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 2026

In 1960, when Bangladesh was still known as East Pakistan, a cyclone left a ship, the s.s. *Clan Alpine,* beached near the Port of Chittagong.

Since then, ship-breaking has become Bangladesh's main source of steel.

(Written by the Chief Officer and included in The British and Commonwealth Company records)
https://www.bandcstaffregister.com/page4366.html

On the night of the 31st of October, 1960, the coastal areas and off-shore islands of East Pakistan in the vicinity of Chittagong were devastated by a cyclone of unusual severity. The anemometer of the Chittagong Meteorological Station parted company with its mountings while registering a wind speed of 120 knots, the highest in 70 years. A storm wave accompanied the centre of the storm which was travelling at 30 knots and this mountain of water left a wake of death and destruction and, for those spared to see it, a tide mark 35 feet above sea level on the tower of Katubia Island lighthouse.

This masterpiece of nature's fury wrought incalculable loss to life and the property of the inhabitants of this area, and shipping in the Port of Chittagong also suffered extensive damage. In this busy port, amidst toppling cranes and overturned railway wagons, all ships bar one were torn from their moorings; several finished up aground. The *Clan Alpine*, on which the writer of this report was then serving, was, on this fateful night, anchored at the mouth of the Karnaphuli River awaiting a berth in the port. Unfortunately she never occupied this berth, for the fight she put up proved unequal to the violence of her opponent, the storm, which plucked her from her moorings and drove her eight miles before finally casting her up on a paddy field to the north of the port.





Wikipedia: It was reported that a cyclone was heading for Chittagong and by 1835hrs there were reports that the wind was exceeding Force 12. Although *Clan Alpine's* engine was at "Full Ahead" she was being dragged astern up the Sandwip Channel at 35 knots, dragging both anchors with her. A 35 feet storm surge had struck the area. It was later revealed that the wind had peaked at 135 knots. At 1850 hrs, the eye of the storm passed over the ship and at 1925 a bump was felt and it was reported that the ship had run aground. The engine was stopped but restarted when the ship was thought to be near rocks. The rocks were revealed to be the tops of palm trees.

https://en.wikipedia.org/wiki/SS_Clan_Alpine_(1942)#Postwar

At daylight next morning, which coincided with low water, observers aboard the *Clan Alpine* were considerably disconcerted when they noted the distance between the ship and the sea, which was five cables. Later in the day, at high water, a good spring tide, a former erosion of the coastline allowed a mere four feet of water around the ship, far less than the light ship draught. On eventual completion of the cycle of spring and neap tides it was found that water only reached the ship for about five days around springs. This necessitated several changes in shipboard routine, as, at such a time, one discovers that sea water, in addition to being a convenient medium for floating ships, can, in an emergency, be used in the production of steam and its many by-products, including light, power and domestic comforts. Seawater is also a refrigerator coolant, a fire-fighter, a cleansing agent, a refuse collector and a provider of sanitation. Altogether, a hard-worked servant on any ship.

Credit, I feel, is due to the Chief Engineer and his team whose splendid efforts maintained all essential services despite the difficult circumstances. Little assistance could be expected from ashore as civil authorities were very hard pressed rehabilitating the cyclone-stricken population.

For several weeks fresh water was unobtainable so, very briefly, seawater was utilised in the following manner. A dam was built in the dried up bed of a nearby stream and this was filled by the tide at springs. A ditch was led from the dam to the ship's side in way of the main injection. A five-inch flexible pipe was led through this opening and connected to the ballast pump which provided circulating water for the condenser. By additional ditching the discharge from this condenser was retained in the reservoir. The discharge from the domestic fridge condenser was also conserved by piping the water into a boiler feed tank. To provide water for the domestic fridge, boiler feed tanks and deck service, a 2½-inch flexible pipe was connected to the general service pump injection and led to the ditch. This whole arrangement satisfactorily maintained all services through which 2,500 tons of cargo was successfully discharged.



Water colour painting of the grounded *Clan Alpine*

To facilitate the discharge of cargo, a road was built alongside the ship which led to a compound, where the consignees took delivery, thence through paddy fields and a strip of jungle before finally reaching the main Chittagong-Feni road. The first and most welcome user of this road was a tractor and trailer which contained 700 gallons of fresh water, a commodity which was in very short supply. Water and fresh vegetables were the only necessary commodities required from ashore as the ship's stores met other requirements.

Wikipedia: Salvage engineers assessed that it was practical to salvage the ship but not economical to do so. The last cargo was unloaded on January 4th 1961. The ship was declared a constructive total loss and sold on February 14th 1961 to East Bengal Trading Corporation and scrapped in situ. She was sold for about £50,000.

Learn about the Clan Line at: -
https://www.benjidog.co.uk/TheShipsList/ClanLine.php



Correspondence

Hello Captain Whitaker. When I started looking for a new career path, my biggest priority was finding a rewarding profession that offered a strong work-life balance. As a new father to a one-year-old son, it was very important to me to build a career where I could have meaningful time at home with my family. I first enrolled in the Bridge Watch Rating program at the BCIT Marine Campus, where I learned about the Nautical Sciences Cadet Program. I applied right away and officially began my journey toward becoming a ship's officer.

Leaving a full-time job to return to school full-time came with significant financial responsibilities. Receiving the award from the Vancouver Transportation Foundation last year made a tremendous difference for me and my family. The financial assistance helped bridge the gap for our everyday family expenses and covered the cost of commuting back and forth between my home in Nanaimo and the BCIT Marine Campus in North Vancouver, allowing me to focus on my studies and training.



Over the past year, I spent five months sailing on the Great Lakes as a Deck Cadet with Algoma Central Corporation. During my sea phase, I had the opportunity to sail aboard two very different vessels: the *Algoma Strongfield*, a gearless bulk carrier, and the *Algoma Bear*, a self-unloading bulk carrier.

Working the 8-to-12 and 4-to-8 watches on rotation, we sailed across all the Great Lakes—from Thunder Bay all the way down to Port Cartier, Quebec. Navigating the St. Lawrence Seaway system, transiting the locks, and sailing through the St. Marys River, St. Clair River, and Detroit River was an unforgettable experience.

One of the biggest highlights for me was getting the chance to take the wheel and hand-steer through those narrow river channels and frozen waterways. Transitioning from a gearless bulker to a self-unloader like the *Algoma Bear* was also a fantastic learning experience; the fast cargo unloading operations and quick port turnaround times kept the entire crew busy and constantly on the go.

