From the Bridge

The Newsletter of the Company of Master Mariners of Canada

www.mastermariners.ca

February 2015

The Company of Master Mariners of Canada is a professional association for those qualified to command. It was established to encourage and maintain high and honourable standards within the nautical profession, further the efficiency of the Sea Service, and uphold the status, dignity and prestige of Master Mariners.

FROM THE MASTER'S DESK

On January 15th, the 191st Meeting of the Board of Directors was held to follow up on the progress since the AGM.
Captain Chris Connor, Master Maritimes Division was elected to the Board of Directors at the 191st Meeting.
Captain Anthony Patterson (NL) will be part of the Canadian Delegation at the IMO's HTW2 conference in London this February. Captain Patterson will be working on the passenger ship crew training group. While Canada does not have any large passenger vessels, we do have a large number of passenger ferries and crew emergency response training is an essential safety requirement.
Captain Peter Turner (Fundy) will be representing the Company at the IFSMA AGA in Vina del Mar, Chile in April. Captain Turner will be presenting a Paper on the need for proper regulations for Coastal States to have response plans and a unified non political command system to respond to vessels in need of a Place of Refuge and to get away from the current typical response of automatically imprisoning the Master, regardless of the fact that he has asked for Refuge and they have refused or not responding in a timely manner and the pollution is coming ashore.
On May 5th, Maritimes Division will be presenting a one day Seminar at Dalhousie University Campus, Halifax on CETA, the Canada / Europe Comprehensive Economic Trade Agreement; with the focus on the impact this will have on the present Canadian Cabotage Regulations. There will be presenters from DFAIT* and Transport Canada Marine Policy group, plus a number of marine organizations that will be impacted by the new agreement. This should be a very informative seminar and a transcript will be on the CMMC web site. It is free and lunch and refreshments will be provided.
The Company has been asked to make a presentation on "e Navigation" at the US Merchant Marine Academy at King's Point, NY in September 2015. We are looking for a knowledgeable presenter on the topic of "e Navigation". Please contact Captain Lantz for more information and suggestions.
The 48th AGM will be held in St. John's, NL on October 3rd; more on this later as plans are firmed up. The 192nd of Directors conference call Meeting on Thursday April 16th.
Captain Patrick (Rick) Gates, MM, MNI,
President / National Master
February 2015

* Department of Foreign Affairs and International Trade

CROSSED OVER THE BAR

Captain Tom Kearsey. Captain Tom Kearsey dedicated many years of his life to Safety of Life at Sea. For the past sixteen years, he worked for Survival Systems Inc. of Dartmouth, providing instruction in lifeboats, fast rescue boats and in marine fire fighting. Even in the cold winter months he would be out in the harbour in boats training seafarers, offshore oilrig crews, and military personnel. He would continue this vital training, even when he was struggling with cancer. His practical contribution to the development of Survival System's new training pool at Mount Hope was acknowledged when, on December 11, 2014, he attended an inaugural demonstration of the pool's wave generator and a rescue from a downed helicopter, including survivors clambering up the simulated side of a rescuing ship. They had named the simulated ship for Capt. Kearsey. He was well respected by the SSL management and training staff. He died at home on December 20, 2014, aged 70.
He was also highly regarded by members of the Maritimes Division of The Company of Master Mariners of Canada for whom he had, for fourteen years, produced a very good newsletter, "The Foghorn". He had also served as Secretary for the Division for several years and was Deputy Master until he resigned that position at the AGM, April 2013. Tom had also been editor of "From the Bridge" for some years until May 2007. **Capt. Angus McDonald. Maritimes Division.**

Captain G.O. Baugh Memorial Fund Scholarship: In 2014 two $1,000 Scholarships were offered to students at nautical schools across the country. The response was great. Sixteen students applied, four from Memorial University in St. Johns NL, four from the Nova Scotia Community College in Port Hawkesbury, NS, two from Institut Maritime du Québec in Rimouski, QC, two from Georgian College in Owen Sound, ON and four from the British Columbia Institute of Technology Marine Campus. Three of the applicants had applied before and two had been featured in the pages of "From the Bridge" (Jessica Calado, November 2012 and Dylan Fowler, February 2014). The applications were excellent and it was not an easy task to select the winners. But, two candidates did shine and they are Tim Westmoreland of Georgian College and Matthew Henri of Port Hawkesbury.

