cylinders, giving an output of 17,600 shaft horsepower (13,130kW) at 110rpm, and her service speed was 21 knots. Her auxiliary power comprised four "English Electric" diesels each of 500kW driving three phase alternators. Being a refrigerated ship, designed for the UK – Australia/New Zealand run, there was a big demand for electrical power to drive the refrigeration compressors on the homeward run.

A handsome ship built at Bartram's on the Wear, she had three sisters, i.e. *Taupo* and *Tongariro* (both also built at Bartram's) and *Westmoreland* (built at Lithgow's East Yard on the Clyde for the Federal Company). All boasted pale green hulls while under NZSCo/Federal ownership.

An unusual feature of these ships was their derricks. They were "Hallen" swinging derricks that allowed a single winch man to top, slew and luff the derrick simultaneously and gave rise to the unusual appearance of the king posts.

I joined mv *Tekoa* in Liverpool as a lowly 8th Engineer in August 1969 still with six months to serve before coming out of my time. I had, a year earlier, served as Engineer Cadet on the *Tekoa* when she was sent – almost straight from the builders – to offload frozen fish from factory ships off Cape Cod with discharge in Rostock, East Germany. My main recollections of this trip are of the Boston radio stations, which we were able to pick up from our anchorage, the poor conditions suffered by the crews on the factory boats, and, in Rostock the drab greyness and armed guards on the gangplank.

But on this trip there was no suggestion of visits to Communist ports. We were expecting the traditional NZS trip out to the Antipodes and straight back within four or five months with apples and frozen carcasses.

We eventually sailed from Liverpool on 15th August but were forced to anchor off Swansea when a main engine turbocharger casing cracked, requiring the attention of the "Metalock" organization, which business still operates today https://www.metalockinternational.org/, specialising in stitching castings back together again. We were able to continue the voyage southwards after only about 12 hours delay.

It was only a few days later that we learned the *Tekoa* had been chartered to run on the "Dolphin Line" (Australia to East Coast, USA), and that therefore we would be on a much longer trip than we expected with no indication whatsoever of how many of the legs we would be required to run before paying off somewhere. In other words we were on an open ender and those slightly distressing words, "The ship is not going back to the UK", were heard in every corner of the ship.

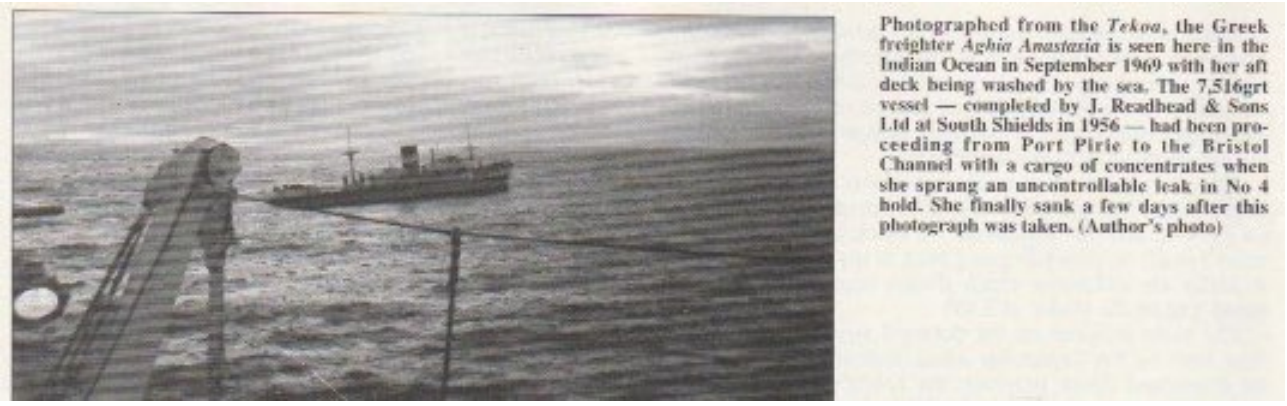
Most of the crew and officers were surprisingly indifferent to the news, but one newly married deck officer, whose name I do not recall, was less than pleased. I have always remembered being with him at Gatwick airport on our eventual return from this trip when we were flown home from Montreal, because his by then not so new wife was for some reason not there to meet him. I hope there was an innocent explanation!

We ploughed on southwards for Cape Town for bunkers and settled into the normal routine of 4 on, 8 off, eventually sighting Table Mountain on 3rd September.

The trip across the vast stretch of the Indian Ocean passed without incident but for a blackout in the early hours. In these circumstances – which happen not infrequently at sea – a generator trips off the board, i.e. it "sheds its load". This can happen for a number of reasons but very often when a generator is being put on the board, and a miscalculation by the engineer, such as not allowing the incoming generator to warm up properly before connecting it to the main bus-bars, or not having it properly synchronised with the supply, induces it to refuse to accept its load. Of course, this should never happen. When it does, such as on this occasion, there is a blackout because the other generator or generators must come out in sympathy, since they are not able to shoulder the load by themselves.

Unfortunately, because the main engine relies on the pumps (electric) for cooling and fuel, etc., the main engine must also stop and does so automatically, producing a "dead ship" situation. Needless to say, this can be very uncomfortable and dangerous in a bit of a sea. Fortunately, on this occasion conditions were moderate and we developed only a severe roll as we lost power and came beam round to the sea.