Back ashore at BCIT, I am now in the third year of the Nautical Sciences Cadet Program. Bringing my Great Lakes bridge and cargo experience back into the classroom has made my recent coursework—like ship stability, cargo, and navigation—much more practical to learn and follow along with. One major project also included planning an international voyage from Australia to South Africa. Pulling together the routes, charts, and nautical publications was a great experience and a fantastic way to learn the planning and challenges of international voyages.

As for the future, I have now accumulated nine months of sea time as a Deck Cadet and have just three months remaining to complete the required sea time for my Watchkeeping Mate license. I am currently on track to finish my sea time and sit for my Transport Canada Watchkeeping Mate oral examination in February 2027.

Thank you once again to the Vancouver Transportation Foundation for supporting my journey into the maritime industry.

Please pass along my sincere gratitude to everyone at the Vancouver Transportation Foundation and the Nautical Professional Education Society.

Bhupinder Dhesi Cadet BCIT

Britain urges ships to prepare for life without reliable GPS. October 13th 2026

Britain has warned shipowners that satellite navigation can no longer be taken for granted.

Read more at: https://splash247.com/britain-urges-ships-to-prepare-for-life-without-reliable-gps/

Dangers of distraction of mobile phones by bridge teams aboard ships

Without delving too deep into any debates about gender, some of us are better than others at "multi-tasking". But the arrival of hand-held, portable communication devices has led to us all, at some time, communicating, when our attention should have been upon something more urgent. It is why many governments now ban the use of mobile phones while driving a road vehicle; a thoroughly sensible idea until you wake up to the fact the daft digitisers in automotive design have inflicted touchscreens to further distract drivers from their main task of staying on the road.



In a maritime context, the potential distraction of mobile devices aboard ship has been a matter of debate, practically from the day they first went to sea. The list of casualties where such distraction has been a contributor, if not the sole cause, has lengthened over the years and still features in reports. Just recently there came a US National Transportation Safety Board report into a fatal collision in a US river, where a bulk carrier ran down a towboat causing the death of a crew member.

In this particular case, the pilot of the large ship had been engaged in an extensive non work-related conversation with a colleague over his phone, while simultaneously uttering helm orders. The bridge team were heavily criticised for tolerating this behaviour, although they seemed to lack the necessary confidence to ask the pilot to be more attentive to his duties. You do not need much of a memory to recall the vastly expensive grounding of a containership in another US port with precisely the same root cause, just a couple of years ago, so this message did not universally register.

Preventable cause of marine incidents: Distraction is surely well recognised by now as a regular but mostly preventable cause of marine accidents, some of them bordering on the comical, such as the recordings of a Master giving his agent ashore a piece of his mind, as his Second Officer sought unsuccessfully to alert him to the fact that he was conning his chemical tanker onto a sandbank. It is not always communication that is the problem; well informed officers will treasure the report of the OOW carefully scrolling down the arrival checklist as the vessel prematurely arrived at the berth.

The saga of the garbage reporting form that was indirectly responsible for the cruise ship clouting a box-boat will live for ever in the archives. But lives have been lost, vast environmental harm has been caused and careers blighted by distraction, so we maybe should not joke about these things.

The multi-tasking factor: Distraction comes in many forms, but one fundamental is that too few people are trying to do too many things at the same time. It is welcome that at long last, the classification societies are trying to get some order into the proliferation of alarms from equipment, that drives people crazy at their particular coal face. If they succeed, it will be a blessed relief.

Is it sensible to institute bans on the use of mobile phones, as some operators have done, as a means of reducing the risk of distraction? The current Nautical Institute Seaways magazine has an excellent discourse on the subject where the author, Captain James Foong FNI suggests that the issue "is not the device, but the discipline". It is a wide-ranging article, noting that distraction comes in manifold forms, from the more familiar problem on a busy bridge or engine control room, to somebody pre-occupied with their device walking into hazards on deck from falling objects or swinging loads. "In a high-risk situation," Captain Foong points out, "divided attention can kill".

But he also emphasises how many are the "business cases" for the use of the mobile phone, which convert the device from a convenience into an essential tool for all manner of functions. Sharing photographs of equipment, recording incidents, and in so many other ways, the phone has become invaluable. The phone, he notes "is an essential modern tool; a camera, notebook, calculator, torch, translator, communication device, evidence recorder and personal safety aid". Discipline in its use needs to be enforced, and who could disagree with this commonsense approach.

Maritime Magazine

Michael Grey. Maritime Magazine. Aug 18th 2026

Correspondence

Dear Captain Bowles. Thank you for selecting me for the VTF Scholarship Award. I appreciate the support, and I look forward to writing back in a year to share my progress with you. I also want to thank you for encouraging me to join the Nautical Institute. I'm planning to get involved with it as I move forward.

Sincerely, Kaden Towers Giese. Nautical Sciences Cadet Sept 1st 2026

Four years ago, in 2022, Westwood Shipping was acquired by Swire Shipping*. Most everyone involved in the Vancouver waterfront knew Westwood Shipping, but many had not heard of Swire Shipping. The following is an edited version of the history of Swire Shipping, by Donald Hunt, which appeared in the May 1976 edition of "Sea Breezes".

* https://financialpost.com/pmn/press-releases-pmn/business-wire-news-releases-pmn/westwood-shipping-lines-to-be-acquired-by-swire-shipping

Just over 109 years ago** (now 159 years), **the firm of Butterfield and Swire began business in Shanghai as merchants and shipping agents. Soon afterwards came the establishment of The China Navigation Co. Ltd,, and the enterprise subsequently grew into the great trading group known today as the Swire Group. This article examines the growth of these.....

Merchant Venturers Extraordinary

"A LAND of magic and mystery" was still an appropriate description of the romance and enigma of old Cathay when John Samuel Swire, in the tradition of the merchant venturers who earned Britain the prefix "Great", journeyed to Shanghai in the later part of 19th century.

The slump in the cotton trade, caused by the American Civil War, created a severe set-back to the fortunes of the modestly prosperous family business of general export merchanting and forwarding agents founded in Liverpool by his father in 1816.

To repair the family fortunes, John Swire was impelled to develop trade in the Far East where the commercial opportunities were becoming yearly more apparent – no doubt stimulated by the development of China's trading with foreign "devils" following the endorsement of the Treaty of Nanking by the Emperor of China and Queen Victoria in 1842.



