SEATIMES

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

November 2022

Four Years Apprenticeship 1952 – 1956.

YEAR 1. 16th October 1952. I went to sea from school and joined a well-known shipping company, not P&O or Cunard but H. Hogarth and Sons of 120 St. Vincent Street, Glasgow. Hogarths, known as the Baron Line, had 24 tramp steamers in 1952, 23 of which were coal burners, the exception being the *Baron Murray*, the former Empire boat, *Empire Archer*. The reason for the conversion to oil was that she was an uneconomical coal burner. It was said she then became an uneconomical oil burner.

My parents came with me from Swansea to Middlesborough where I was instructed to join my first ship, the *Baron Herries*, built in 1940 (one of their newer ships).

That October day is still clear in my mind – the ship was lying at the Dorman Long berth near the Transporter Bridge. Coal and iron ore dust well mixed – my new uniform and white detached shirt collar was well christened by the time I had made a few trips up the coaling ladder with my case etc. I presented myself to the Chief Officer and a fellow apprentice was detached from his work to detail me to the apprentices' cabin – after end of the boat deck, starboard side. I was allocated top bunk athwartship. The traditional apprentice cabin some 10 x 11 feet including four small hanging wardrobes and one four draw chest each, with a separate mess room for the four of us opposite.

I had come from Gower near Swansea and a hamlet of five houses. The only boy of my own age lived some mile and a quarter away, so for most of my life I spent most of my time on the neighbouring farm, though later we moved to the village where I had more friends.

On 17th October we sailed for Casablanca in ballast. Now in my work trousers, shirt and jacket I was on the fo'c'sle head and told to keep out of the way, but helped pass the ropes down the forepeak. We then had to clean the holds and throw piles of iron ore over the side. I thrust my shovel into the pile and half filled it, but could not lift that amount so had to empty it to half that amount because it was concentrated iron ore.

First Sunday at sea came around and the senior apprentice told me to go to the Second Mate to get the bible for the 11 0'clock service. I knocked on the Second Mate's door and gave my message but he told me the Third Engineer had it, but he told me the Second Engineer had the bible. When I visited him he replied, "You dull bugger, they are having you on". After the success of that, the next day I was told by the senior apprentice to go to the engine room and ask the Engineer on watch for a "Long Stand". I was suspicious of this so I called to another apprentice who was in the shower saying, "Nigel, Summerville said for you to go

the engine room for a long stand". "Oh no," he said, "they caught me on that last trip. I then kept out of the way for the rest of the day.
27th October we arrived at Casablanca. The pilot lined her up stern to the mole, let go both anchors and worked her stern to with ropes secured to the mole.
Sailed for Cape Town and the watches we bought in Casablanca stopped when the engines were wrung to "Full Away".
On the 8th November I could not keep out of the way for the 'crossing the line' and was well greased up. At least I have a homemade citation certificate confirming the event.
By 21st November we could see Table Mountain in the distance, right ahead, all day getting closer as we did our best speed of 10 knots.
Hard work between Cape Town and Durban, cleaning holds and bilges of phosphates ready for sugar. We four boys cleaned No.1 and No.2 holds. Ten Indian sailors cleaned 5, 4 and 3 holds. We four boys always could top derricks, remove locking bars, battens, stowed tarpaulins, removed hatch boards, remove beams on shelter deck and main deck on our two hatches and finish No.1 and No.2 holds, before the crew got started on No. 3 hatch, having done 4 and 5. Hard to think today that boys 16 and 17 were topping derricks using chain stoppers and securing topping lifts to masthouse cleats. No health and safety then.
To the Bluff for coalbunkers where I went to the bar and lied about my age. I said 18 and the barman replied, "Well you couldn't have a drink, you have to be 21 here!"
Shift ship to sugar loading quay, bags came aboard in slings and were bled down into the five holds. Loaded for Huskisson Dock, Liverpool.
Always to Cardiff or Newport for coalbunkers.
The Master (Tubby…) always had cheese sandwiches made for him at 2200 hrs, the apprentice on standby had to take them to the galley, toast them and return them. The smell of the melted cheese was overpowering and so tempting that I used to nibble off the runny bits. Another apprentice sometimes said that one had fallen into the fire.
May 1953. A long voyage out East to change the Indian crew, again on 24th May in Casablanca for Cape Town, then Durban for bunkers, extra coal in No. 3 'tween decks this time due to length of voyage before the next bunkering opportunity. From Durban in ballast to Djibouti, Gulf of Aden. On leaving Durban the fresh water pump outside the galley was locked and the 2nd Mate opened it twice a day so water jugs could be filled. The pump was of a type that can be seen on village post cards.
It was one of these long passages that weevils got into the flour, oats etc. I used to make a ring of weevils around my porridge dish and eat the rest with my porridge. The bread looked as if it had poppy seeds in it. Loaded salt for Japan. And on to Colombo, Ceylon to change Indian crew. The new firemen were unable to keep the steam pressure up so the speed for the next five or so days was kept down to six knots until they had toughened up. New deck crew were not showing much inclination for work and were instructed to paint the winches. They painted the piston and slides, all of which had to be scraped off before the winches could be used.
Arrived at Wakamatsu (Kita Kyushu, Japan). Dockworkers were aboard before we were fully tied up. Discharge with ship's gear in 48 hours non-stop. Women cleaned the holds out so thoroughly there was nothing for us to do but clean the bilges. Sailed in ballast for Nauru Small Island in the Pacific. Loaded phosphates for Adelaide and Port Lincoln.
YEAR 2. Sailed in ballast and cleaning holds on passage to Townsville and Mackay to load sugar for Greenock, bunkers in Newcastle, NSW. 30 days to Durban for bunkers. One day on the passage from Australia in light winds, an albatross crossed the ship and crashed on to No. 5 hatch. Only then can one appreciate their size. We managed to push it over the side none the worse for its experience. From Durban another 30 days to Greenock where we arrived January 1954.

At this time I had come to the end of my first year as junior apprentice and a new apprentice would have to be Peggy. No more taking kits to the galley and washing dishes. I was looking forward to this step up. However it coincided with a company order that all apprentices would now eat with the officers. I was one of the last to be Peggy. We arrived on Sunday so we were able to go to the pub and claim a drink and sign the book as we had travelled from South Africa. Only travellers of a minimum distance could get a drink in those days on Sundays in Scotland.