In the circumstances of a blackout at sea, it was customary for all engineers to turn to in the engine room and help restore power as soon as possible, although in practice operations would be led by the Second Engineer and a lot of other people felt superfluous, including sometimes the Chief! But of course it was an essential precaution and without automatic control of engine temperatures, as is common now, even if you were only adjusting the coolers you were in fact doing a vital job. Overheating or sudden temperature change in a large marine diesel can be catastrophic if it causes cracking of pistons or cylinder liners. When the main engine is suddenly stopped and the coolers are not adjusted there is danger indeed.
After an anxious half hour, power was restored and the engine room brought back to normal operations. Since I was on the 4–8, and this was about 2 o'clock in the morning, it wasn't really worthwhile returning to my bunk, especially to suffer the awfulness that always accompanied for me "put on the shake" at 3.45!
The main incident on the outward voyage came a few days later on 5th September when, following the report of an abandoned Greek freighter, the *Tekoa's* radar located a drifting vessel shortly before 2100hrs. Her position was 95 miles due south of the position reported three days before in the Southern Indian Ocean.
Before the night was black, *Tekoa*, at dead slow ahead, used her bridge floodlight to make positive identification of the ship, which was the *Aghia Anastasia* of about 5,000grt. I have never made enquiries about this ship, but she looked like a typical British or German tramp of the period.
We approached close to the vessel on three occasions to establish her condition, which showed that she had freeboard forward and aft of 20ft and 6ft respectively, and only a slight list. The lifeboat davits were swung out on her starboard side and the hanging falls were empty. The port side lifeboat and a small white dory were secure in their chocks. The decks of the ship were completely dry.
Through the night we circled the wreck so that at first light a better examination could be made, with a view to towing and salvage. It is curious how in such circumstances a primitive desire to earn booty takes over. There was no shortage of volunteers to man the lifeboat to go across the short distance to the wreck and put a line aboard. There was a long low swell running with very little wind and boarding the wreck on the lee side would be quite straightforward.



Photographed from the *Tekoa*, the Greek freighter *Aghia Anastasia* is seen here in the Indian Ocean in September 1969 with her aft deck being washed by the sea. The 7,516grt vessel — completed by J. Readhead & Sons Ltd at South Shields in 1956 — had been proceeding from Port Pirie to the Bristol Channel with a cargo of concentrates when she sprang an uncontrollable leak in No 4 hold. She finally sank a few days after this photograph was taken. (Author's photo)

s.s. *Aghia Anastasia,* ex *Baron Ogilvy,* was abandoned in the Indian Ocean, 32.8S 73.31E after developing leaks on a voyage from Port Pirie in Australia to the Bristol Channel. Read more at the wreck site https://www.wrecksite.eu/wreck.aspx?198985

Naturally enough, all the talk on board was of possible riches to be made through a successful towage of the wreck to Fremantle, only about two days steaming away. We took it in turns to go "up top" from the engine room during the 4-8 that morning to view *Aghia Anastasia* as she wallowed in the Indian Ocean swell. An abandoned ship at sea is a very curious sight and the thing I most remember is the silence of her but for a distant creaking like a steel door swinging on its hinges, and her awful loneliness. Not a soul to be seen on board, and yet a well found ship. I was strongly reminded of the legend of the *Marie Celeste* and the ghostliness of a ship at sea without a crew.
As the full light of the day came – quickly through the twilight as it does in 30 degrees south – it was clear that the condition of the *Aghia Anastasia* had worsened quite considerably over a period of just a few hours. Perhaps the creaking that could be heard was the sea breaching the internal bulkheads, allowing seawater to flood further inside. The sea was now washing her aft deck and the prospect of making a successful tow seemed more remote. At the rate of deterioration we had witnessed there would not be time to reach Fremantle before she went down. To go on board and attempt to stabilise her would have put people at risk

and would have taken a long time with no guarantee of success. Furthermore, the *Tekoa* had a general cargo from the UK to deliver to five ports in Australia, and could not be long detained without a very good reason.

So it was with great regret that the decision was made to steam on and leave *Aghia Anastasia* to her inevitable end, and I, along with most of the rest of the crew, did have a pang of regret at missing what might have been a considerable payout had we been able to get her to Fremantle. We later learned that the salvage tug *Le Corsaire* arrived at the last known position reported by the *Tekoa* about ten hours later, and there was no sign of the *Aghia Anastasia.*

Why she was abandoned, what became of her crew, what she was carrying, we never found out, and we rapidly forgot her as we discharged cargo around the Australian coast.

We crossed to New Zealand and loaded for East Coast USA via Panama, arriving there on 20th November. We then proceeded to New Orleans, Galveston, Savannah, Norfolk, Philadelphia, New York, Boston and finally Halifax, Nova Scotia, where we spent Christmas in about 30 degrees of frost. Working our way back down the East Coast, we called at the same ports with the addition of Charleston, and sailed for Panama from Savannah, missing out Galveston and New Orleans.

Sailing westbound across the Pacific, the *Tekoa* showed her paces and clocked several knots more than her regular 21 for several days in favourable conditions. It was a few days out of Sydney when the second "incident" of the trip occurred, and just when we were exalting most in the performance of the ship and looking forward to a run ashore. I was on watch (8-12, evening) with the Fourth Engineer. I was on the bottom plates and had just checked the lubrication oil purifier, when the ship started to lurch up and down in a quite remarkable fashion, something more akin to the motion of a small fishing boat than a ship the size of the *Tekoa.*

We had no idea – or indeed any time to think – what the cause was but my immediate instinct after I had ascended with difficulty the two flights of engine room steps to the control platform was to pull the fuel lever back and slow the engine. As I did so, the Fourth Engineer – just as white-faced as myself – appeared from elsewhere in the engine room and decided to restore the lever to its former position to avoid sudden temperature change in the engine. Usually, a large marine diesel is slowed down gradually over a period of hours in order to keep temperature gradients low.

By this time the whole engine room staff had made their way down from the bar. It was clear that the engine had to be slowed, and quickly, because the motion was extreme and there was something about to give in a big way. At slow ahead the motion became less violent and the Chief and the Second Engineer disappeared down the shaft tunnel looking for something amiss while I spent an anxious hour on the coolers, trying to control the piston and jacket temperatures.

We had all heard stories from other ships in the fleet of remarkable examples of machinery failure, such as a main engine "throwing a leg" through the crankcase covers and crankcase failures, but in this case the main engine was clearly intact. From a visual point of view it was difficult to say what the fuss was all about.