Shanghai Bund c. 1870

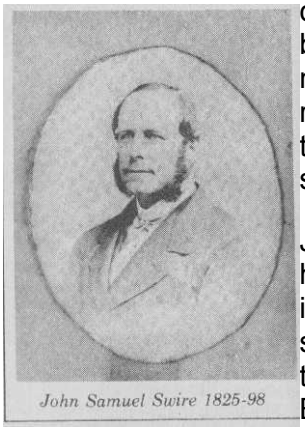
Shanghai, a deep draft port, was ideally situated as a meeting point for East-West trade and commerce. Located 14 miles from Woosung up the Whangpoo, a tributary of the mighty Yangtze, Shanghai in terms of world commerce was the apex of a trade triangle, being equidistant – some 10,000 miles – from London and New York.

In those early days foreign trade was very much controlled. As far back as 1760 the Emperor of China had drawn up regulations for the control of foreigners, and never having been abrogated they were assumed to be in force at all times.

They came to be disregarded by the growing foreign community, who however were reminded from time to time that the "Eight Regulations" were still enforceable – by a linguist who visited the foreign business houses to ensure that they were understood.

Regulation 5 – was quaintly restrictive: "Prohibits foreigners from rowing about the river in their own boats for "pleasure". On the 18th and 28th days of the moon 'they may take the air', as fixed by

the Government in the 21st year Kea-King. All ships' boats passing the Custom-houses on the river must be detained and examined to guard against guns, swords or firearms being furtively carried in them. On the 8th, 18th and 28th days of the moon these foreign barbarians may visit the Flower Gardens and the Honam Joss-house, but not in droves of over 10 at one time. When they have 'refreshed' they must return to the hongs, not be allowed to pass the night 'out' or collect together to carouse. Should they do so, then, when the next 'holiday' comes they shall not be permitted to go".

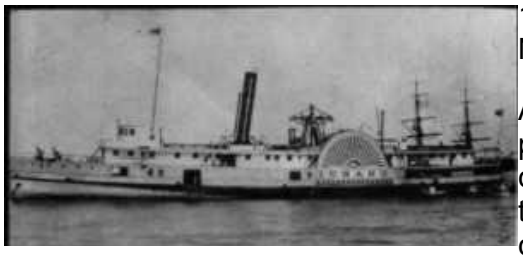

John Samuel Swire 1825-98

John Samuel Swire

John Swire landed in Shanghai on November 28 1866. Within six days of his arrival he joined forces with Richard Butterfield – an established trader in woollen goods – with whom the family had been closely associated as shipping agents in Liverpool. On New Year's Day 1867, just 28 days later, the firm Butterfield and Swire opened its doors for business in Fletchers Building in the International Bund of Shanghai.

With all his undoubted business acumen, John Swire could not have realised that with his modest trading enterprise he had laid the foundations of one of the most successful British maritime ventures, destined to explode and expand and become known – predominantly in the field of transport – throughout the Far East and Australasia – as the Swire Group of Companies.

Initially, Butterfield and Swire were primarily merchants and agents for the Blue Funnel Line, but in 1872 the successful partnership formed "The China Navigation Co. Ltd." and became its Eastern managers.


Ichang

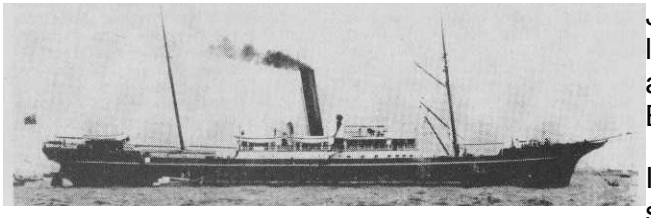
Although British business interests controlled more than 80 per cent of all Chinese external trade, American interests controlled the greater part of the Yangtze River trade and their hold on this highly profitable source of business was considerable. The China Navigation Co. Ltd. was formed to challenge directly American domination – and to wrest from them the lucrative Yangtze River trade. The China Navigation Company's first two ships were the *Tunsin* and the *Glengyle,* each about 1,300 net tons – purchased from the Union Steam Navigation Company. In July 1873 they were joined by the new paddle-wheeler, the *Pekin* and by the following year the fleet had grown to five with the addition of the *Shanghai* and *Ichang*. Between them these five ships broke the American monopoly by capturing more than half of the Yangtze River trade.

From 1873 until 1896 the fleet continued to expand and by 1912 the British trade on the coast had risen to 38 million tons while the American business had declined to some ¾ million tons. Under the capable management of John Swire, so great was the growth of this new maritime venture to become, that, by the turn of the century, the original trading activities of Butterfield and Swire were dropped altogether and the company concentrated on shipping and other industrial undertakings which it fostered.

In 1881 three ships were detached from the coastal fleet to inaugurate a service to Australia – outward bound with cargoes of tea, rice and sugar and carrying on the return voyage much needed coal for the stokeholds of the company's coastal fleet.

The Australian run proved so successful that four years after it started, four new ships, the *Changsha, Taiyun, Chingtu* and *Tsinan* were commissioned and joined the service.

Just before the First World War, The China Navigation Co. Ltd. prudently transferred this branch of their services to their Australian associates, G.S. Yuill and Co. Ltd.



John Samuel Swire died in 1898 at the age of 73, leaving a firmly established, prosperous shipping and trading enterprise which had brought to Britain close commercial ties with China.

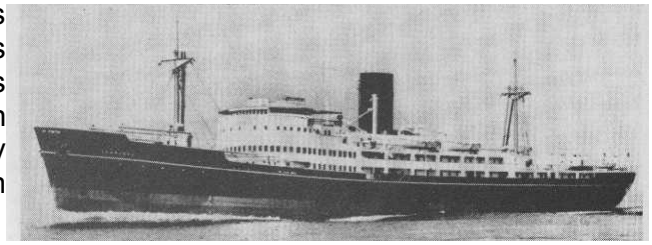
The *Changsha* of 1886

It was this legacy of his pioneering and far-sighted endeavour which continued to expand and diversify – surviving dramatic political change – two global wars, economic and international trade recessions too numerous to record, to become a present-day maritime giant with ramifications and interests embracing shipping, airways, sugar refining, road transport and storage, shipbuilding and repair, engineering, hotels, offshore oil drilling services, insurance, paint manufacture, property management, development and construction – all operating under the Swire Group house flag.