January '54 back to West Indies for more sugar, this time to La Romana (Dominican Republic). Our radio officer reported that the *Baron Renfrew* had left about 0800 hrs and as we had an ETA of 1600 hrs we would pass each other around noon. She appeared and our courses would pass starboard to starboard at about ¼ apart, however she put starboard helm on and we passed port side to port side. She was looking very smart with her white and black paintwork. Our radio officer found out from their 'Sparks' that only the port side had been freshly painted.

Also Jamaica for sugar and a trip to Pepel, Sierra Leone, to load iron ore for Glasgow.

May 1954, start of a long trip out East to change crew again. UK to La Roman again in ballast. This trip we had a new 2nd Engineer who had four children and he said that with this relatively long trip he would be able save money and little Fred would have a bike, the oldest girl some nice clothes, the next girl some dolls and a doll's house, the younger boy a Hornby train set. Before we arrived at La Romana he had a message to say he had another child. He drank at every opportunity in the West Indies, went missing and had money stolen. Crawling through the streets of Calcutta, his new suit made that day was soon in rags. At the end of the voyage he had little more money coming to him than the allotment he had made

Sailed with bagged sugar from the West Indies to Lourenço Marques for bunkers and on to India, unloaded the sugar into sailing barges from anchorage in Cocanada (Kakinada) and Cuddolore, on to Calcutta to load coal for Mombasa and Tanga.

When we were only about 48 hours from arrival at Lourenço Marques the Master told the Mate on Watch, when I was on the wheel, that with the calm sea and the distance to go the ship would arrive at about 0500, bunker and sail that evening, avoiding an overnight stay.

When I came off the wheel, sitting on No.4 hatch, stoking his pipe with 'Scotch Cake' was the Chief Engineer. I told him what the Old man, 'Johnny the Pig' had said. His reply was, "No we WILL have a ------- night ashore", and he shut the engine in – we all enjoyed our run ashore, good old Chief.

On this voyage we had a new Master. My first Master was a real nice man. I never remember him shouting or telling anyone off. He was fondly known throughout the fleet as Tubby. He had been sent to a newbuild and was replaced by his brother who was aptly known throughout the fleet as 'Johnny the Pig'. Both brothers hated each other and this one complained about the ship and unjustly blaming his brother for everything. Some wag at 120 Vincent Street must have made that appointment.

In Calcutta we loaded 2,000 tons of coal under the cranes in the corner of Kidderpore dock in two days and moved to a berth for loading by coolies. 1,500 tons was of special requirement and was loaded on two 'tween decks. Unfortunately it was the wrong size coal and had to be taken out of the ship, on to the quay in a large pile where women sat on little stools with hammers, breaking down the lumps to a smaller size. It was then reloaded. We left for Mombasa six weeks after arriving in Calcutta.

During the passage the engineers decided to service the lifeboat petrol engine. After the service they could get it running no matter what they did with the plug leads, and by this time they had forgotten the order of firing. I took this German Engineer to the lifeboat and he took all four plug leads in his hand and told me to turn the engine over with the starting handle. When he felt the electrical charge going through his hands he knew the firing order and the engine worked again. On to Tanga and then cleaning holds for Durban and a cargo of sugar for Liverpool.

During conversation of an evening after cargo work, the subject of various companies' ships came about.

One Master's name would often be mentioned – he was feared by all. Uncompromising, demanding, opinionated, given to frequent bawling outs to all and any who displeased him. No one had a good word for him. So his ship, the *Baron Geddes* (left) was one of the most well known ships in the fleet. Little did I know I was about to join her!

While at bunkers at the Bluff it was my night aboard about 0200 when two apprentices came back with the Mate. Mr. Watson was very elderly and a good enough guy. He once told me that when he joined the Ben Line they were square-rigged on the foremast and how bowsprits. He always referred to us as Midshipmen and our accommodation as the half-deck. On arrival aboard he told Martin Dick to tell me to make him a cup of tea. I don't know why he didn't tell one of them who returned with him. I had turned in so with much ill grace I turned out, raced along the inboard alleyway, jumped over the weather step and made the tea in the galley. I then raced back, again jumping over the weather step and clattered down the alleyway. From the Indian stewards cabin came a shout of "You noisy -------." I stopped, went back and said, "Who said that?" The door quickly opened and one of the stewards came out with a chair leg and tried to hit me. I grappled with him and pushed him over, as we happened to be at the engine room starboard door. I was on top of him, pinning him to the top engine room platform grating. Next thing I knew I was pulled aside and Martin was laying into him. One of the Engineers broke it up.

Next day Martin and I were told to report to the Captain 'Johnny the Pig'. He was in his doorway and we on the lower bridge. He told us off in no uncertain terms but we were not allowed to speak ourselves. By this time he was quite worked up and his head was shaking. He was in the habit of growing his hair on the left side long enough to go across the top of his head, over to the right side and thereby covering his bald area. Due to getting worked up, his hair had flopped over and was exactly like a cockerel's tail bobbing up and down. We did not laugh but could not stop smirking. Enough of this, we both said we wanted transfers and we both said we wanted white crew ships (strangely we had not rehearsed this).

'Johnny the Pig' said you will get white crews and you will work harder than you have ever worked before. I loved white crew ships. We worked with the sailors. Martin and I kept in touch over the years and he is now a retired sea pilot.

YEAR 3. On arrival at Greenock, I left the ship and after leave was sent to the *Baron Geddes*, formally the *Empire Ploughman*, in January 1955. I was pleased to know the Master was now R.G. Gibson, a very pleasant Captain. About five years ago I met his widow in Port William.

I was senior apprentice with a junior, only two apprentices. Most trips were of a month duration – Casablanca, Glasgow, West Indies to Liverpool. Iron ore from Wabana or Seven Islands to Belfast or Immingham, sometimes Cardiff then often Newport for coalbunkers. One exception was from Middlesborough to Swansea for bunkers and then to Wabana to load iron ore for Glasgow.