The Chief's examination of the propeller shaft revealed nothing untoward and so the conclusion was finally reached that we had in fact shed a propeller blade – there could be no other explanation. There was no way, of course, of checking this, short of sending a diver down, but without the necessary equipment this could not be done. I am sure that after a few hours consideration there was really no doubt in anyone's mind that the loss of a propeller blade was what we had suffered.

We did reflect on what might have happened had the blade – weighing several tons – flown off while adjacent to the hull of the vessel, and not as we assumed at the lower point of its rotation. We assumed this because there was no bang heard and no hull damage was evident, and as most engineers know the most likely point for this type of failure would be towards the lower point of rotation where the centrifugal force on the blade and its weight act in the same direction. At the top point of rotation they act in opposite directions and so, in this position, failure is less likely.

It took more than three frustrating days at slow speed to reach Sydney on 6th February 1970. Immediately a diving team was employed to examine the damage and confirm the loss of a blade. The first plan of action was to cut off the opposite blade on the four-bladed cast manganese propeller to restore balance, and accordingly a firm was contacted, which claimed to be able to do this job under water. The ship would then be able to proceed on its voyage until it was convenient to dry-dock. Unfortunately, the diver sent down to carry out this hazardous task of metal cutting while submerged was very seriously injured and was lucky to escape with his life. This incident got us on the television news, but it meant as well that this solution to the problem was too hazardous and that dry-docking would have to be done.

After discharge of the cargo, we traversed the short distance across Sydney Harbour to Cockatoo Island* dry-dock. A replacement propeller was shipped out from the UK on another of the company's ships and after about four weeks we were back in business. Perhaps unusually, *Tekoa* did not carry a spare propeller. A great deal of time could have been saved had she done so, but NZS took the opportunity of the unexpected dry-docking to carry out an early survey, and all ship's side valves were overhauled by dock staff.

Our time on Cockatoo Island was not too irksome, but it is not convenient to be catching an infrequent boat across to Circular Quay to go ashore, nor do many seafarers find a dead ship in dry-dock very appealing. At these times, a ship seems to be little more than a steel box, and footsteps and other noises that normally are masked by the background hum of generators and main engine can be heard all over the ship.

After loading in Sydney and Brisbane we finally left Australia on 28th April for our long delayed second leg to Panama and East Coast USA. We were eventually repatriated from Montreal after a crew change on 9th June. A ten-month trip of great interest!

Cockatoo Island

* https://www.cockatooisland.gov.au/en/our-story/maritime-era/

Ships Monthly

Arctic simulation brings the Royal Navy's only ice-patrol ship to Cape Breton: A tricky rescue of an ice-bound ship was performed several times in Canada's high Arctic, utilizing expertise from the Canadian Coast Guard College and sailors from the Royal Navy's HMS *Protector*.

The HMS *Protector* in Sydney, NS. Its crew took part in Arctic ice training exercises at the Canadian Coast Guard College. GREG MCNEIL/CAPE BRETON POST - Greg McNeil

Of course, the rescue was performed via the high-tech simulators at the college's Westmount campus. And then again and again.

The scenarios the visiting British sailors were training to overcome, however, are all too real.

"As we move forward, the high north is an area that is becoming of greater interest," said Capt. Millie Ingham, commanding officer of the HMS *Protector*, which has been docked in Sydney this week.

Ingham said last year's integrated review on foreign policy made it 'very clear there were risks' and threats in that area. The high north, she said, could become more contested in the future and the British navy will need to be able to operate there.

Capt. Millie Ingham, Commanding Officer of the HMS *Protector*: "As we move forward, the high north is an area that is becoming of greater interest." - Greg McNeil

"If we were going to be thinking we were going to fight in the jungle we would go and train in the jungle. I'm not saying we are going to fight but we need to be able to work in these environments."

That's where the navigation simulator at the Canadian Coast Guard College comes in. It's designed to realistically depict the operational environment of multiple ships, including those operating in Arctic ice.

The visit by the HMS *Protector* follows an agreement on joint operational training through a Memorandum of Understanding signed in 2021 that will see mariners from Canada and the United Kingdom coordinate on operational training and navigational expertise.

While the crew of the *Protector* has extensive experience in the Antarctic, the first hands-on application of that MOU gave them a chance to get the feel of Arctic ice, which handles differently than that in the Antarctic.

"The ice types are different down south than up north," said Hope Millar, a sailor with the Royal Navy. "It operates slightly differently and you have to drive the ship in a different way, so it is a different kind of ship handling I'll be doing in the simulator."

Dena Richardson, executive director of the Canadian Coast Guard College: "In the past, we've had a number of opportunities to be able to engage internationally with different groups." GREG MCNEIL/CAPE BRETON POST - Greg McNeil

While the crew took in training, coast guard college staff and recruits had the chance to tour the *Protector* and interact with its crew.

Dena Richardson, executive director of the Canadian Coast Guard College, was thrilled to host the visiting sailors. "In the past, we've had a number of opportunities to be able to engage internationally with different groups," she said. "It's been a while since we've been able to do that now, so having the opportunity this week as a partner is just a phenomenal opportunity for everyone."

Just the facts: -

- More information on the navigation simulator at the Canadian Coast Guard College can be found here.
- HMS *Protector* is usually deployed to the Antarctic and Southern Hemisphere.
- During its tour of Canada, the ship will make stops at Montreal, Québec City, Sydney and Halifax.
- Prior to commanding HMS *Protector*, Captain Ingham was the first female navigator of HMS *Ocean*, which at the time was the largest ship in the Royal Navy.
- Captain Ingham has been deployed to the Gulf of Aden and Somalia as part of Operation Enduring Freedom following the Sept. 11 attacks in 2001 and twice to the Mediterranean as part of a NATO Task Group. This is her fourth command.
- More information about the ship's tour can be found on ukincanada.com.

https://www.saltwire.com/atlantic-canada/news/local/arctic-simulation-brings-brits-only-ice-patrol-ship-to-cape-breton-100746400/ **June 23rd 2022-06-25**

Getting owners to understand the merits of a happy crew. ***How do managers discuss the importance of crew welfare with their customers?***

Crew welfare has been brought into sharp focus during the pandemic, perhaps more than it has ever been. Are shipmanagers now in a position to drive this home further with their clients, the shipowners, to ensure meaningful, long-term improvements to life onboard?