On January 16th Captain Chris Connor, Master of the Maritimes Division, presented Matthew with his award and certificate in a ceremony at the Nova Scotia Community College in Port Hawkesbury.
For the year 2015 the Fund will be advertising two $2,000 Scholarships. Also for 2015 there are two new Trustees. Captains Laurie Hatfield (Great Lakes Division) and Ivan Lantz (Montreal Division) have accepted the positions. Standing down were Captain John McCann, Past Master and Captain Doug Wilson, of the Great Lakes Division, National Master in 1995-97 and a dedicated Baugh Fund Trustee for many years.

Seaspan to fuel new ferries with up to 200,000 gigajoules of LNG per year from Tilbury facility: FortisBC announced today that it will provide $5 million in incentive funding toward two new vessels for Seaspan Ferries that will be able to run on liquefied natural gas (LNG).
The incentives were made possible following the creation of the Government of B.C.'s Greenhouse Gas Reduction regulation in 2012 when FortisBC announced the $62 million program for fleet operators to offset part of the cost for a natural gas engine over a diesel engine.
"Our government supports these incentives which decrease operating costs, support the province's growing LNG sector and reduce greenhouse gas emissions," said Energy and Mines Minister Bill Bennett. "With the expansion of FortisBC's Tilbury LNG facility now underway, I look forward to seeing more agreements like this in the months and years ahead."
The funding agreement with Seaspan will result in the reduction of an estimated 5,450 metric tonnes per year of carbon emissions, the equivalent of taking more than 1,140 passenger cars off the road annually, because natural gas is cleaner burning than traditional marine diesel fuel. Seaspan has also agreed to a fuelling agreement of up to 200,000 gigajoules of LNG per year that will come from FortisBC's Tilbury LNG facility in Delta.

"B.C. has more natural gas fuelled vehicles in our province

as a result of this incentive program than anywhere else in Canada," said Doug Stout, FortisBC Vice-President of Market Development and External Relations. "The funding for these two marine vessels helps add to that tally, and it's further good news that Seaspan has chosen to get its LNG from FortisBC."
In 2014, Seaspan Ferries began shipping LNG in ISO containers from FortisBC's Tilbury facility for use by natural gas for transportation customers on Vancouver Island.
Seaspan is an association of Canadian companies involved in coastal marine transportation, ship docking and ship escort, ship repair and shipbuilding services in Western North America. The two new 150 metre ferries will accommodate up to 59 truck trailers.
"Switching to LNG is a natural progression for us," said Steve Roth, Seaspan Ferries Corporation Vice-President. "Since two of Seaspan's core values are efficiency and care, we are extremely pleased that moving to LNG will both reduce fuel costs and provide environmental benefits. FortisBC provided the expertise to help us discover the best fuel alternative for our ferry fleet."
To meet increased market demand for LNG, FortisBC has broken ground on a $400-million expansion of its Tilbury LNG facility in Delta, which will add 1.1 million gigajoules of LNG storage and approximately 34,000 gigajoules of liquefaction capacity per day. The existing Tilbury LNG facility has been in operation since 1971.
The additional volumes of natural gas for transportation moving through FortisBC's pipeline system benefit all natural gas customers. Better year-round utilization of FortisBC's infrastructure, especially during the summer months when heating requirements are reduced, helps to keep natural gas delivery rates stable. November 28, 2014.
http://www.fortisbc.com/MediaCentre/NewsReleases/2014/Pages/FortisBC-provides-$5-million-to-help-build-two-of-Western-Canadas-first-LNG-marine-vessels.aspx