YEAR 4. Each trip was with a new crew and always with white crew. On this occasion on leaving Swansea one of the two deck boys who signed on in Middlesborough came up to me and said, "You are from Swansea aren't you?" I replied that I was and he said what a nice town it was. He had never been out of

Middlesborough before. It got me thinking, it did look modern, and Swansea had been heavily bombed and rebuilt with dual carriageways and new sodium lighting. The deck boy had taken this in.
On leaving Swansea watches were set and one of the deck boys was 'Peggy' for his first week at sea, to change with the other deck boy after that week was up. We had particularly bad weather all the first week and were making six and less knots with much rolling. Number four hatch was flooded to tunnel height so as to reduce engine racing; it must have been trying for the crew aft. Now about 500 miles west of Ireland on Monday morning, the weather had improved to an extent that the sailors could clean the holds.
I was first wheel. The ship was steering well with a swell running and some rain; the sailors started to remove the forward corners of the tarpaulins and hatch boards on Number One Hold. Through my restricted view from the three Empire boat windows I could see the activity, which increased as an emergency had occurred. The deck boy on his first day on deck had fallen down the hold. He received fatal injuries and we had a burial at sea. I never knew if it was the boy who had spoken to me.
Many of these passages to Canada were in bad weather, on of which lasted all the way across. One particular morning with rain, light ship rolling, breakfast was brought in consisting of minced scallops; this was sliding up and down your plate with the rolling of the ship. The grease tidemarks with little bits of meat stranded with each roll of the ship, this meat did not look appetising at all. I ate mine but some of the Officers played around with theirs and they all left it. If you did not eat it there was only bread. They could have put "Archibald's Battleaxe" strawberry jam on the bread – you knew it was strawberry jam because it said so on the label.
There was a commotion in the alleyway and the steward came in and called the Old Man out. All the crew came up from aft and they all refused to eat the minced scallops. The cook was called out and ordered to make bacon and eggs for the crew: the funny part was the Officers were offered nothing. However, later in the smoke room, they were all moaning about the food and Gibson came in and said it was not his fault, and if they wanted to sign a letter he would forward it to the office. The grumbling stopped. The Second Mate from Lam Lash said he would never complain. He had been Second Mate for years and he said he appreciated Hogarths because they never laid up any of their ships in the depression of the thirties.
I finished my time and went with Constants of Cardiff.


Apprentice Martin Dick with the model sailing ship he and the author made together.

Roger Jones. Sea Breezes September 2009

Compliments to the chef

Good Chief Cooks are worth their weight in gold

If an army, as was allegedly said by Napoleon, 'marches on its stomach', what effect might the quality of the food have on the productivity and efficiency of a ship? This is not a hypothetical question that could be argued about around the messroom table, but is a serious point developed from the obvious statement that a 'happy crew makes a happy ship' and that there is a direct connection between this desirable state of mind and the performance of the cook.
This important link was recently made by Christian Ioannou of the international catering management and training provider MCTC, who was emphasising his belief that highly motivated Chief Cooks aboard ship are worth their weight in gold. He points out the plainly obvious: good, well-prepared and presented food makes mealtimes enjoyable, but

also, he suggests, the work of these hard- working people should not be taken for granted. Like any other human being, the cook who dishes up delicious meals three times a day, for month after month, needs to be shown appreciation and respect.

I recall a very grand shipowner, who, when visiting his big cruise ships for some ceremonial occasion, such as the naming of a new vessel, never failed at the conclusion of the dinner to vanish into the galley to thank the cooks and stewards for their contribution. It wasn't just an empty gesture, but something he believed mattered more than being on hand to bid farewell to the distinguished guests. He took his time to meet and thank people individually. Maybe they might have preferred, given the choice, a 10% pay rise, but there was no doubt that his presence, and expressions of appreciation, made a positive difference to their work. And Ioannou makes clear that everyone, from the company who employs them to the crew who eat the food the cook prepares, should try and understand something of the unique challenges of catering at sea. People, says Ioannou, should focus on how to support and motivate them and show appreciation for their contribution to the success of the voyage.

Financial benefits: It is also suggested that beside toiling over hot galley ranges for up to 15 hours a day turning out meals for the ship's complement, the cook aboard a well-run merchant ship actually contributes to the financial success of the voyage. That's not far-fetched either, if you consider that a competent cook takes care of the provisions that are supplied and, with good management of the stores, eliminates waste. Go a bit further down the chain of consequences that flow from a well-fed ship and there will be better productivity aboard, people will be healthier and will want to return to that ship after their time on leave, reducing crew retention and replacement problems. That's worth something, too and it is even suggested that healthier crews will lead to lower P&I claims if sick people do not have to be repatriated. So, there is quite a lot of 'self-interest' in any policy that aims to keep a crew happy and healthy.

What is also inferred here is the need for those who manage ships and appoint their crews to be attuned to the well-being of their crews, not least after a couple of years when, as those who study crew 'happiness indices' have emphasised, life for seafarers has been quite dreadful. But it ought to be possible, albeit mindful of the difficulties of finding stores in locked-down ports, to make a real effort to ensure that crews are properly fed. The company that shows it cares about the quality of food it provides with its appointment of well-trained cooks is making a statement that will differentiate itself from those who do not think about these matters. It is a shipping company that cares and what's more, demonstrates that fact. In my days at sea, we used to talk about a ship being a 'good feeder'. Perhaps that's a message that ought to be shared more widely today. ***By Michael Grey***

The Inspection: Alex Bryce leant on the rail of the *Spraynes* watching the Japanese workers streaming down the gangway on their way home. The huge expanse of the repair yard was relatively quiet as the working day ended. The sound of a crane and some welding flashes indicated work continuing on another vessel some way off, but *Spraynes*, with two days of refit remaining was ahead of schedule and overtime was unnecessary.

Alex climbed the ladders towards his cabin reflecting that, although most seafarers looked forward to refits and repairs, they were a whole load of extra work for people like himself, as Chief Mate, and also for the Chief and Second Engineers. The crew were flying in from the Philippines tomorrow, and, the day after the ship would be back at sea, bound for Australia. Nobody would be sorry.

Entering his cabin, Alex picked up the schedule for the next day, which had been left for him by the Yard Manager. First on the list was, "Fill and pressure test ballast tanks 0700". Alex smiled ruefully acknowledging that sometimes-Japanese efficiency could be a pain in the neck.

If the yard stated 0700, so it would be, and he still had the deep tank to inspect prior to the test. Better to do it now rather than start about five in the morning, in spite of the fact that safety regulations dictated that at least two men should undertake tank inspections.

There was nobody else on board. Cabins had been no more than offices for the past three weeks, since the officers lived in a hotel. Only the next day would life return to normal, with the crew occupying the ship. Alex donned his helmet and picked up a flashlight. "Get it done now," he thought, then, up to the hotel, dinner with a couple of beers, and the morning start need not be so drastic.

He walked up the deck to the three feet square entrance to the tank and swung his legs over the coaming, feeling for the top rung of the ladder with his feet. The *Spraynes* was not a specifically large ship by modern standards, being 40,000 tons deadweight, but it was fifty feet to the bottom of the tank.

Flashing the torch around, the Mate was not surprised to note that the steel had been fully and properly coated with special paint by the Japanese, with the entire space left spotlessly clean. The bilge also clean and ready for testing, with the ballast pipe gaping open, the ballast pipe that would flood the tank the following morning at more than 1,000 tons of water per hour.