Sachit Sahoonja, CEO and managing partner Su-Nav, concedes that this quite some hurdle as the baseline set for seafarer welfare by the statutory authorities is the bare minimum.

By way of a few examples, Sahoonja points out internet onboard is still not mandatory, family carriage is on a company's discretion and there is no rule for direct flights to destinations.

A happy crew is the best crew: "It might sound a cliché, but a happy crew is the best crew," says Kishore Rajvanshy, the managing director of Fleet Management. "We have seen it time and again – high performance,

strong commitment, and loyalty come from feeling respected and valued."
The trick then is to ensure managers get this message across to owners.
"Leading shipmanagers need to define their own standards regarding seafarer welfare, and then engage with their shipowner customers to achieve these," says Ian Beveridge, CEO of Bernhard Schulte Shipmanagement.
Kuba Szymanski, secretary general of InterManager, the association representing third-party managers, says that industry best practices are being pursued and promoted with InterManager's members' customers.
"Some owners are easier than others but, maybe due to the pretty good level of earnings enjoyed by owners over the past two years and difficulties in the employment pool of seafarers due to Covid-19, owners seem to be a bit more willing to listen to our suggestions and comments," Szymanski says.
Educating all sorts of owners: Another issue managers face in their bid to get clients to appreciate the importance of crew welfare is in the constant changing nature of shipowners – they tend to come from all walks of life these days.
"The irony of everyone becoming shipowners often pinches the managers," says Sanjeev Verma, managing director of Landbridge Ship Management. "Normally," he says, "there is little or no knowledge of how the ship runs for financial investors turned shipowners, but the bottom line is numbers."
It isn't easy to educate such shipowners regarding crew welfare, but it's vital to bring the matter up when managers sit down to discuss annual budgets, Verma says.
This is a point picked up by Sean McCormack, shipmanagement director at Northern Marine, who argues that the trick is to show clearly to owners the dollars and cents saved via a contented staff at sea.
"By truly understanding the commercial challenges that shipowners face today and evidencing where onboard productivity – driven by a sustainable working environment – can overcome those challenges, that is what we have to do as managers," McCormack believes.
A big part of the problem is in how shipping companies are organised – the reporting functions go to the wrong place, argues Carl Martin Faannessen, CEO of Manila-based crewing specialist Noatun Maritime. Most companies have crewing reporting to a technical function rather than an HR-function.
"We've yet to see a large land-based organisation where HR reports to production rather than the CEO. But in our industry it is almost the norm," Faannessen observes.
"Our role as managers," Faannessen says, "is to continue to drive this point home: The crew is the only thing that can convert expensively shaped steel to a ship. Treat them well, make it easy for them to make the right choices, and your ship will perform well. Trite, difficult, and true."
A home away from home: "People are at the very core of what we do. Covid has reinforced this view where the importance of our people onboard our vessels and within our offices has been underlined like never before," claims Mark O'Neil, the president of Columbia Shipmanagement.
"Inspirational training and life long learning, fair and reasonable compensation and benefits packages, fresh and healthy nutrition and catering, available mental health and medical advice, free and unlimited Wi-Fi communication with families and friends, sophisticated human resource and career planning. These are basic employment rights which we all should expect onboard or ashore," O'Neil says, adding: "It is up to shipmanagers to lead the way, work together and force the change for the better."
Rajiv Singhal, managing director of MTM Ship Management, believes it is vital to create good living conditions onboard, creating a home away from home, whether that is via good home entertainment, decent food or available Wi-Fi.
Singapore-based Thome Group has been working with vessel owners to support its initiatives for crew welfare. Some of these include encouraging seafarers to get eight hours of sleep and rest, and to do physical exercise onboard. There's also regular monitoring of crew health, insurance cover for crew and their dependents and free Wi-Fi onboard.
Landbridge's Verma says seafarers still need to be educated on their rights and he would like to see them get better advice on financial and retirement planning matters. Likewise, medical benefits should be made available to them and their families when working onboard.
Gen Z demands: Get crew welfare wrong today and managers will be paying the consequences for many years to come, warns Arvind Mohan, the managing director of Viridian Maritime.
"15 to 20 years from now, imagine Gen Z who would be a lot more digitally savvy, and their expectations will be different from prior seafaring generations. Welfare to them could mean something different than what is currently envisioned and perhaps with a simpler but unique view of work-life balance," Mohan predicts.

Managers will need to lead owners by a change in what welfare truly means, he says. This will no longer be just about providing internet connectivity or having people on and off at the right time. It will be more about transforming training needs, moving from hands-on to training to technology-enabled automation requirements, as it will be these new seafarers who will eventually come ashore to manage these new type of vessels.

Focus, Mohan suggests, will need to shift towards interpersonal skills on an equal par with technical skills, as the frequency of ship-to-shore and vice-versa communication increases.

Moreover, as the number of seafarers onboard shrinks further, social interaction will reduce and therefore means of mental and social support mechanisms will need to be discussed and evaluated, Mohan reckons.

"We as managers emphasise on empowering our seafarers to expand their potential and also their mentoring capabilities. These are just some of the discussions we openly discuss with owners to work to come up with a forward looking coordinated and an all-encompassing plan," Mohan concludes.