In 1974, to give greater uniformity to the names of the many companies which form the Swire Group, it was decided to drop the name of Butterfield – who had severed his connection in 1868 – from the title of the parent companies in Hong Kong and Japan, which are now known as John Swire and Sons (Hong Kong) Ltd and John Swire and Sons (Japan) Ltd.

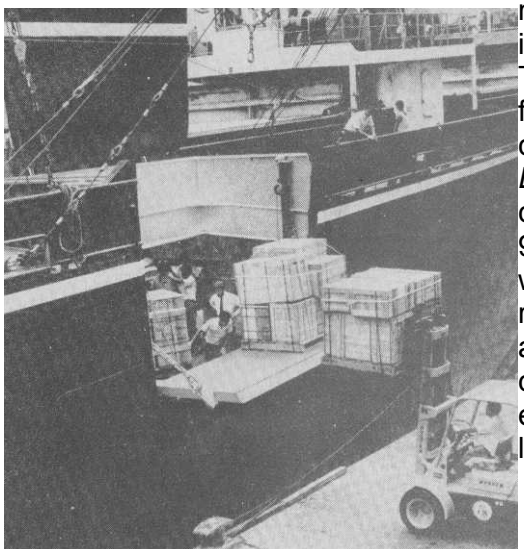
At the same time a number of company names were either simplified, or in cases where previously there was no obvious link with the group, the name Swire was added as a prefix. John Swire and Sons Ltd. is the central coordinator, and in effect the parent company of the Swire Group, and is resident at the company's headquarters in the City of London where they have been since 1871 when the company moved down from its birthplace – Liverpool. https://www.swire.com/en/global/home.php

The parent company in London looks after the United Kingdom affairs of most of its overseas companies and formulates overall group strategy, provides finance, recruits staff for overseas and centralises a number of accounting and supporting services. Executive control of the individual companies rests on the spot with their own boards of directors. This flexibility of management results in improved efficiency and reciprocal benefits to its members. Each company trades as an independent concern – though their strong family relationship ensures the closest co-operation between them.



The *Changsha* of 1949

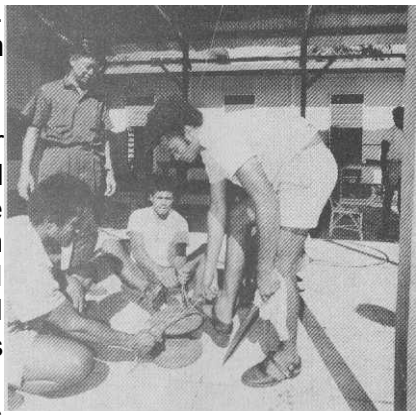
Although The China Navigation Co. Ltd. is a wholly-owned subsidiary of John Swire and Sons, London, its day-to-day operations are directed from Hong Kong. As well as operating its own fleet, The China Navigation Co. Ltd. not only manages joint services with other companies but has interests in services managed by other operators.



Today (1976) The China Navigation Co. Ltd. manages a fleet of 23 ships. Among them are six bulk carriers, chartered out on a world-wide basis, the *Eriskay, Erawan, Erradale, Erisort, Eibol* and the latest edition, the Panamax class, 60,000-ton *Eredine*. There is also a cruise liner, the 9,000-ton motorship *Coral Princess*, based at Yokohama, which is the first British liner to cater specifically for the requirements of Japanese cruising; she has accommodation for 500 passengers. Finally there are 16 cargo-liners capable of carrying refrigerated cargoes, some equipped for the carriage of containers and others for side-loading palletised cargoes.

Loading through side-ports.

Transport has continued to dominate the main diversification of interest of the Swire Group and in this respect they have not neglected the elements of land and air.
Their first contact with Australia actually preceded their Shanghai connection, which was the true launchpad of their success, by some 14 years. It was in 1852 that John Samuel Swire first established an office in Melbourne to handle the import trade of his family business in Liverpool. Today the group's interests are coordinated by John Swire and Sons Pty. Ltd. who are based in Sydney. Transport is the group's most prominent Australian feature. Fleets of specialised vehicles haul bulk liquids and solid cargoes. Huge road trains, 145 ft. long and of 122 tonnes gross weight, travel long distances over partially-formed outback roads, sunbaked and dusty in summer, becoming treacherous quagmires in the rainy season.
Apart from acting as general agents in Australia for The China Navigation Co. Ltd., the Blue Funnel Line and the New Guinea Australia Line, the company also pioneered the introduction of side-loading pallet ships running north from Sydney to Papua, New Guinea.
In 1970 The China Navigation Company's training school was opened at Port Moresby for the training of Papuan recruits as sailors and stewards. Three-month fully residential courses are held for deck, engineering and catering staff. Trainees are taught the basic requirements of a seaman and advanced training is carried out in steering and quartermaster's duties, lifeboat and firefighting procedures. General education is included in all the courses and this embodies instruction in the English language, as well as the social aspects of life aboard ship. Crews of the company's ships are being drawn increasingly from graduates of the school.



Practical work at The China Navigation Company's school.

The apparent continuing process of expanding the frontiers of their endeavour, it was to be expected that the Swire Group should seek to conquer a new dimension of modern transport by the acquisition of a major shareholding in Cathay Pacific Airways in 1948. A regional airline in the Far East, Cathay Pacific serves all important cities in the area. Last year, 1975, the airline carried over 1½ million passengers, in addition to 37.38 million kilograms of cargo and mail.
When John Samuel Swire first arrived in Shanghai over 100 years ago (*now 150 years*), it was the custom for foreigners to give their "hong", or place of business, a Chinese name. After consulting an eminent authority in the complicated subtleties of the Chinese language, he chose "Taikoo" as his house name, and Butterfield and Swire and their associated companies became widely known by this name in China and throughout the Far East. "Taikoo" means "Great and Ancient" or "Venerable", or perhaps more freely translated to epitomise the Swire Group of today – "Honourably known from the distant past".



In 2022, Swire Shipping acquired Westwood Shipping Lines, expanding its capabilities in the North Pacific and supplementing its existing US West Coast – Pacific Islands service.
Westwood's seven vessels will continue to connect the Pacific Northwest and North Asia, now as a part of Swire Shipping, offering dedicated customer service and versatility combined with reliable schedules and superior cargo handling capabilities. https://na.swireshipping.com/Services/Westwood

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SAT-JAM: Ships must learn to navigate without GPS

Splash247.com

Another article about GNSS Interference:
https://splash247.com/sat-jam-ships-must-learn-to-navigate-without-gps/
October 27th 2026

The Cavotec Hands Free Mooring System – and rivets.