As he climbed from the bilge well there was a dull thud from overhead. The ray of light from the hatch was gone. Someone had closed it. The dockyard watchman – it had to be him. Alex leapt for the ladder and raced frantically up the fifty rungs to the top. Yelling inarticulately, he hammered on the hatch lid with his free fist, his helmet and the flashlight. To no avail, for how long he wasn't sure, but was forced by aching arms to retire to the bottom of the tank once again.

The initial reaction was one of rage. Stupid interfering "b.....d" He knew though, that the predicament was his own fault, but that only served to increase the feeling of anger. After another bellow, which echoed mockingly around the tank. he made a conscious effort to calm down, talking to himself out loud.

Somebody is bound to miss me and wonder. It's not the end of the world. The watchman will be round again and I can listen for that. His boots should echo on the deck with the ship being empty. Didn't hear him that time though when he closed the damned lid. They wear soft boots you fool, no wonder you failed to hear.

Best try to save the torch, switch it off. Bloody hell, it's dark though. Meant to call Joan tonight, Jamie's birthday. Happy fifth birthday Jamie, from your father in a deep tank in Japan. God, what an idiot I am! Have to be an idiot to be at sea in the first place. Joan laughs about being an idiot as well, for marrying a seaman. At least she appears to joke about it. Come to think about it, she did get a bit giggly when that prat played up to her in the pub last Christmas. Aw, come on Bryce, get a grip of yourself!

m.v. *Swiftnes*, a ship similar to the *Spraynes*.

Alex switched on the torch and flashed the beam around his prison. It settled on the gaping mouth of the ballast pipe, which suddenly seemed like an appalling one-eyed monster. Suppose some keen little twit decided to start the test early. It takes less than an hour to fill this place and I'd be like a rat in a trap. Life insurance - £10,000. Pension not worth a snuff. Wow. What about Joan and Jamie?

Panic struck. He raced up the ladder screaming obscenities, to hammer on the hatch, trying to shove it upwards with his shoulders, clinging to the rungs like a demented monkey. Pain forced him to climb down again. His right hand was swollen and his shirt stuck to his back, which was skinned and bleeding. Terror and panic eased. He addressed himself once more.

Steady Bryce! Ever since you were a Cadet they have trained you to be in control no matter what the circumstances. What a load of crap! The flashlight is fading fast. Put it off. Cheap, I suppose. Safety is paramount unless it costs money.

Alex heard a rustling noise from the bilge and his skin crawled. He hated rats and was terrified of them. Common sense dictated that no rat would be in a newly coated, but common sense had deserted him. He scrambled round the steel bulkhead until he found the ladder, and began to climb once more, shaking with exhaustion. Halfway up he was flooded by light as the hatch opened.

Blinking, cursing, and sobbing with relief, he heaved himself up and over the coaming on to the deck, where, through half focussed eyes, Alex made out a smiling Japanese foreman. Yellow helmet with the Green Cross on it. Grey jacket with baggy grey trousers tucked into military looking puttees.

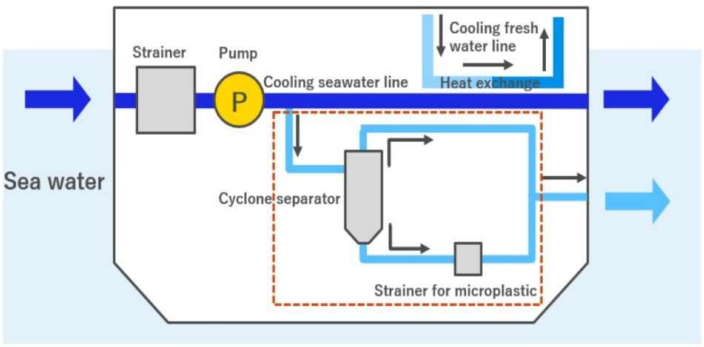
"Ah, Blyce San, now testing and gleasing seculing of small hatches".

"Very good, Nakamura San. The deep tank is in very good condition – ready for 0700 tomorrow".

Breathing deeply and walking on rather unsteady legs down the deck, Alex glanced at his watch. He had been in the tank less than ten minutes.

Captain Ian J. Lowden.

MOL unveils updated microplastics collection device: Mitsui OSK Lines, Japan's largest shipowner, has unveiled an updated device to collect microplastics. The centrifugal-type microplastic collection device, developed in association with local tech firm Miura, can continuously collect debris from the sea. A device has been installed on an MOL-operated car carrier *Emerald Ace* for a demonstration test.
An earlier system developed by the two partners has already been installed on five MOL ships, with MOL able to convert some of the rubbish it has picked up into energy resources similar to wood pellets.
The addition of a centrifuge allows the device to efficiently separate floating microplastics from concentrated seawater with a high density of floating debris, without closed plumbing. This enables it to treat sea water line, which continually draws in seawater, and even treat the full amount of discharge water after passing through the filter with the backwashing function of the ballast water treatment system, which was limited to a part of treatment in the previous device. On the *Emerald Ace*, microplastics can be continuously collected while sailing, by connecting the system to the cooling seawater line, which always draws in seawater. This gives the system an annual seawater treatment capacity about 70 times that of the previous device.

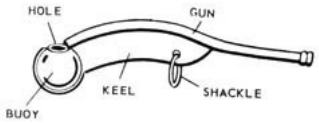


Systematic view of centrifugal microplastic collection device and piping

There's plenty of other plastic waste initiatives being carried out by the shipping industry at the moment. New York-based H2-Industries and German naval architects TECHNOLOG Services have joined forces to develop 3D designs for a concept ship that will collect plastic waste and then converts it into clean hydrogen, allowing surplus hydrogen to be shipped back to shore.
Maersk vessels, meanwhile, have been instrumental in the ongoing work of The Ocean Cleanup, a non-profit organisation that develops and scales technologies to rid the world's oceans of plastic and has been working with the Danish line to attack the Great Pacific Garbage Patch.
In February this year Finnish technology group Wärtsilä and Italian shipowner Grimaldi Group, unveiled a system that uses exhaust gas scrubber washwater to tackle the amount of microplastics in the world's oceans. Grimaldi has developed and patented a system that filters out microplastics from open loop scrubber wash-water. Wärtsilä, in partnership with the Neapolitan group, will take the microplastics filtration system – which traps plastic particles before the wash-water is returned to the ocean – to market. The capability to filter microplastics will be an integrated feature of Wärtsilä's future wash-water treatment system.
Many in shipping have backed Graeme Somerville-Ryan's Eyesea pollution mapping initiative. The Eyesea app collects and processes oceanic pollution data via the click of a smartphone. The data is used to build detailed maps and charts available free of charge to governments, clean-up groups, researchers, local authorities and a range of other stakeholders, enabling them to take targeted clean-up action and make evidence-based policy decisions.
July 5th 2022 https://splash247.com/mol-unveils-updated-microplastics-collection-device/