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Not just seafarers, maritime education too is in distress: "Shady agents leave Indian seamen in distress" (http://timesofindia.indiatimes.com/city/chennai/Shady-agents-leave-Indian-seamen-in-distress/articleshow/45130135.cms Nov. 13th) deals not only with the not-so-honest recruiting agents for ships that have flags of convenience — over which the directorate general of shipping has little control — but also with training aspects. The question is: How did the maritime education industry end up in distress?
When I was a junior engineer, ships had British and European Master Mariners (Captains) and Chief Engineers who were strict disciplinarians. They wanted the bilges — the lowermost accessible part of a ship that collects waste — to be immaculately clear and painted white. They literally shoed the ratings for cleanliness.
As time passed, Indians took over as Masters and Chief Engineers, maintaining the same discipline at less cost, slowly replacing the British and the Europeans in world shipping. When you step down the gangway in any port of the world, there would be another Indian stepping out of another ship — a proud moment for India. This continued for nearly 25 years — Indian officers and engineers running world shipping professionally and bringing a lot of foreign exchange to India.
Much credit for this should go to DG Shipping's high expectations and rigorous examination pattern for promotion to senior levels. At that time, many would go to Ireland, UK and Australia to write the equivalent exams as they were comparatively easier to pass.
Sensing the demand for trained shipping staff, recruiting agents and training institutions mushroomed. Some institutions are good, but many became commercial, making good money but lowering training standards.
Indian Maritime University (IMU) was started with the noble intention of organising the maritime educational sector. Mariners should applaud then shipping minister T R Balu and his team for bringing this institution to Chennai.
But with improper, ill-informed and not-so-straight people at the top, the budding university immediately withered and hit a low. DG Shipping should have been the controlling and monitoring authority for maritime education -like the AICTE for engineering colleges — and IMU an educational wing. If DG Shipping conducts a rigorous inspection, many of the IMU units will fail miserably. With inadequate facilities and only a few good teaching staff, IMU has not stood the test of time. The person who was put on top at IMU was not competent enough. It requires a technocrat with good administrative abilities, good listening skills, foresight, and someone who can put in selfless and sustained efforts to build this special university. Training standards at many of the recently opened institutes are not very high. The focus of training is safety and the shipping industry is worried that accidents have in creased in recent times. The callous attitude with which courses are con ducted by the institutes defeats the purpose of training for safety. The institutes collect fees and issue certificates with little or no practical training. The inspecting authorities have to crack down on this.
Global shipping jobs have been lost to China, Philippines and other countries in recent times. Indian competence and capability are under question, in-part because of problems discussed above. Can Indian engineers and navigating officers reclaim their original status? **K Sridharan.** Nov 26, 2014
(The author is a retired maritime chief engineer with over 50 years of sea-related experience)
http://timesofindia.indiatimes.com/city/chennai/Not-just-seafarers-maritime-education-too-is-in-distress/articleshow/45279009.cms

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Seafarers choosing ships based on broadband availability: At a Maritime CEO lunch earlier this year with 12 shipowners in Hong Kong much discussion centred on the growing necessity to have proper broadband connectivity onboard all ships if shipping is to be able to entice a next generation of seafarers. Indeed, it was suggested that were MLC2006 to be passed today, mandatory internet access for all seafarers would be part of the crew welfare regulation.

The discussion at the lunch has been backed up by a survey earlier this year by Futurenautics Research where 60% of the seafarer respondents indicated that having broadband onboard ships would affect their decision to join a company.

Lim Kian Soon, who heads up the satellite business group at Singapore Telecommunications (SingTel) says that while there has been an increase in the access to crew communications onboard in recent years, some sectors, notably dry bulk and containers, are still lagging behind.

"Shipowners are now looking at ways to improve in the areas of operational efficiency, monitoring and controlling and crew welfare, so that they can stay afloat during these rough times for the maritime industry," Lim says.

While prices for broadband onboard have gone down over the years they are still "strikingly high", Lim says, compared with terrestrial broadband.

Prices of broadband should be going down further with the introduction of more high throughput satellites (HTS), Lim reckons, which will provide at least double the capacity within the same allocated spectrum.