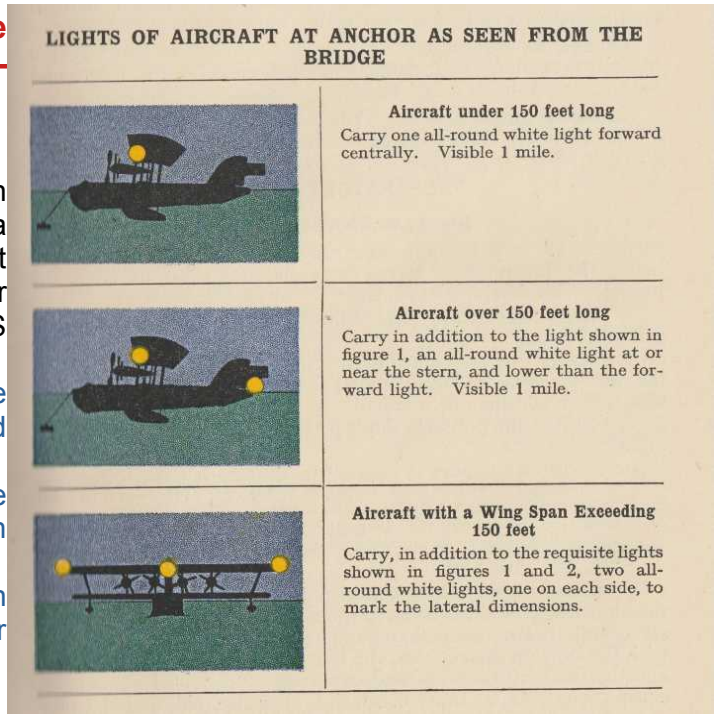
Saginaw anchored off of Colborne for several hours today waiting for Seaway linesmen to be available for her transit down the Welland Canal. This is because rivets were used in her construction in 1953 at the Manitowoc Shipbuilding Company.
The Cavotec Hands Free Mooring (HFM) devices now used in the canal locks require a smooth surface to create the suction needed to attach to vessels and the rivets prevent this from reliably happening. Seaway linesmen will be at each lock to secure her as she passes through the locks. **August 30th 2026**

See: Moormaster automated mooring at a lock application: *https://www.youtube.com/watch?v=SHpJGZCY40I* **and**
https://www.porttechnology.org/news/sustainability-and-decarbonisation/cavotec-completes-mooring-system-rollout-in-canada/

This graphic appeared in the "Admiralty Navigation Manual 1938 – Volume 1.

It was in Chapter 6, "Rule of the Road".

In the 1930s this might not have been an uncommon occurrence. Following is a report of the Imperial Airways Flying Boat *Connemara* which had to land on the River Mersey close by the training ship HMS *Conway* in April 1939.
Apparently the starboard inner engine failed soon after takeoff and the aircraft had to return to fix the defect.
The *Connemara* was one of three of the airline's flying boats assigned to the North Atlantic airmail service.
In command of the aircraft was Captain J.C.K. Rogers who in 1919 had trained for a career at sea on board HMS *Conway*.

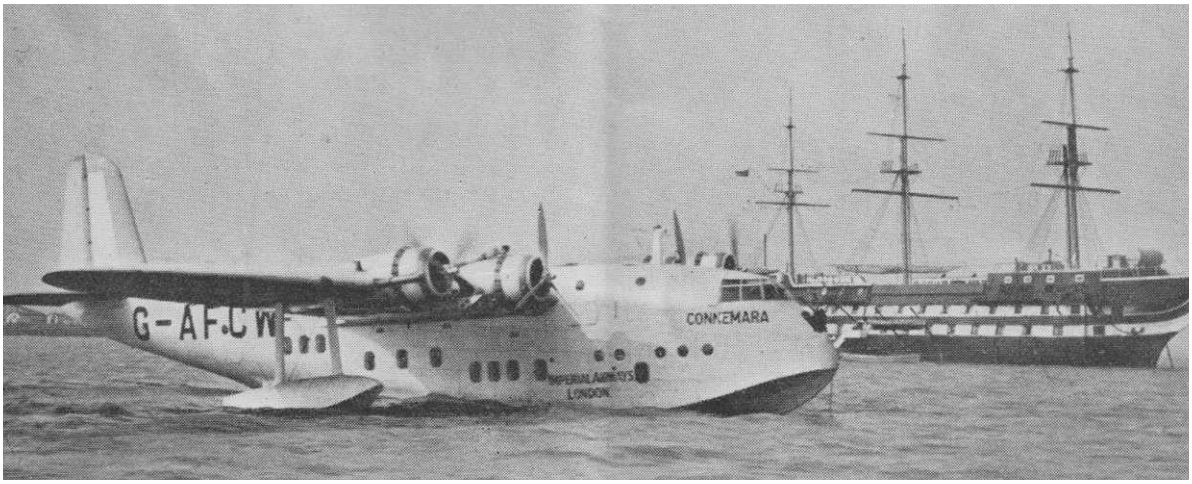


LIGHTS OF AIRCRAFT AT ANCHOR AS SEEN FROM THE BRIDGE

Aircraft under 150 feet long
Carry one all-round white light forward centrally. Visible 1 mile.

Aircraft over 150 feet long
Carry in addition to the light shown in figure 1, an all-round white light at or near the stern, and lower than the forward light. Visible 1 mile.

Aircraft with a Wing Span Exceeding 150 feet
Carry, in addition to the requisite lights shown in figures 1 and 2, two all-round white lights, one on each side, to mark the lateral dimensions.



Global Oil Tanker Shortage is Getting Worse By the Day

For a sign of just how extraordinary oil shipping costs have become, consider this: It's now more expensive to hire a tanker from the US to China than to launch a rocket into space.

That journey costs about $80 million, compared with **$74 million for a standard SpaceX Falcon 9 launch**, shipbroker Gibson said this week. The same amount of money could have bought a near-identical tanker outright earlier this year.

The eye-watering prices are the result of a global tanker shortage that is getting worse with every additional barrel of oil flowing through the Strait of Hormuz. Bloomberg **Oct 9th 2026**

Read more at: https://www.bloomberg.com/news/articles/2026-10-09/the-global-oil-tanker-shortage-is-getting-worse-by-the-day

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VTF/NPESC Scholarships

Captain Stan Bowles attended the Marine Campus of BCIT on August 26th to present a cheque and an Award Certificate to First Year Nautical Science Cadet Anya Neish. Her award was one of the Bursaries provided in 2026 by the Vancouver Transportation Foundation.