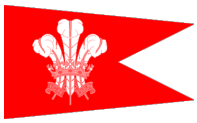
This is one of the articles from Splash's Shipmanagement Market Report, a 72-page magazine published this month. Splash readers can access the full magazine for free by clicking here.

https://splash247.com/getting-owners-to-understand-the-merits-of-a-happy-crew/ **March 24th 2022**

Following is a question for the older generation readers. "When you went to sea, were you a Cadet or an Apprentice?" I was an Apprentice and I signed "Three-year Indentures". I had attended a sea-school for two years and that allowed me a one-year remission off the normal Four-year Apprenticeship. The wording of the Indentures appears below: -

Apprentice's Indenture. Shipping Federation Form.

This 3-year Indenture, made on May 7th 1954 between me, *David Whitaker*, of Coventry, Warwickshire of the first part, the *Prince Line Ltd* (hereinafter called the Company) of 56 Leadenhall Street in the county of London of the second part and my father, *William Whitaker* (hereinafter called the Surety) of the third part WITNESSETH, that the said, *David Whitaker* hereby voluntarily binds himself Apprentice unto the said Company and their Assigns, for the term of three years from the date hereof;



And the said Apprentice hereby covenants that, during such time, the said Apprentice will faithfully serve the said Company and their Assigns, and obey the lawful commands, both of the said Company and their Assigns and of all officers of any vessel on board of which he may be serving under this Indenture, and that the said Apprentice will not absent himself from their service without leave; IN CONSIDERATION WHEREOF, THE SAID COMPANY hereby covenants with the said Apprentice, that during the said term they will and shall use all proper means to teach the said Apprentice or cause him to be taught to perform the duties of a deck officer, and provide the said Apprentice with sufficient Meat, Drink, Lodging, and (except where it is provided under the National Health Service Act, 1946 as amended from time to time) with Medicine and Medical and Surgical Assistance, and pay to the said Apprentice the sum of £405, in the manner following; (that is to say,) for the first year's service ONE HUNDRED AND TWENTY POUNDS, for the second year's service ONE HUNDRED AND THIRTY FIVE POUNDS, and for the third year's service ONE HUNDRED AND FIFTY POUNDS, subject at all times to the deduction of such benefits as may be payable to the said Apprentice under the National Insurance Acts 1946, and 1948, as amended from time to time), together with a further sum of £25 0. 0d. payable after satisfactory service for the term of this Indenture, and twelve shillings yearly in lieu of washing, the said Apprentice providing for himself all wearing apparel, and necessaries (except such as are hereinafter specially agreed to be provided by the said Company); AND IT IS HERBY AGREED, that if, at any time during the said term' the said Company provide any necessary apparel for the said Apprentice, they may deduct any sums properly expended thereon by them from the sums so agreed to be paid to the said Apprentice as aforesaid; AND IT IS FURTHER AGREED that if the Apprentice is convicted of any offence under the Merchant Shipping Acts, or otherwise, or if he suffers from any sickness or injury which continuously disables him from performing the covenants on his part herein contained for a period exceeding six months, the Company may at their discretion terminate this Agreement by written notice to the Apprentice or his surety at any time, and all obligations hereunder on either side shall thereupon cease; AND IT IS FURTHER AGREED that if the said term of three years expires whilst the Apprentice is serving outside the United Kingdom, he will continue to serve on board his vessel until the next arrival of the said vessel within home trade limits, or until the termination of the current articles of agreement whichever shall first happen, but upon the said expiry shall sign the said articles of agreement as a Cadet, and shall be paid at a rate equivalent to the current

rate of pay of an able seaman; and for the performance of the covenants on the part of the said Apprentice herein contained, the said Surety doth hereby bind himself, his Heirs, Executors, and Administrators, unto the said Company, in the sum of £10; provided that notwithstanding the last mentioned stipulation herein contained any Court, Magistrate, or Justice of the Peace may exercise such jurisdiction in respect of the said Apprentice as he or they might have exercised if no such stipulation had been herein contained.

Below this is a signature for the Prince Line, plus my signature and my father's, both witnessed by our local butcher, Mr. Johnson. The back of the document contains a record of the voyages I made during the apprenticeship, including one that began on August 12th 1955 and ended on January 16th 1957. It was this record that was required to confirm my seatime for the Examiners when I sat for my Second Mate's Certificate. Also on the back are signatures recording the official end of my Apprenticeship on May 6th 1957.

Berg Propulsion drives sustainability gains for CSL's Great Lakes new generation.

Emissions reductions have been confirmed for the first 'laker' to feature a diesel-electric drive train, after the initial weeks in service of Canada Steamship Lines' new self-unloader *Nukumi*. The vessel arrived in Halifax in time to take up duties for the 2022 Great Lakes season complete with patented Direct Drive Electric technology from Berg Propulsion.

Built by China's Chengxi Shipyard, the delivery also marks a bulk carrier market debut for Direct Drive Electric – an integrated solution developed by Berg to make high efficiency electric propulsion easier to adopt. The choice reflects CSL's commitment to sustainable ship technology and aligns with Ministère des Transports du Québec goals to improve efficiency in transport.

The 26,000 metric tons deadweight *Nukumi* is a single point loader developed by CSL in collaboration with Windsor Salt to deliver de-icing salt from Mines Seleine on Magdalens Islands for use on roads across Quebec and Newfoundland.

Frederic Jauvin, Vice-President, Global Technical Services, CSL said that, compared to its predecessor, the ship's combination of optimized hull form, electric propulsion technology and Tier III diesel-electric engines would cut greenhouse gases by 25 percent and other pollutants by 80 percent. The propulsion solution will also enhance manoeuvrability in the shallow Magdalen Island channel, he said.

"*Nukumi* charts new waters when it comes to safe, sustainable and efficient shipping in the Gulf of St. Lawrence and Great Lakes region," said Jauvin. "Its efficiency and sustainability are truly exciting and Berg Propulsion's integrated solution and its engineering partnership with Chengxi Shipyard has been key to securing all of the available performance enhancements."

The performance and sustainability gains of electric propulsion are widely acknowledged, especially when ships demand variable load capabilities, but Berg believes the greater simplicity direct drive solutions bring to the marine market could prove decisive.