"These new satellites are expected to facilitate higher adoption rates of broadband onboard ships to improve productivity as shipowners and managers can now deploy more maritime ICT solutions to enable better operational efficiencies on their vessels," Lim concludes. [24/11/14]

maritimeCEO

http://www.maritime-ceo.com/News/SingTel:-Seafarers-choosing-ships-based-on-broadband-availability/3w3c491.html

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Merchant Navy Service Medal: Many thanks to Captain Peter Stowe, of Maritimes Division for letting me know about this web site. Apparently, anyone who has served in the Merchant Navy for more than two years is eligible to wear this medal. The cost is £42.00 plus extras. The tie also looks very good!

I know there are quite a number of members that served on UK ships, but I think this may also apply to Canadian merchant ships as they were all registered as British Ships until sometime in the 1980's.

http://www.awardmedals.com/merchant-navy-service-medal-p-781.html

Rick Gates, National Master. Oct 22 2014

Lloyd's Register: We'll Soon See Ships of 24,000 TEU: Lloyd's Register says mega container ships capable of carrying 24,000 twenty-foot equivalent units (TEU) will soon be plying the world's oceans, shipping industry, ShippingWatch reports. http://shippingwatch.com/carriers/Container/article7115808.ece#ixzz3Gc43nTI4.

So far, rumours have only talked of ships capable of carrying 22,000 TEU.

"12 years ago researchers were looking at Malaccamaxes, 18,000 TEU vessels named after the **Malacca Strait**," said **David Tozer**, container segment manager at **Lloyd's Register**.

"People thought that this was absolutely crazy.

"But since then things have developed to the extent that we'll soon see ships of 24,000 TEU.

"The volumes are there, so it's going to happen," he said.

Currently, the world's largest container ships are **China Shipping Container Lines Co., Ltd.'s** (CSCL) new 19,100 TEU ships, which will take the crown from **Maersk Line's** 18,000 TEU **Triple-E** series.

"We're experiencing among our customers that the biggest carriers in front are working seriously with the giant ships and are looking into the future," said Tozer.

"They need to understand what the future is going to look like, and they need to take control and become part of it."

Tozer said that with companies such as Maersk Line, CSCL, **Evergreen** and **CMA CGM** having already invested in 17,000 to 19,000 TEU ships, 24,000 TEU was only a matter of time as the commercial pressure to put more cargo on ships rises.

However, he stressed that there were still safety and technical challenges for a ship of that size, in particular the size of port terminals and bridges that span waterways, such as the one that crosses over the **Suez Canal**.

"We're not involved in all projects with the carriers, but we're going to put an emphasis on safety in terms of our customers," he said.
Denmark's A.P. Moeller-Maersk CEO **Søren Skou** also recently cast doubts over larger container ships after suggesting that the sheer size could prove problematic for entering ports, and that the inflexibility of where to dock could leech away the cost benefits of using bigger ships.
The first of CSCL's five 19,100 TEU box ships is currently set to launch in November, and is also said to be capable of 20 percent reduction in fuel usage. October 17, 2014
http://shipandbunker.com/news/world/558293-lloyds-register-well-soon-see-ships-of-24000-teu