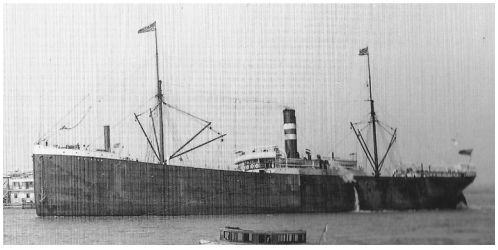
Two reasons why whistling at sea was discouraged in the old days.
From "The Mariner's Book of Days 2011":

1. Whistling was thought to bring on the wind, which could be a good thing, but too much whistling could bring on too much wind.
2. Orders were passed by bosun's call (or pipe) on large vessels, particularly warships; so random whistling could cause confusion.



The Boatswain's (Bosun's) Call,

Mayhem on the high seas: The disturbing incident that took place on October 1st 1901, while the *Dictator* (right) was five days out of Liverpool, bound for Colon, was rare but not unusual. Fistfights were common enough in the forecastle, and the Master summarily dealt with such breaches of discipline. It was very seldom that lethal weapons were brought into play and the Captain's concern in this incident is reflected in his report to the management.



s.s. *Dictator*, Colon. 15th October 1901
Dear Sirs,
I beg to inform you that at 11pm October 1st the firemen in the forecastle were startled from their sleep by cries of "Murder!" They jumped up and found that Richard Wilson (fireman) had cut the throat of James Murphy, a fellow fireman, who was sleeping in the bunk above him. He then threatened to kill some more of them. The men fled aft, taking the injured man with them. By this time there was quite a commotion and from remarks dropped by them it was learned that Richard Wilson had borrowed a razor from one of the firemen at noon and this was seen in his hand immediately after the occurrence. On going forward to the forecastle, (I found) he was standing up looking quite unconcerned. I asked him for the razor and he replied that he had thrown it overboard. Also, when I asked him why he had done such a terrible deed, he said that he did not know why he had done it. The men then begged that he should be locked up, as he was mad and dangerous and one of the most eager for him to be put under arrest was his brother William (another fireman).
The man was then handcuffed and, on searching him, the razor was found in his pocket; he remained quite callous and not in the least troubled about what he had done. The wound (in Murphy's throat) was a ghastly one, being very deep, about 5½ inches long and extending from the middle of the throat to just under the left ear. In fact the windpipe was cut and just escaped being severed. The wound was stitched and bandaged and at the present time he is getting on well. I have just seen the Consul and he says I must keep the culprit under arrest and give him in custody at Belize where he will be charged for Attempted Murder.
I Remain, Yours Obediently, E. Brown, Master

At Belize, members of the crew were required to give evidence and the ship was held there for the duration of the trial. The verdict and Wilson's fate, however, are not known.

"Harrisons of Liverpool, A Chronicle of Ships and Men 1830-2002". Graeme Cubbin. World Ship Society. ISBN 1 901703 48 7

Electric vehicles onboard passenger roll-on/roll-off (ro-ro) ferries: The Club would like to encourage those Members operating roll-on roll-off (ro-ro) ferries, or other vessels that may carry electric vehicles, to share with their fleet this recently released UK Maritime & Coastguard Agency (MCA) Marine Guidance Note MGN 653(M) Electric vehicles onboard passenger roll-on/roll-off (ro-ro) ferries.
https://www.gov.uk/government/publications/mgn-653-m-electric-vehicles-onboard-passenger-roll-onroll-off-ro-ro-ferries
The guidance note is intended to raise awareness of the risks and mitigations for the carriage of electric vehicles on board passenger roll-on roll-off (ro-ro) ferries. Guidance is provided on fire detection and firefighting measures for electric vehicles onboard, the carriage of electric vehicles other than cars, carriage of damaged electric vehicles and advice on the charging of electric vehicles onboard.

It should be noted that there are currently no requirements from the International Maritime Organisation (IMO) specific to the carriage of electric vehicles on passenger or cargo ro-ro vessels. This guidance is provided in advance of any potential future regulation that may be developed at the IMO, which the UK would be engaged with.
Source: Steamship Insurance Management Services, Ltd. 17.08.22
https://www.hellenicshippingnews.com/electric-vehicles-onboard-passenger-roll-on-roll-off-ro-ro-ferries/

Last year the Society was asked to write a history of the NPESC to be included in the book commemorating the 50th Anniversary of The Nautical Institute. This is what we provided: -

NAUTICAL PROFESSIONAL EDUCATION SOCIETY OF CANADA
https://npesc.ca/

A brief History

- 1994: Members of the British Columbia Branch of The Nautical Institute discuss how to assist Canadian Officers gain seatime. They determine that a Charitable Society is needed to process any money involved.
- Founding Members of the Society: Captains J. Arnott, E. Monteiro, D. Batchelor, S. Bowles, G. Brown, T. Crimp, M. Drouin, D. Hodgson, B. Johnston, J. Kenefick, A. Mortimer, A. Shard, B. Silvester, D. Snider, J. Steele, J. Swain and LtCdr. G. Stanford.
- 1994 – 1995: Some members donated their own money to support watchkeepers.
- Through initial guidance by a number of persons including Captain Gavin Brown, Ms. Heather Hathorn CNI, and Captain Brian Silvester a scheme was devised to approach the British Columbia Provincial Government for funding through the Marine Department at Camosun College in Victoria B.C., then headed by Captain Brian Silvester.
- 1995: First issue of Seatimes, edited by Captain Batchelor. Today Seatimes is issued four times a year with stories and news items, old and new, for the benefit of members, colleagues and students.
- 1995: The Nautical Professional Education Society of Canada (NPESC) Founded; received funding from the British Columbia Government.
- The first Officer assisted by the Society, Todd McBain, eventually was appointed Master with P&O Princess Cruise Line.
- 1995 – 1998: Provided stipends for Canadians serving on foreign flag vessels. 75 candidates were interviewed of which 28 went to sea with the support of the funding provided by the provincial government.
- 1999: Endowed $6,000 to the British Columbia Institute of Technology (BCIT) Foundation.
- 2001: Presented first Scholarship Award from the BCIT Foundation Endowment to Geoff Dunlop, now Master of the Cable Ship *I T Intrepid.*
- 2001: – Endowed $23,000 to the Vancouver Foundation. Incomes from this and from the endowment to the BCIT Foundation generate income for Bursaries and Scholarships. The agreement with the Vancouver Foundation stipulates that the income is to be used "in an exclusively charitable manner for the purpose of maritime education". Because of generous donations this endowment is now worth about $56,000.
- 2003: Presented first Bursary Award, with income from the Vancouver Foundation Endowment, to Ms. Kamalpreet Gill, Third Year Marine Engineer Cadet at BCIT.
- 2003: NPESC was the only organisation to present awards at the first BCIT Nautical Science Program Graduation. Currently about ten other organizations present awards.
- 2013: Encouraged by NPESC success with Scholarships, the Vancouver Transportation Foundation (VTF) requested the NIBC to administer Nautical Scholarships on its behalf. To date the NIBC has been able to present VTF Funds worth $56,750 to nautical students.
- 2014: First Year Achievement Award presented to a Cadet who was a crewmember of the Canadian Coast Guard Vessel that discovered the wreck of H.M.S. *Erebus.*
- 2016: The British Columbia Supercargoes Association came on board with annual financial support.
- 2020: Fund set up for donations in Memory of Founding Member, Captain Brian Silvester FNI. About $12,000 donated.
- 2021: First bursary presented in Memory of Captain Brian Silvester.
- To mid-2021 the Society has awarded $75,425 in Bursaries/Scholarships.