"Conventional electric propulsion systems feed power from the generator to the power distribution system, then on to the frequency controller and the electric motor before they reach the main propeller shaft via the reduction gear," said Jonas Nyberg, Managing Director West, Berg Propulsion. "This can be overly complex and hard to maintain, while energy is lost at every step. The Direct Drive Electric solution features electric motors that are integrated to directly drive the propeller shaft.

"For *Nukumi,* the use of Direct Drive Electric propulsion shows the value available when a shipowner, an equipment maker and a system integrator work together in the early ship design phase on prioritizing performance and sustainability. This is a key reference for Direct Drive Electric as a fuel efficient and easy to install technology which broadens the appeal of greener electric propulsion."

The removal of gears allows for shorter shaft lines, fewer bearings and a smaller engine room footprint, while very high torque meant the same power could drive larger propellers, added Nyberg.

Berg indicates that energy savings compared to other electrical solutions can be in the excess of 5%, with equivalent fuel savings available. Direct Drive Electric is also 'future-proofed' to accommodate alternative energy sources, using a DC hub – or 'superdrive' – to draw on main engines or stored energy from zero emission batteries and fuel cells, as required.

SHIP MANAGEMENT INTERNATIONAL

May 23rd. 2022. https://shipmanagementinternational.com/berg-propulsion-drives-sustainability-gains-for-csls-great-lakes-new-generation/

Writing down the weather

"Some are weather wise, some are otherwise" – ***Benjamin Franklin.***

Seafarers are generally very 'weather wise'. All Masters are required by SOLAS to issue a danger message when extreme conditions are encountered, namely ice accretion, icebergs, storm force winds and tropical cyclones. More generally, the weather is recorded at each watch in the ship's log. Some vessels, known as Voluntary Observing Ships (VOS), also report their observations to the World Meteorological Organization (WMO) network of forecasting centres.

It is good seamanship to be aware of the major pressure patterns, METAREA forecast and expected conditions and to constantly compare what is predicted with what you are experiencing. Rising or falling barometric pressure and wind speed and direction give an indication of the location and movement of the major weather systems. The sequence of clouds can indicate the approach of a frontal system. Increasing and lowering stratiform (layered) clouds herald the approach of a warm front.

Logging the weather: Despite the increasing prevalence of onboard sensors and data streaming to handling centres ashore for analysis, humans still play a critical role in observing the weather. Instruments do not capture some phenomena, such as ice accretion and visibility. Sensors, particularly anemometers, can be inaccurate due to poorly sighted or un-calibrated instruments.

Perhaps the most important reason for taking weather observations on board is that the ship's log is still the preferred source of information in the case of any disputes or accidents.

Very poor or fog	Visibility less than 1,000 m
Poor	Visibility between 1,000 m and two nautical miles
Moderate	Visibility between two and five nautical miles
Good	Visibility more than five nautical miles

What to include? A good log entry should include: -

Pressure: If possible, record the barometric pressure and whether pressure is increasing, steady or decreasing. Note that if the sensor is in a fairly airtight space, e.g. the bridge, this may affect the reading.

Wind: The true wind speed and direction should be recorded, as opposed to the relative wind passing over the deck. Wind can be estimated by studying the sea state. It is good practice to keep on the bridge, a Beaufort scale with associated sea conditions. If using an anemometer, readings should be averaged over ten minutes. Take care if doing this by watching the dial of the anemometer, as it is not uncommon to overestimate wind speed by more than ten percent.

Smooth	Wave height less than 0.5 m
Slight	Wave height of 0.5 to 1.25 m
Moderate	Wave height of 1.25 to 2.5 m
Rough	Wave height of 2.5 to 4.0 m
Very rough	Wave height of 4.0 to 6.0 m
High	Wave height of 6.0 to 9.0 m
Very high	Wave height of 9.0 to 14.0 m
Phenomenal	Wave height more than 14.0 m

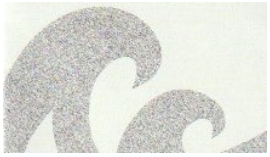
Weather: Note relevant conditions, such as precipitation and lightning.

Visibility: Estimate and record visibility using the internationally agreed definitions. (See Chart above).

If other shipping is present, radar ranges can be used to accurately assess visibility.

Sea state and swell: Waves generated by a wind that is blowing are referred to as 'sea' or 'sea state'. When the wind stops or changes direction, waves that continue on without relation to local winds are called 'swell'.

Swell is of particular interest to seafarers because it can affect the ship's intact stability and lead to broaching, parametric or synchronous rolling.
When recording sea state, it is advised to use the terminology in the table shown above.
For sea swell, record the length ('short' 0-100m, 'average' 100-200m, 'long' over 200m); height ('low' 0-2m, 'moderate' 2-4m, 'heavy' over 4m) and the true direction.
More guidance on the observation of waves and swell, as well as the observation of sea ice, can be found in the *Guide to Meteorological Instruments and Methods of Observation* (WMO-No.8) Part II, Chapter 4, Marine Observations.



Anything else that is noteworthy, for example, shiphandling characteristics.
"The Navigator June 2019" – A free publication by The Nautical Institute in association with the Royal Institute of Navigation.