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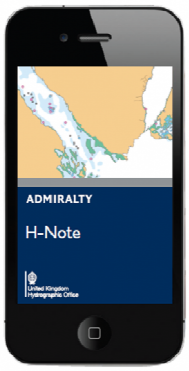
IMO adopts mandatory Code for Ships Operating in Polar Waters: The International Maritime Organization (IMO) has adopted the International Code for Ships Operating in Polar Waters (Polar Code), and related amendments to the International Convention for the Safety of Life at Sea (SOLAS) to make it mandatory, marking an historic milestone in the Organization's work to protect ships and people aboard them, both seafarers and passengers, in the harsh environment of the waters surrounding the two poles.
The Polar Code and SOLAS amendments were adopted during the 94th session of IMO's Maritime Safety Committee (MSC), which was meeting at the Organization's London headquarters for its 94th session, from 17 to 21 November 2014.
The Polar Code covers the full range of design, construction, equipment, operational, training, search and rescue and environmental protection matters relevant to ships operating in waters surrounding the two poles.
Ships trading in the polar regions already have to comply with all relevant international standards adopted by IMO, but the newly adopted SOLAS chapter XIV "Safety measures for ships operating in polar waters", adds additional requirements, by making mandatory the Polar Code (Preamble, Introduction and Part I-A (Safety measures)).
The Polar Code highlights the potential hazards of operating in polar regions, including ice, remoteness and rapidly changing and severe weather conditions, and provides goals and functional requirements in relation to ship design, construction, equipment, operations, training, and search and rescue, relevant to ships operating in Arctic and Antarctic waters. As well as mandatory provisions, recommendations are also include in a Part 1-B.
The expected date of entry into force of the SOLAS amendments is 1 January 2017, under the tacit acceptance procedure. It will apply to new ships constructed after that date. Ships constructed before 1 January 2017 will be required to meet the relevant requirements of the Polar Code by the first intermediate or renewal survey, whichever occurs first, after 1 January 2018.
Because it contains both safety and environment related provisions, the Polar Code will be mandatory under both SOLAS and the International Convention for the Prevention of Pollution from Ships (MARPOL). Last month (October 2014), IMO's Marine Environment Protection Committee (MEPC) approved the necessary draft amendments to make the environmental provisions in the Polar Code mandatory under MARPOL. The MEPC is expected to adopt the Code and associated MARPOL amendments at its next session in May 2015, with an entry-into-force date to be aligned with the SOLAS amendments. www.imo.org

Maritime Safety Committee (MSC), 94th session, 17-21 November 2014. Briefing: 38, November 21, 2014

Coast Guard Proposes Shipping Lanes Through Alaska's Bering Strait: With global warming leading to increased traffic to a vulnerable Arctic, the U.S. Coast Guard is proposing a 4.6-mile-wide shipping route through the Bering Strait to try to protect the region. Any accident in the sensitive area can be a major problem, so the Coast Guard mapped out a voluntary two-way route — akin to a highway for ships — said agency project officer Lt. Kody Stitz. Last year ships went through the Bering Strait 440 times, twice the 2008 number, according to a study in the journal Marine Policy.
Retired Coast Guard Vice Admiral Roger Rufe, former operations chief for the Department of Homeland Security, said that's an indication that climate change has made the region more passable for ships. The company that owns the first ship to go through the Northwest Passage unescorted by icebreakers says it expects to save fuel and reduce greenhouse gas emissions substantially on a route from northern Quebec to China. But the ice melting also "means that ice is more unpredictable and the weather is far worse because the ice is what keeps the waves down," said Marilyn Heiman, U.S. Arctic director for the Pew Charitable Trusts and co-author of the Marine Policy study. "An oil spill up there would be really devastating," Rufe said. December 5th 2014.
http://www.nbcnews.com/science/environment/coast-guard-proposes-shipping-lanes-through-alaskas-bering-strait-n262831
http://www.nbcnews.com/science/environment/first-solo-cargo-ship-traverses-arctics-northwest-passage-n216816
http://www.nbcnews.com/science/environment/whos-driving-tanker-new-polar-code-sailing-emerges-n186106

The United Kingdom Hydrographic Office (UKHO) launches new H-Note App: The UKHO are inviting mariners around the globe to help further develop ADMIRALTY Nautical Products & Services by using a free H-Note App for submitting hydrographic information



The UKHO has unveiled a new digital application that enables mariners to submit hydrographic data directly to the UKHO using their mobile device. The ADMIRALTY H-Note App is a free digital version of the UKHO's well-known Hydrographic Note and will allow important navigational information to be recorded and shared with the UKHO faster and more easily than ever before.

The Hydrographic Note, often referred to as H-Note, is a vital source of new hydrographic data. By giving mariners the ability to alert the UKHO to any navigationally significant information, they play an important role in supporting navigational safety for ships around the world. This could be new dangers to navigation, changes in aids to navigation or required amends to charts or publications.