Did you know that many old English proverbs and idioms originate from sayings used by seafarers? Here's a couple of favourites.

- **"At a loose end":** In nautical terms, a loose end refers to a rope that has been left unattached or unused and therefore has no purpose. Hence the term has been adopted into modern language to mean, "to have nothing to do".
- **"A clean slate":** A ship's course was traditionally recorded during each watch on a slate, which was then wiped clean for the next watch. These days the term connotes a fresh start.

UK MAIB Reports on Fatal Mooring Line Accident. The UK Marine Accident Investigation Branch (MAIB) has published its report into a fatal mooring deck accident at a Russian anchorage in 2021.

The Chief Officer of the Isle of Man-registered *MV Teal Bay* was fatally injured August 30, 2021 when he was struck in the head by a mooring line when it sprang out of an open roller fairlead at Russia's Kavkaz South anchorage.

The *Teal Bay* was moored alongside an anchored bulk carrier and was being moved forward by tensioning the aft spring to allow loading to be completed. According to the MAIB, during the loading operation, *Teal Bay's* mooring lines had developed an upward lead due to the change in freeboard between the two vessels and, as the line was tensioned to move *Teal Bay*, its upward lead angle became too great for the open fairlead to contain it.

The MAIB's investigation found that the use of an open fairlead was inappropriate during the transfer of cargo where a freeboard differential created the hazard of an upward lead on the mooring lines. The Chief Officer was struck because he was standing in a hazardous area close to a tensioned mooring line and the operation to move *Teal Bay* forward was attempted with insufficient crew and had not been risk assessed, the agency said.

Safety Issues: The MAIB identified three safety issues as a result of its investigation and made one recommendation to the Isle of Man Ship Registry to promulgate the safety lessons in this report to vessels on the register.

- the mooring arrangement was unsuitable for loading from alongside another vessel as the fairlead was open and could not contain the upward lead of the mooring line
- the operation to move *Teal Bay* forward was attempted with insufficient planning and assigned crew
- the lack of a coordinated and organised emergency response created delays in the Chief Officer being assessed by a medical professional

The MAIB conducted this investigation on behalf of the Isle of Man Ship Registry in accordance with the Memorandum of Understanding between the MAIB and the Red Ensign Group Category 1 registries of Isle of Man, Cayman Islands, Bermuda and Gibraltar.

The MAIB previously issued a reminder to help raise awareness of essential components for safer mooring operations during Maritime Safety Week 2022. The MAIB's report can be found here. **July 18th 2022**
https://gcaptain.com/uk-maib-reports-on-fatal-mooring-line-accident/?subscriber=true&goal=0_f50174ef03-4df5b38287-169937937&mc_cid=4df5b38287&mc_eid=35ccf165ad

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See the DNV webpage on Safe Mooring at: -
https://www.dnv.com/maritime/insights/topics/safe-mooring/index.html

Clear Seas: Here is a copy of our news release announcing the guide to Maritime Governance in Canada

Rest must be seen as a "right". *Seafarers are just as entitled to proper rest as their onshore colleagues.*

It is very irritating for the passengers left at the airport, but there will be a broad measure of acceptance when they are told that the pilots cannot fly as they will have exceeded their hours of work before the aircraft arrives at its destination. But if a ship cannot sail because the Captain says that the crew are too tired, the decision will inevitably be questioned, with the port demanding that the ship leave the berth at once. Is this a case of different cultures, or a new mode of transport versus the habits of an ancient industry, where people were brought up to believe that "the ship always comes first"?

Seafarers will surely welcome the recent decision of the International Maritime Organization to set up what they term a 'scooping exercise' that will focus on the rules on hours of work and rest, fatigue, and the implementation of these requirements. Those impatient to see a bit of change may well point out that much of the groundwork has already been done in the shape of the World Maritime University's report into the ways that the recording hours of rest was being 'adjusted' to always demonstrate compliance to any visiting inspector, when this was manifestly not the case.

It is an important issue, which moves beyond maritime industry attitudes to take in changing views on work and rest that are increasingly seen in society at large. It might also be pointed out that the whole industry is experiencing personnel shortages, with something of a recruitment crisis emerging. Possibly made worse by the way that seafarers were treated around the world during the pandemic, the singular lifestyle of seafarers, with its isolation and loneliness, is perhaps proving less attractive to those who, in another time, might have been recruits.

There is clearly work to be done, and on many different fronts, and the hours of rest issue is just one of these important elements. And it is right that such matters are confronted on an international basis through agencies like IMO and ILO, because any mandated solutions need to be global, in a competitive global industry.

Fundamental shift: But while these matters are battled out at IMO, maybe there ought to be some attention paid to the way in which ships and shore interact. If ships are really the 'customers' of the ports, shouldn't they be treated as such by those who march on board at all hours and expect to be seen by the Master? Nobody in management ashore would expect people to turn up without an appointment. Why should custom and practice be different with visiting ships? Recent research has shown that seafarers find that their greatest times of stress and full-on business tend to be in port, which is where they become more exhausted. Why can something not be done about this?