Sailors' Society launches industry first: In a first for the industry, international maritime charity Sailors' Society is launching a series of global wellness and mental health conferences designed exclusively for maritime school students.
Following on from a very successful pilot in India in 2021, four online events will explore the all-important subject of wellbeing and mental health with Cadets as they embark on their careers at sea.
Building on Sailors' Society's pioneering wellness training and support programme, the conferences will focus on key and current issues facing Cadets today, including crisis and diversity.
Serving maritime schools in India, the Philippines, Greece and Africa, each conference will be tailored to the region and feature internationally renowned speakers.
Sailors' Society's CEO Sara Baade said: "Seafarers are the key workers of the sea. They serve at the frontline of international supply chains, supporting global economies – so it's essential that their wellbeing is cared for right from the beginning of their careers.
"The content has been tailored to focus on key issues facing today's seafarers, for example the current crisis in Ukraine and the impact of the pandemic, as well as the issue of diversity as many companies look to ensure a diverse workforce.
Our maritime schools' conferences aren't just a first; they are aimed at proactive investment in young minds. These events recognise that today's Cadets are tomorrow's workforce and future leaders."
Hosted online with technical support from The UK P&I Club, the conferences will be chaired by Johan Smith, Sailors' Society's head of wellness and lead on the charity's Wellness at Sea programme.
Johan said: "Following engagement with several maritime schools in India as part of Sailors' Society's Wellness at Sea awareness campaign, it was clear that there was an appetite for a conference aimed specifically at Cadets. Our 2021 pilot event was a direct response to this. "It was such a success that we're now replicating this model so that we can benefit many more Cadets around the world.
"We hope that these events will build on findings gathered at the pilot conference and generate a wealth of analytical and subjective data to help shape future work in wellness and mental health."
More than 1,800 delegates registered for the 2021 pilot webinar that served 19 maritime schools.
Feedback at this event was overwhelmingly positive, with more than 95 percent of those surveyed saying they had a better understanding of wellbeing following the conference and 100 percent saying it had given them better preparation for a future career at sea.
One Cadet responded: "I found this event really insightful and helpful, especially the crisis response information and how to handle stress and workload."

Sailors' Society

Source: Sailors' Society.
June 16th 2022
https://www.hellenicshippingnews.com/sailors-society-launches-industry-first-global-wellness-at-sea-conferences-for-cadets/

Multimodal travel in days of old: The modern concept of multimodalism is an integrated method of moving containerised cargo by two or more modes of transport, via sea, air, road and rail. In fact the multimodal transportation

of men and goods was in vogue in olden days. But such modes of transport were beset with problems, sometimes dangers.

Phileas Fogg**, who travelled "Around the World in 80 days", sailed into Bombay in 1872 and continued his journey to Calcutta by train, after a brief pause. Despite buying a through ticket, the train journey was abruptly interrupted 50 miles short of Allahabad. Fogg and his companions had to ride by elephant before they could resume their train ride. The total time for the journey from Bombay to Calcutta took only five days. By contrast, Bishop Heber, who undertook the same journey half a century earlier, was unable to complete it in less than five months; the railway had not yet been introduced to the country. As wheeled vehicles were also unavailable, he had to resort to an elephant and horses for his cross-country travel.

What were described as overland journeys to India in the late 19th century were actually examples of multimodal travel. The majority of it was by sea, through the Mediterranean, Red Sea and Arabian Sea. The only overland stretch was the crossover from the Mediterranean to the Red Sea.

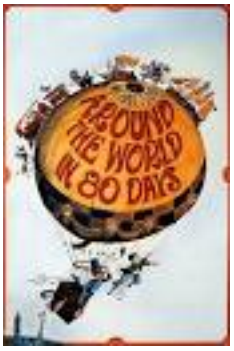
According to one overland guide, published complete with maps printed on silk by Captain James Barker in 1845, travellers who disembarked from a Mediterranean voyage at Alexandria needed three days to make the trip to Suez. They would first be towed up to Afteh by steam tugs, which took ten hours to cover the 48 miles. They were then transferred on to Nile steamers for the trip to Cairo, a further 16-20 hours to cover that 120-mile leg. Meanwhile their baggage progressed more slowly to Suez by camel. The 84-mile overland stretch from Cairo to Suez could be undertaken by carriage, horseback or donkey. Captain Barker cheerfully noted in his conclusion that the vast expanse of barren land between Cairo and Suez was, for all its tedium, probably less monotonous than the vast expanses of blue above and below encountered on the Red Sea.

Travellers on the route could expect to arrive as much as two months earlier than those who sailed around Africa. The two months saved could either be spent at home, or if the attractions of England had ceased, the traveller, presumably in the service of the British East India Company, would receive India pay and service for two months, according to Captain Barker.

Bishop Heber, who travelled by ship, was later amused to find that the Nawab of Audh owned a steamboat. Vessels like that were used for more than 30 years until long distance steamships became fashionable.

Intermodal trade in those days was mainly a coastal operation. Even before the Christian era, coastal services linked ports from North Africa to China, covering Arabia, Iraq, Iran, India and south-east Asia. In some sectors, such as between India's Gujarat and the Persian Gulf, coasting was a regular commercial activity.

However, this did not mean that one and the same ship or crew or cargo sailed the entire length of these vast legs. Rather, men and vessels worked in relays with cargo being periodically sliced and spliced at one entrepôt or other.



Moreland describes how, by the end of the 15th century, a cargo in the spice trade might be made up on India's Malabar coast, partly of local pepper and partly of other spices or drugs from Malacca and further afield.

The goods would be transhipped at Aden, unloaded in the Gulf of Suez and carried by land and water to the Mediterranean coast, paying heavy duties for the passage across Egypt. Here they might be sent further west by sea or taken by land over the Alps, and then down the Rhine to Antwerp, the principal distribution centre for western Europe.

K. Balasubramanian. Fairplay Magazine. February 1st. 1996.

** **Phileas Fogg**, fictional character, a wealthy, eccentric Englishman who wagers that he can travel around the world in 80 days in Jules Verne's novel *Around the World in Eighty Days* (1873). https://www.britannica.com/topic/Phileas-Fogg

Jules Verne - Around the World in Eighty Days, (Le Tour du monde en quatre-vingts jours), travel adventure novel by French author Jules Verne, published serially in **1872** in Le Temps and in book form in 1873.

NPESC Spring Bursary: The competition for this Bursary began in April with an application deadline of May 27th 2022. The Selection Committee met in person and via Zoom on June 5th to determine who would receive a Bursary. Thirteen students applied but one was not eligible having won a Bursary previously.