Until now, mariners complete an H-Note Form by hand or on screen, before submitting it to the UKHO via email or fax. With the new ADMIRALTY H-Note App, mariners can enter all the relevant information into the app on their mobile device, before submitting the H-Note directly to the UKHO via email. As well as taking advantage of the mobility, speed and ease of use of mobile devices, the ADMIRALTY H-Notes App can automatically include the user's location co-ordinates via the device's GPS and submit photos taken on the device.

Hugh Phillips, Head of Product Management at the UKHO commented: "The ADMIRALTY H-Note App is a more efficient way for mariners to continue sharing any information with us that could be navigationally significant. Every mariner and every ship, whether sailing internationally or in local waters, has a part to play by serving as our eyes across the oceans."

All information received via the H-Note is used by the UKHO to either take immediate action to warn other mariners or to consider including the information in the next appropriate revision of a chart or publication.

Available for Apple or Android, download the H-Note App for free, by visiting the App Store on your device and search for 'H-Note'.

H-Note Forms can still be downloaded from the UKHO website or found in the Mariners' Handbook and at the back of the weekly Notices to Mariners. Once completed, they can be submitted to the UKHO as before by email or fax. Source: UKHO
http://www.hellenicshippingnews.com/ukho-launches-new-h-note-app/

United Kingdom Hydrographic Office

Asian Fuel Siphoning on the Rise: Siphoning of ship fuel is not a new trend, but the frequency of incidents has escalated. 15 incidents of siphoning of ship fuel or oil were reported on board tankers in Asia in 2014, of which 12 were successful. A new ReCAAP ISC report says the attacks have a number of common characteristics including minimal violence against the crew.

The report provides an update to the Special Report on 'Incidents of siphoning of ship fuel/oil at Sea in Asia' dated 24 July 2014 and focuses on the method of operation of the perpetrators including the involvement of syndicates and organized groups.

In most cases, the perpetrators were interested in the manifest of fuel or oil on board the vessel and had no intention of hijacking the vessel or kidnaping the crew.

Once on boarding the vessel, they tied the crew and locked them in cabins then steered the vessel to another location to conduct the siphoning onto another vessel, which would come alongside. After completion of the siphoning, the perpetrators destroyed the vessel's communication and navigation equipment, stole the crew's cash and personal belongings and then left the vessel. The crew was not harmed, and there were no reports of violence involved.

Of the 12 incidents, seven involved tankers of less than 2,000gt. All boardings occurred during hours of darkness with nine boardings taking place between 20:00-23:45 hours, two between 00:55-02:05 hours and one at 06:00 hours.

Of the nine incidents with reports on the duration the perpetrators remained on board the vessels, six incidents involved the perpetrators onboard the vessels for an estimated 6-10 hours and two incidents for an estimated 4-5 hours. However, in the incident involving *Srikandi 515*, the owner lost the tanker for 49 days (9 Oct to 27 Nov). Investigation is ongoing as to what happened to the vessel during this period.

Six incidents involved 8-10 perpetrators, three involved 5-7 perpetrators, one involved 16 perpetrators and two involved 25-26 perpetrators. In most cases they were armed with knives and firearms. The crew were not injured in most of the incidents except for minor injury sustained by the crew in two incidents; namely onboard *Sri Phangnga* and *Sunrise 689*. Notably, there were no reports of firearms being discharged.

In most of the incidents, the crew was tied and locked in the mess room or engine control room. Then the perpetrators steered the vessel to the South China Sea to carry out the siphoning.
The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) is the first regional government-to-government agreement to promote and enhance cooperation against piracy and armed robbery in Asia. The ReCAAP Information Sharing Centre (ISC) was established to exchange information among contracting parties on incidents of piracy and armed robbery.
The full report is available here. **Wendy Laursen 2015-01-10**
http://www.maritime-executive.com/article/asian-fuel-siphoning-on-the-rise