Shipping giant Maersk to use sails to cut costs.

Maersk is to harness the power of the wind by installing a hi-tech sail on one of its ships in an attempt to reduce fuel costs. The Danish shipping giant has commissioned London-based wind-propulsion "Anemoi"* to fit a 35 metre sail on one of its container ships.

The sail will allow the vessel to maintain its usual speed while throttling back its engines to save fuel and cut emissions, or to go faster than otherwise possible, reducing journey times. It will mark the first time that a modern sail has been installed on a container ship, where decks piled high with containers leave little room for additional structures.

Anemoi, founded 10 years ago by Costas Apodiakos, a shipping magnate, will fit a rotor sail that generates power by spinning in the wind and has a spread of just five metres. That's far less than rival sails such as the 20-metre-wide WindWings model from fellow British startup Bar Technologies.



Artist illustration of Anemoi's sail, which will allow Maersk to throttle back its engines to save fuel and cut emissions - Maersk/Anemoi

The single sail will also be fitted close to the bow of the 100,000-ton *Maersk Labrea*, keeping well clear of its cargo of 8,700, 20ft containers.

Clare Urmston, the chief executive of Anemoi, said the experiment could open the door to a flood of orders from the container sector if the sail delivers the targeted fuel savings.

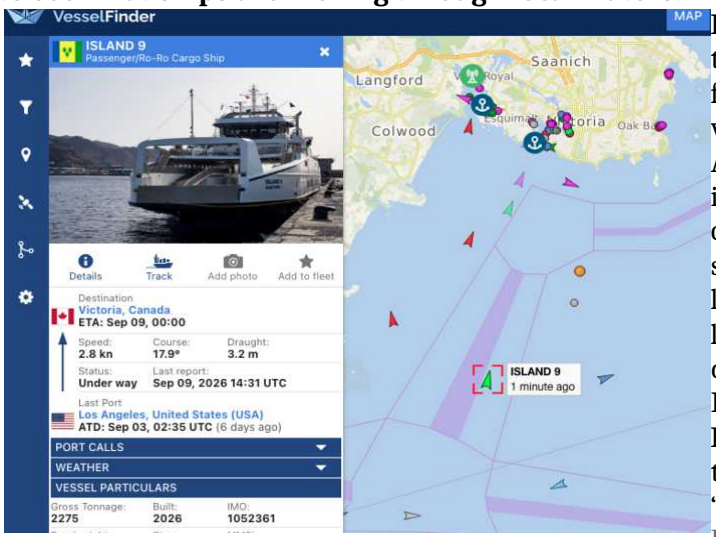
She said the company's Chinese construction site on the Yangtze River, about 100 miles from Shanghai, could be expanded to produce up to 250 sails a year.
Ms. Urmston said: "Wind is one of the most effective ways to improve the energy efficiency of vessels and it's also free. "The scalability in the container ship market could be huge. If the performance is as we expect it to be, we would move to a full scale rollout."
During trials that will start next year, the *Labrea* will operate on its usual transatlantic routes, but hunt out the windiest stretches to maximise the boost to its speed, she said.
"The rotor sail works well in bad weather. It likes a good storm and doesn't need to be folded in high winds like the wing-type sail," she added.
Anemoi has installed its technology on 28 vessels to date, mostly bulk carriers and oil tankers with unencumbered decks, including the 400,000-ton ore carrier *Sohar Max*, which saw a 6% drop in fuel consumption after being fitted with five rotor sails.
Ole Graa Jakobsen, the head of fleet technology at Maersk, said: "Wind-assisted propulsion is one of several promising maritime solutions with the potential to improve vessel efficiency. It has already been tested in other parts of the shipping sector, and we see this pilot as a valuable opportunity to build practical experience and assess its relevance for our fleet."
Christopher Jasper. Sept 2nd 2026 https://finance.yahoo.com/energy/articles/shipping-giant-high-tech-sail-171838744.html

The Telegraph

*** Anemoi – see** https://en.wikipedia.org/wiki/Anemoi
Also see: https://anemoimarine.com/wp-content/uploads/2024/04/Anemoi-Marine-Brochure-English.pdf

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New BC Ferry: *Island 9*. For no particular reason I like to look at the "Vessel Finder" website to see what ships are moving through local waters. The Strait of Juan de Fuca always interests me. It often appears to be full of ships. While in the Strait when I was sailing, apart from fishing boats we were frequently the only vessel there.



At the time of writing the cruise ship season is coming to an end but today I saw a vessel, coloured green, meaning it was a passenger ship, approaching Victoria. I clicked on it to learn its name. It showed as *Island 9*, the latest ship for the BC Ferries fleet being delivered from the builders, Damen, in Romania.
I now checked on-line to learn more about the vessel. There were many entries. The "Vessel Finder" site described it as "Vessel ISLAND 9 (IMO 1052361, MMSI 376508000) is a Passenger/Ro-Ro Cargo Ship built in 2026 and currently sailing under the flag of St Vincent & Grenadines." Damen's site shows the launching of the ship: -
https://www.damen.com/insights-center/news/damen-launched-the-island-class-9-for-canada-s-bc-ferries
But, one word in the "Marine Traffic" site caught my eye. It reads, "Ship ISLAND 9 is a passenger/ro-ro ship (vehicles) **waving** the flag of Saint Vincent and the Grenadines."
I wonder - who had the honour to "wave" the flag? Was it the Master? Or perhaps a member of each watch was assigned that task.
David. Sept 9th 2026

But, one more site shows this ferry to be remarkable and unique. It is amphibious! Take a look: -
https://www.puentedemando.com/en/island-9-ferry-tenerife-delivery-bc/

In some trades, 24,000 teu container ships seem to be the norm today.
But larger vessels are coming.