The successful applicants are: -

William Armstrong – BCIT (Nautical Science Cadet)
Josh Davis – Camosun (Watchkeeping Mates Certificate)
Kaylee James – BCIT (Marine Engineering Cadet)
Tristan McIntosh – BCIT (Nautical Science Cadet) – Captain Ed Monteiro Bursary
Tyler McLennan – BCIT (Nautical Science Cadet)
Jaime Prussin – WMI (150Ton Master Certification) – Captain Brian Silvester Memorial Bursary

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Each recipient of a NPESC Bursary receives a certificate in addition to the cheque.

On August 2nd Captains Stan Bowles and Richard Smith attended the Marine Campus of BCIT to present Marine Engineering Cadet, Kaylee James with her certificate.

The Nautical Institute BC Branch / Vancouver Transportation Foundation Scholarships.

Since the year 2013 the NIBC has administered Scholarships on behalf of the Vancouver Transportation Foundation http://www.vancouvertransportationfoundation.org/.

This year thirteen students benefitted: -

- From Camosun College – Josh Davis
- From Western Maritime Institute – Dana Ali Abdalkarim, Jacqueline Holliday, Jason Houston and Adrian Stevens
- From BC Institute Technology – Caue Reis Longhi Canelli, Gurkirat Mangat, Tyler McLennan, Jordyn Mullin, Tasha Niver, Greydon O'Brien, Kishan Parhar and Adam Sirk.

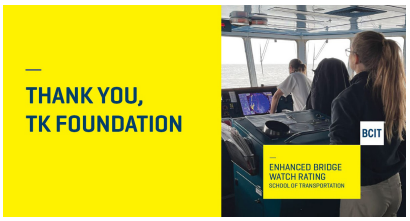
In addition to the monetary award, each student received a certificate and, if he or she is not already a Member, the offer of the first year's Membership in The Nautical Institute.

Captain Richard Marriott, the Chair of the NIBC, presented the certificate to Josh Davis who just happened to be serving under his command.

Since 2013 the Vancouver Transportation Foundation has awarded, via the British Columbia Branch of The Nautical Institute, a total of $69,200 in scholarships to local Nautical Science students.

TK Foundation donates $382K towards barriered youth in Enhanced Bridge Watch program

TK Foundation generously donated $382,400 to provide barriered youth with access to marine training, industry knowledge, and individualized support at BCIT. The donation will be used towards the BCIT Enhanced Bridge Watch Rating for Barriered Youth program within the School of Transportation. The full-time, 17-week program includes a combination of hands-on training and online learning opportunities available to eligible BCIT students.



Noctilucent Clouds: At the start of July, twilight conditions persisted for noctilucent clouds (NLCs). If present, these high-altitude ice-sheet clouds are typically seen low above the northwest horizon 90 – 120 minutes after sunset, or a similar time before sunrise low above the northeast horizon. NLCs are seeded by meteor dust, forming 50 miles up in a narrow layer within the mesosphere. At this height they are illuminated by the Sun even though it is below the horizon for us at night.

Noctilucent means "night-shining". *(On the first weekend in July 2022 these clouds were seen in many places in the Northern Hemisphere.* ***Take a look at these reports****).*

https://www.king5.com/article/weather/weather-blog/seattle-noctilucent-clouds-early-friday/281-a66f6f5a-30e9-4be3-b88f-8abd25646d42

https://www.washingtonpost.com/climate-environment/2022/07/02/noctilucent-clouds-night-shining/

https://www.dailymail.co.uk/sciencetech/article-10981137/Rare-clouds-glow-dark-seen-upper-Canada-Europe.html

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A FRENCH LESSON – IN A MARINER'S WORDS

METTRE LE GRAPPIN DESSUS: "Since Louise got her hooks into Paul, she hasn't let go!"

Back in the days of pirates, getting your hooks into something meant literally latching on to a ship with a grapnel. All the buccaneers had to do was toss it aboard their target for attack and pull on the attached rope to get close. Then it was easy for them to board the other ship, surprise their prey, neutralize them and take all their booty.

We now use this expression for a situation where someone has taken control over a person or a thing, is monopolizing it and won't give up control.

Check out the nautical roots of this and other great expressions in French at: -

http://www.linternaute.com/mer-voile/magazine/ces-expressions-nees-de-la-mer/mettre-le-grappin-dessus.shtml

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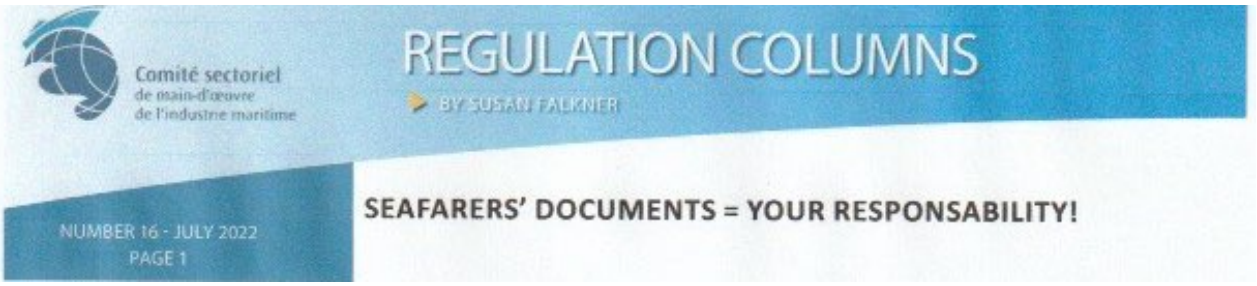
Have you seen any CBC coverage of the Commonwealth Games? I listened as the commentator spoke about a swimmer "from the Isle of Man – one of the Channel Islands". **Why did he say that?**

See the Isle of Man at https://www.visitisleofman.com/



Read this column at: -

https://www.csmoim.qc.ca/app/webroot/public_upload/files/documents/Chronique16_Juillet2022_EN.pdf

Your Society.

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

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

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

Thank you.

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

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

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

The Nautical Institute
British Columbia Branch