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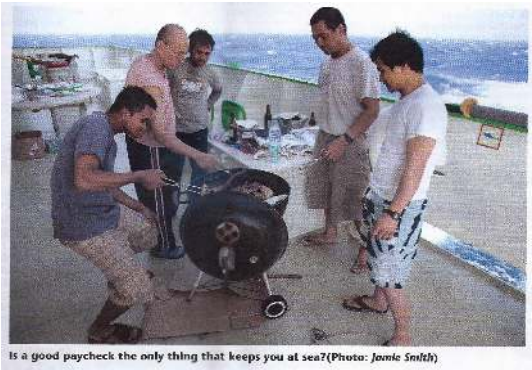
History of Navigation at Sea: Have you got an hour to spare? If so, take a look at this documentary:
https://www.youtube.com/watch?v=8zyA4qQ7EvI
For **Secrets of Ancient Navigators** read: http://www.pbs.org/wgbh/nova/ancient/secrets-of-ancient-navigators.html
For more **History of Navigation at Sea** read: http://www.waterencyclopedia.com/Mi-Oc/Navigation-at-Sea-History-of.html The first Western civilization known to have developed the art of navigation at sea were the Phoenicians, about 4,000 years ago (c. 2000 B.C.E.). Phoenician sailors accomplished navigation by using primitive charts and observations of the Sun and stars to determine directions.

Seafaring - the whole package: They say money makes the world go round, and pay surveys suggest seafarers want more of it. But is that the whole package? Politicians are getting terribly worried about the lack of productivity gains in developed economies as they merge from recession.
Despite all the splendid equipment and all the brilliant systems, people, they say, just aren't making enough. Some say that people are still too scared of losing their jobs, so they do whatever is safest rather than using their initiative, or that the incentive for higher pay to work harder is still not available in economies that are still recovering.
But is it all about money? Surveys of seafarers (who know a thing or two about productivity gains) suggest that it is the whole package of rewards that tends to promote company loyalty, encourages productivity and keeps them satisfied with their lot.
It can be argued that in terms of productivity, seafarers have been among the most productive of workforces, as they have coped with the extraordinary changes the industry has seen throughout the working lives of older people. Seafarers who are now approaching retirement will recall far more generous manning conditions aboard the far smaller ships on which they began their sea careers. Fifty or sixty people aboard what, in today's terms, would be a tiny ship would have been normal, in comparison to the larger, far more productive units manned by crews that have been progressively reduced.
Modern ships have increasingly been operated to greater and greater efficiency, with far more precision and intensity. Certainly the people who operate them have been paid more, but does this really compensate for all the hard work they deliver?


Is a good paycheck the only thing that keeps you at sea?(Photo: *Jamie Smith*)

Surveys suggest that there is some discontent about rewards, but there needs to be some caution about attributing this solely to the matter of money. Pretty much everyone would like a fatter pay packet, but it is worth considering the special circumstances that affect levels of satisfaction.
Certainly it could be the case that seafarers might be prepared to put up with hard conditions if the money was attractive. They may have little choice. But they are also influenced by a whole range of other relevant elements in that total "package".
Survey suggest that seafarers are greatly influenced by security, in jobs that last beyond the extent of the current voyage, responding enthusiastically to loyalty, which it is pointed out is a "two-way matter".
They are influenced (and in this case they are no different from most shore-side employees) by the size and "respectability" of their employers, no doubt thinking of career prospects and the security that will be attached to these larger organisations.
There is also a much ignored matter of reputation, as word gets around about employers that are well worth working for, and in contrast, those who should be avoided at all costs. Nothing new about that perhaps – seafarers make jokes