Why should some team of Port State Officials, or inspectors representing the charterer, or the customs, all of whom will have been fully rested in their own beds, demand instant access to a ship that has just arrived with a Master and crew who, from a rest point of view, are barely legal? Maybe this has been the norm from time immemorial, but why must such behaviour be perpetuated? Shipping may be a capital-intensive industry, but we are dealing with human beings, who make the machinery all work, and who have a right to some well-earned rest.

Technology surely ought to be able to help here. Why do officials have to physically demand instant access to hips when they arrive alongside? Surely much of their business can be accomplished on-line, hours or even days before the arrival. The 'facilitation' of trade, increasingly accomplished electronically, ought to be extended to the clearance procedures, along with much of the mundane box-ticking and repetitive bureaucracy that helps to make seafarers fatigued. That would be progress!

Michael Grey. 'the Sea'. Issue No. 3 – 2022

Read the 'the Sea' at: https://www.missiontoseafarers.org/wp-content/uploads/theSea-Issue-3-2022.pdf

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"Two, six, heave" is a phrase used to coordinate seamen's pulling. It derives from the orders used in firing cannons in the Royal Navy. The team of six men had numbered roles. After loading, it was the task of the men numbered two and six to heave (in a coordinated fashion) the cannon out the gun port for firing, using simple effort for a light cannon, or a tackle apiece for larger ones. Shanties not being countenanced in the Royal Navy, "two, six, heave" was pressed into service whenever seamen needed to pull in a coordinated fashion, such as braces and halyards. In Britain it has a deeper penetration and is often used in any situation where a coordinated pulling effort is required, often where maritime people are involved, but almost as frequently where "civilians" are working together.

As used by sailors, the person at the front of the team will typically call out the "two, six" part of the chant. During this phase all members move their hands up the line, ready to pull. This is followed, in its natural rhythm, by the "heave", called out by the whole team together. At this moment, the team simultaneously lean back on the line, and use their leg muscles to exert a powerful pull upon it. This coordination takes

some practice to achieve, but the difference in applied power between a raw group pulling as individuals and a practised team hauling together is very significant.
There is not a single tempo or cadence for the chant, since this will depend on the task in hand. For example, hauling in the upper topsail halyard will require a long, heavy pull; if the team is not to be exhausted halfway through then the leader must ensure that the pace is slow enough to be maintained throughout the job. Hauling in a clewline, by contrast, is relatively quick and easy, so the chant can be quite rapid. It is also not always necessary to use this method of hauling for the whole of the task; often, the first part of the job can be achieved with simple hand-over-hand pulling, switching over to a coordinated heave for the final tensioning.
References: "Don't panic – Square Rig Seamanship the Easy Way, published by the Tall Ships Youth Trust, June 2001.
https://en-academic.com/dic.nsf/enwiki/325637

Large Inflatable Lifeboat for Cruise Ships Secures Lloyd's Register Type Approval: Survitec's large inflatable lifeboat is now ready to be installed on cruise ships after having received full type approval certification from classification society Lloyd's Register. Certification follows the successful the completion of heavy weather sea trials (HWST) in December. All environmental and physical testing was concluded in April as defined by Lloyd's Register Type Approval. Survitec said the design is unique in that it is the first lifeboat to have completed an exhaustive reliability testing program that exceeds the mandatory testing requirements set out by SOLAS. The 1,060-capacity inflatable lifeboat solution takes all the safety features associated with a conventional lifeboat and MES arrangement. Survitec said that, with the compact design and higher evacuation capability, up to 85 per cent of cruise ship deck space is freed up.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2022– 262. Sept 18th 2022

Don't Play Russian Roulette With Baltic Oil Tankers: Every day, dozens of oil tankers cross the narrow waterway. It's a linchpin of global trade. Shut it down and gasoline prices spike everywhere. Right now, geopolitical tension is high, and the navies of many great powers have warships patrolling it.
If you think we're talking about Iran and the Strait of Hormuz, you're not remotely close.
No — welcome to the frigid waters of the Danish straits, the narrow waterway overlooked by Copenhagen that links the Baltic Sea to the North Sea and the open waters of the Atlantic Ocean.
They matter now because they are a key conduit for Russian crude and refined oil products into global markets, making it a chokepoint for the Kremlin's finances.
It's where geography, history, and politics are clashing.
The straits, at one point just 4 kilometres (2 ½ miles) wide, are at risk of being ensnared in a tussle between the US and Europe on one side and Russia on the other.

In early December, new European Union rules will make it illegal to provide maritime services to anyone exporting Russian crude – even to third countries. But the straits are a difficult passage: Storms are common, the waters are shallow, the coast rocky, and submerged sandbanks often move with the currents, reducing draft unexpectedly. That's why the Danish government, and the United Nations' International Maritime Organization (IMO), strongly recommend – although don't require – every vessel, particularly oil tankers, to hire a Danish pilot for the crossing.

In theory, the new rules could keep Danish pilots from boarding tankers full of Russian crude, perhaps preventing them from sailing into the high seas. In Washington, officials have quietly flagged that risk as a reason why third countries – say, China and India – should accept the G7 oil price cap on Russian oil, allowing them to continue using the pilots.

The reality is a bit more complicated: To understand it, one must delve into history, starting with the "Treaty for the Redemption of the Sound Dues," signed in Copenhagen in 1857, which regulates to this day, navigation through the straits. It says that Denmark should "supervise" the pilotage service through the straits, in effect creating an obligation to provide the service, according to Danish officials.

The Russian nuclear-powered icebreaker *Arktika* is seen during the sea trials in the Gulf of Finland, in the Baltic Sea, Russia July 5, 2020. Nikita Greydin/Baltic Shipyard/Handout

I asked the Danish Maritime Authority whether the EU sanctions will prohibit the provision of pilots to tankers full of Russian oil. In an emailed statement, it said: "Vessels enjoy the right of innocent passage through the Danish straits, as defined by international law. Furthermore, Denmark is required to make pilots available to ships in innocent passage."

"There is no obligation on ships to make use of pilotage services when exercising the right of innocent passage," it added, insisting however that both the Danish government and the IMO, of which Russia has been a member since 1958, "highly recommend" the use of pilotage services.

In the statement, the Danish Maritime Authority added: "In conclusion, Denmark cannot prevent oil tankers from passing from the Baltic Sea to the high seas."