This vessel is designed to carry 27,500 teu.
Read about it at: -
https://theloadstar.com/cssc-unveils-27500teu-design-to-be-next-shipping-giant/

But, have you seen a 1 teu vessel?
Here are some fine examples: -



Cold Comfort *By Michael Grey.* ***The Maritime Advocate*** *– Issue 879 April 4 2025.*

A brief examination of the price of South American fruit in the supermarket this week (the very antithesis of seasonality) brought to mind the sad voyage of the arrival in China of the ship which had been 23 days adrift in the Pacific in January, with a cargo of Chilean cherries. The consignee, who had been impatiently awaiting the shipment of 1300 containers of this delicious fruit for 28 days, when they finally arrived, declared that they were over-ripe and all were condemned, and reportedly destined for disposal as waste. Cargo surveyors and average adjusters will have a lot of overtime sorting out this entry in the damaged cargo book, although one might think that rather than dumping the lot, some enterprising person might have considered the possibilities for jam.


Maersk Saltoro

Perhaps the value added of a serious amount of cherry brandy, of such a proof that the meniscus in one's glass would be reversed, might be possible with patience. It was an average adjuster in Hong Kong who once told me that one man's ruined cargo was another man's fortune. Time-critical cargo has always caused furrowed brows among all those involved with every link in the logistics chain. When Heathrow airport came to a complete standstill a fortnight ago there was a person on the radio, amid the distress of all the human passengers with their frustrated flights, who managed to get in a plea for air cargo and hundreds of shipments which had found themselves diverted to airports all over the world. There was fruit and veg. with a shelf-life of a few hours cooking in aluminium air-cargo containers on runways all around the northern hemisphere, along with desperate shipments like organs for transplants.

The occasional lost item of luggage seemed small beer beside this stuff. In the early days of the chilled beef trade between Australia and the UK, this was a cargo which had everyone involved on their mettle. Hitherto it had been thought that such a voyage for this valuable cargo (well-established from Argentina) was just too long and beef had been only carried frozen. But such was the difference in price at the market that it was suggested, in the 1950s, that a fast ship, with the chilled cargo loaded in the final port, could do the job. And

so it turned out, although there was little room for error, diversion, or delay, with chilled beef lockers, fitted out with hanging rails and with the cargo, handled with clinical cleanliness, resembling a medical procedure in the sweaty ports of North Queensland. Then it was flat out for home, the freezer engineers urging on their colleagues, knowing that a few days delay would require them to freeze the cargo down and reduce its value hugely. One of the legends of the "Great Bitter Lakes' fleet" when all those ships were immured between 1967 and 1975, was the apple cargo aboard the *Port Invercargill*, which the revolving teams of engineers managed to keep in an edible form for more than seven years.

They were, it was said, much prized throughout the fleet, although the ship was subsequently sold after she was released. Refrigerating equipment could be quite sophisticated, hence the emergence of specialists to look after it. There was a wonderful tale some years ago about a reefer in which an entirely novel type of reefer plant had been installed when the ship was built. Sadly, this was the only one the manufacturers ever sold, but the ship's freezer engineer managed to keep it running well, acquiring a mystique by virtue of his secret information, which only he knew. The ship changed hands several times, with the contract specifying that the reefer engineer, like an item of spares, went with the ship. This gave him enormous powers, which, as a markedly unpleasant alcoholic, he freely exercised. Eventually, after a bottle too many, he expired, and the ship, virtually useless without his grim ministrations, soon followed.

With containers and modern technology, the chief refrigeration officer has joined that list of forgotten ranks and ratings, such as pursers, boatswain's mates and sparkies, once found on every set of crew articles. But somebody still must take responsibility for refrigerated cargo, even though it is in a container. There would have been faces as red as those cherries, one might surmise, after that lengthy Pacific crossing.

Michael Grey is former editor of Lloyd's List

https://themaritimeadvocate.com/the-maritime-advocate-issue-879/

See: 1353 containers of Chilean cherries arrive in China 28 days late:

https://cherrytimes.it/en/news/1353-container-cherries-chile-china-28-days-late

Also read: https://hanseatica.com/en/2025/02/25/riesgos-en-el-transporte-maritimo-de-productos-perecederos-el-caso-maersk-saltoro/



REPORT INTO THE IMPACTS OF GNSS INTERFERENCE ON MARITIME SAFETY

Updated September 2026

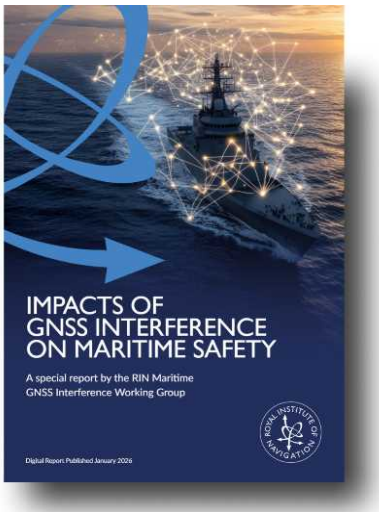
The Impacts of GNSS Interference on Maritime Safety Report is a special report by the RIN (Royal Institute of Navigation) Maritime GNSS Interference Working Group revealing the impacts of GNSS Interference in the Maritime sector. Survey data was compiled from over 100 sector experts and 300 vessel Captains, supported by interviews with dozens of people involved in the operations and supply chain of vessels that regularly encounter GNSS interference.

GNSS interference refers to anything that disrupts a ship's satellite-based positioning signals usually caused by: Jamming: blocking or overwhelming the satellite signals with noise so the receiver can't get a position at all; or spoofing: feeding the receiver false satellite signals so it reports a wrong position that looks legitimate.

In 2025, at least two collisions and groundings were reported in mainstream media linked to GNSS interference in regions such as the Baltics, Straits of Hormuz and the Red Sea. With hundreds of vessels being affected daily, the RIN report details for the first time the scale of the problem on modern digital vessels whereby GNSS jamming and spoofing present a significant cybersecurity vulnerability and urgent risks to maritime safety.

Survey data exposes the vulnerability of critically important systems such as Global Maritime Distress and Safety Systems (GMDSS) and other SOLAS-mandated equipment that rely on satellite positioning and timing.

"The report has highlighted serious safety concerns and has underlined the fact that these issues are rooted in significant cybersecurity vulnerabilities, and are not just disruptions to navigation", mentions Director of the RIN, Dr Ramsey Faragher.



Operating within regions of known GNSS interference carries serious safety-of-life and liability implications, as key systems are expected to fail or malfunction with high probability in these conditions. The report also highlights unnecessary dependencies between GNSS receivers and a range of onboard electronics — including RADAR, radios (VHF/MF/HF), NAVTEX, speed logs, ship clocks and satellite communications — many of which do not require GNSS data for their primary function, creating avoidable points of failure and compounding operational risk.

Maritime Captain Ivana-Maria Carrioni-Burnett and chair of the RINs Maritime Navigation Group comments: "The issue of GNSS interference must be taken seriously. It cannot be overcome by traditional navigation techniques when GNSS receivers are 'baked in' to modern ships' critical systems, including safety systems. These are no longer isolated incidents and pose a real risk to life: people, property and the environment. We must do more to safeguard our seas today and the shipping of tomorrow."

Retired Commodore James Taylor OBE and fellow of the RIN advises: "Despite measures to improve resistance to jamming, spoofing and other harassment measures, the threat is real and growing. And this threat is not only to positioning and navigation; it is to every part of every transport and navigation means and to every part of national infrastructure where timing is derived from space-based timing signals."

The Royal Institute of Navigation will continue to work with report partners (GLA, IALA, Nautical Institute and others) and regulatory bodies to provide expert guidance to mitigate these issues, and to establish industry-wide adoption of solutions to this problem.

We are especially grateful for the support received from the National PNT Office in the Department for Science, Innovation and Technology (DSIT).

The Impacts of GNSS Interference on Maritime Safety report is now available. For a free download visit this site and scroll to the bottom of the page: -
https://rin.org.uk/page/RIN_Maritime_Report

Read the Autumn 2026 edition of "Maritime Magazine"

https://maritimemag.com/wp-content/uploads/2026/02/MM122_v3.pdf

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December is almost upon us, so here is a rhyme to suit the time of year.

Merry Christmas at Sea

Twas the night before Christmas, and far out at sea
Our vessel was sailing, as smooth as could be

The stockings were hung from the balcony chairs
With hope that St. Nicholas would find them out there

The children were nestled all snug in their uppers
Having just settled down from a Christmas Eve supper

And ma and myself, we were covered in aloe
A bit too much sun, in a pool, warm and shallow

When up in the sky, there arose such a clatter
I leapt from my bed to see what was the matter

To the sliding glass door, I flew like a flash
Well, more like a saunter, and less like a dash

And what to my sceptical eyes should appear
But a great shiny sleigh, and eight flying reindeer

They circled our ship, from starboard to port
As the moon lit the driver, a jolly old sort

Who called to his team, in a happy retort
"Now Dasher, now Dancer," so on and so forth

We raced through our cabin and into the hall
To the very top deck, in time for us all

To be awed by the sight of Old Santa's sleigh
As he lightly touched down, by the midnight buffet

With a bundle of goodies thrown over his back
He rose in the air and dropped down the smokestack

Santa went straight to work, and later we learned
He found every child's cabin, from the bow to the stern

Insides and oceanviews, balconies and suites
Santa filled every stocking, with toys and with treats

Until all his deliveries had been handled with care
Then he noted he still had a minute to spare

So he surfed the wave rider, with nary a fall
While Dasher and Dancer scaled the rock-climbing wall

And Prancer, who had always been fond of the cold
Tried the ice-skating rink, a sight to behold

And then with a whistle, Santa summoned his team
And he bade us farewell, silent nights and sweet dreams

And I heard him exclaim, as he flew out of view
Merry Christmas to all, and to all, a good cruise.

Merry Christmas to all!

CRUISEMATES

http://www.cruisemates.com/forum/carnival-cruise-lines/343641-merry-christmas-sea-poem.html

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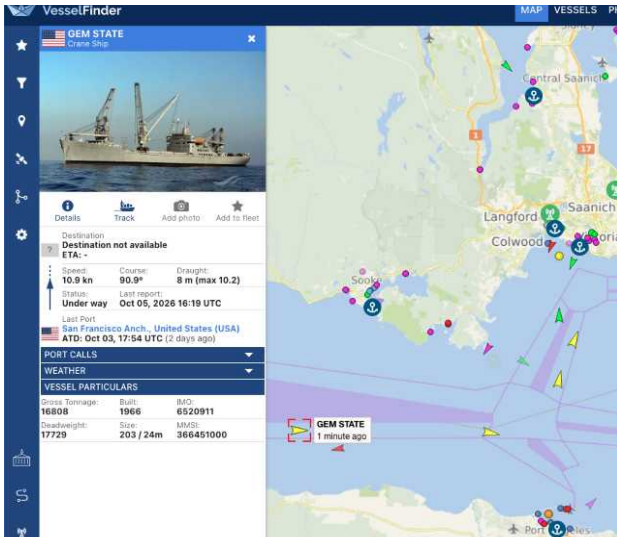
Strait of Magellan traffic surges as ships divert from Panama Canal.



Maritime traffic through the Strait of Magellan increased more than 70% year-over-year in both August and September as drought-related restrictions at the Panama Canal prompted ships to seek alternative routes. Middle East disruptions have also contributed to diversions, particularly for some cargoes moving between South America, West Africa and Asia. Although the Magellan route involves longer distances and higher fuel consumption, its toll-free passage provides an alternative to Panama Canal delays and higher transit costs. The increase highlights how climate and geopolitical disruptions at major maritime chokepoints are reshaping global shipping routes.

Chamber of Shipping Weekly News - Friday, 09 October 2026

A note from the Editor: I learned the story about the *Clan Alpine* (page 1) quite recently. Why had I not heard of it at the time? Well, in 1960 if you were sailing across an ocean and far from land you might hear no news at all. I have checked my Discharge Book and figure that my ship was far south in the Indian Ocean in October 1960, bound from the UK to Australia. "Sparks", the Radio Officer, might comment that he had heard no transmissions from other ships during is watch, meaning we were all alone and we knew little about what was happening in the world. But I cannot understand why I had not heard about the *Maersk Saltoro* and its cargo of cherries (page 12) because today I read Shipping Newsletters – every day.



On October 5th this vessel, the SS *Gem State* was heading east through the Juan de Fuca Strait. It was flying the flag of the USA and was listed as a Crane Ship.

What is a Crane Ship? The internet has much on the subject including this informative site: -

https://www.navysite.de/acs/acs2.htm

The ship has six 30-ton cranes and it is one of ten crane ships in the Military Sealift Command Ready Reserve Force based at Alameda in California.



The *Gem State* was built and delivered in1966 for American President Line as the *President Monroe.* She was converted to a full container configuration in 1972.
APL traded the ship to the U.S. Maritime Administration in 1980 and five years later she was renamed *Gem State,* and then converted again, this time with three twin-boom pedestal cranes.
(Note: The Gem State is Idaho).

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