Copenhagen may ultimately reconsider its position, but its current approach seems right. Using the pilotage service to try to institute a de facto blockade on Russian oil exports would be wrong — and dangerous. European and US officials are right to try to strangle Russian oil revenue. Oil exports are financing President Vladimir Putin's invasion of Ukraine, and helping him to sustain local support for his regime. But there are other, and better, ways to achieve that objective without jeopardizing maritime safety. The EU sanctions package, which will stop buyers of Russian oil from using the European financial sector and its oil tankers, is the way to go.

As with the vessels that shuttle-sanctioned Iranian and Venezuelan crude, Russian oil is increasingly moving into the world's ghost fleet — rusting old tankers, flagged in countries with little appetite for safety inspections, and increasingly insured by dubious newly created operations. The owners are opaque shell companies. The crews are badly paid and often untrained. If Copenhagen were to refuse pilots to Russian oil tankers, the vessels would still be able to sail through the straits, exercising their international right of innocent passage, but at a much greater risk of a collision or, worse, even an oil spill.

Withdrawing the pilotage service in the dangerous waters of the straits is playing, ahem, Russian roulette. The last thing we need to add to the already high cost — in lives and property — of the Russian invasion of Ukraine, is something like the *Exxon Valdez* catastrophe in the Baltic.

By Javier Blas (Bloomberg). *Javier Blas is a Bloomberg Opinion columnist covering energy and commodities. A former reporter for Bloomberg News and commodities editor at the Financial Times, he is coauthor of "The World for Sale: Money, Power and the Traders Who Barter the Earth's Resources."*

Bloomberg. Sept 17 2022. https://gcaptain.com/russian-roulette-baltic-ships/?subscriber=true&goal=0_f50174ef03-a1e6a86d84-169937937&mc_cid=a1e6a86d84&mc_eid=35ccf165ad

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Philly Shipyard Marks Milestones in New Training Ship Construction: Philly Shipyard is celebrating two shipbuilding milestones in the construction of the first two new state-of-the-art training ships for state maritime academies.

The U.S. Department of Transportation's Maritime Administration (MARAD) new vessel program, known as National Security Multi-Mission Vessels (NSMVs), calls for five new ships designed to serve as a world-class training platform at sea for up to 600 cadets and support humanitarian assistance and disaster relief missions in times of need.

Last week, the first vessel in the program, *NMSV 1*, aka *Empire State VII*, was launched as tugs helped float the vessel out dry dock and to its new berth for the remainder of construction. Delivery of the vessel to SUNY Maritime College is scheduled for 2023.

NMSV 1, aka Empire State VII, is floated out of dry dock at Philly Shipyard. Photo: courtesy of RADM Alfultis

This week, Philly Shipyard held a keel laying ceremony for the *NMSV II*, aka *Patriot State*, marking the loading of the first grand block into the building dock. The second NSMV is scheduled to be delivered to Massachusetts Maritime Academy in 2024.

"We are proud to host Massachusetts Maritime Academy for the Patriot State's keel laying ceremony, which continues a long-standing shipbuilding tradition where the first prefabricated block – known as the keel – is lowered into the building dock and coins are placed as a gesture of good luck in the construction and life of a ship," said Steinar Nerbovik, President and CEO of Philly Shipyard. "This milestone event gives us the chance to reflect on the continued success of the NSMV program as well as the future of maritime education in Buzzards Bay."

MARAD selected TOTE Services to be the vessel construction manager (VCM) for the NSMV program in May 2019 to ensure the utilization of best practices in commercial ship construction. As construction manager, TOTE awarded Philly Shipyard the contract to construct up to five NSMVs.

The initial award included the first two vessels in the program (NSMVs I and II). The next two were ordered in January 2021, followed by the fifth this past April. Deliveries are scheduled to take place starting next year through 2026 in the order of SUNY Maritime College, Massachusetts Maritime Academy, Maine Maritime Academy, Texas A&M Maritime Academy and California State University Maritime.

Each NSMV will feature numerous instructional spaces, a full training bridge, and accommodations for up to 600 cadets to train in a first-rate maritime academic environment at sea. **Sept 30 2022**

https://gcaptain.com/philly-shipyard-marks-milestones-in-new-training-ship-construction/?subscriber=true&goal=0_f50174ef03-da4fa458b0-169937937&mc_cid=da4fa458b0&mc_eid=35ccf165ad

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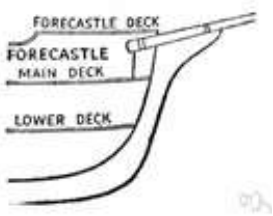
Anti-Fouling Paints - "Clear Seas Blog"

What are they and what effects do they have on the environment?

https://clearseas.org/en/blog/anti-fouling-paints-what-are-they-and-what-effects-do-they-have-on-the-environment/

What is a fo'c'sle? The word really is forecastle but over the years it has been abbreviated and become fo'c'sle. The forecastle is the forward part of the upper deck of a ship and it derives its name from sailing ship days when the raised forward deck of the ship was known as the forecastle. This was typically a raised, castle-like structure where archers first could engage the enemy. The space below that raised deck was used as living quarters for the seamen.



The use of that space for accommodation continued when steamships replaced sail. In time the living quarters moved to the midship or after parts of the vessel. But some seamen, notably the Americans, had by now referred to the place where they lived as their fo'c'sle.

I first encountered this use of the word "fo'c'sle" in the late sixties when working in the States. I just saw it again in a book, written by someone who had been in the American

Merchant Marine. In 1967 he joined a Victory ship that had been brought out of mothballs because of the Viet Nam war. (See a Victory ship at https://www.youtube.com/watch?v=vr-9gj3NhxM)
The author wrote, "that in WWII the ship might have had a crew of seventy but now there was only twenty-three. So, some guys have a whole fo'c'sle", with its four bunk beds, to themselves". **The book? "The Greatest Beer Run Ever". ISBN978-0-06-299547-6**

Another reference to the fo'c'sle is the term "before the mast," which has come to refer to regular sailors. Individuals knowledgeable about sailing history are familiar with the tradition of housing sailors in the forward part of the ship, or "before the mast."
The term has become familiar in the popular imagination because of the writing of Richard Henry Dana, Jr. who spent two years as an enlisted **sailor** and wrote about the experiences in a popular 1840 book called *Two Years Before the Mast*.

Bulker blamed for two Suez Canal collisions in 13 hours: Judge finds failures of seamanship and says crew of three ships "blindly" followed the advice of Suez pilots.

A panamax bulker was involved in two collisions just 13 hours apart in the Suez canal after failing to moor properly after the first pile-up, a London judge has ruled. **Read the full story at: -**

https://www.tradewindsnews.com/law/bulker-blamed-for-two-suez-canal-collisions-in-13-hours/2-1-1353587

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