about such and such a company and its "hungry" ships, those that were kept running "on the smell of an oily rag" or the shipping company whose initials stood for "Slow Starvation and Agony".
But people would still sail in such ships, because there was nothing else around at the time, or the length of the voyage suited the individual or even because there was faster promotion to be had by taking an unpopular berth!
And conversely, a good reputation, for well-found ships, fair treatment, reasonable length of tour, and the availability of good family communications will contribute heavily to the attractiveness of a particular employer.
Seafarers ask around about the jobs that are going and they don't necessarily believe all they read in the job advertisements. It is relevant to obtain an idea about retention rates. Does the fact that Company A is always recruiting relate to their expanding fleet – or is it that nobody ever willingly sails in their ships twice? There are still shipping companies that keep their personnel year after year – it is always interesting to know why, but usually it is something to do with the relationship between employer and employee. Why should that ever be surprising?
There is no getting away from the fact that seafarers' complaints often revolve around issues of overwork, fatigue, the lack of shore leave and the feeling that they are always on the end of the cost cutting efforts from shore.
Often these complaints can be thoroughly justified, but it is worth noting the reasons for them, most of which flow from the economic situation, over-optimism by owners and too many ships chasing too few cargoes and the consequent poor rewards. It's the seafarers who will find that they are asked to "pick up the slack" and put in the additional productivity.
Will the Maritime labour Convention, 2006 MLC 2006) make a difference? It wont alter the fundamentals of labour supply and demand, which depend upon the market balance, but it will hopefully ensure closer regulatory oversight of the "package" by regularising contracts and conditions. According to a recent Crewtoo survey www.crewtoo.com, it's making seafarers happier at sea already. If it is implemented properly, MLC 2006 will also do something to force the industry's poor performers and those who exploit workers, to "shape up or ship out" and by doing so will contribute to a better life at sea. Let us look on the optimistic side.

Michael Grey. "the Sea". Sept/Oct 2014. www.missiontoseafers.org

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Young seafarers and how the MLC 2006 affects them: One of the greatest challenges for the maritime industry today is recruiting and retaining talented men and women for seagoing careers.
Historically, the maritime industry has prepared new entrants to seagoing careers through cadet and other at-sea training programmes for young people. The Maritime Labour Convention 2006 (MLC 2006) acknowledges the value of employing young people on ships, but at the same time affords them special protection.
The Convention strictly prohibits employing anyone under 16 years of age on a ship (Standard A1.1, paragraph 1), and it requires countries to regulate shipboard work for seafarers under 18 years of age. The following are MLC 2006 requirements and recommendations for young seafarers.
Night work is prohibited for seafarers under 18. However, individual countries define night for this purpose. It must be at least nine hours, starting no later than midnight and ending no earlier than 0500 hours.. Countries can make exceptions to this requirement for training purposes, or if it determines, after consultations with shipowners and unions, that the work will not be detrimental to the young person's health and wellbeing.
The kinds of work that countries should consider hazardous for young persons are recommended in Guideline B4.3.10, paragraph 2. They include lifting, moving or carrying loads or objects; entering boilers, tanks or cofferdams; exposure to harmful noise and vibration levels; operating hoisting and other power machinery and tools, or acting as signallers to operators of such equipment; handling mooring or tow lines or anchoring equipment; rigging; work aloft or on deck in heavy weather; servicing electrical equipment; exposure to potentially harmful materials; cleaning catering machinery and handling or taking charge of ship's boats.
Medical certificates for seafarers under 18 years of age are valid for one year, as compared with certificates for other seafarers, which are valid for two years (Standard A1.2, paragraph 7).
Regarding hours of work, the MLC 2006 recommends that seafarers under 18 years of age work no more than 40 hours per week and that overtime is limited to work required for safety reasons. Young seafarers should be provided with sufficient time for meals, including at least one hour for the main meal of the day. They should also be given a 15-minute break after two hours of work. Exceptions, which should be recorded by the Master, can be made for watchstanders and shift workers and for established training programmes (Guideline B2.3.1).
Under leave recommendation guidelines, seafarers under the age of 18 serving on foreign-going ships should be allowed leave after serving at least six months away from home, provided that the ship will not return home for at least three months. Repatriation should be provided at no expense to the seafarer (Guideline B2.4.4, paragraph 1).
A further guideline on repatriation recommends that young seafarers under 18 years of age should be repatriated at no expense to themselves, if it becomes apparent that they are not suited to shipboard life after serving on a ship for at least four months during their first foreign-going voyage (Guideline B2.5.2, paragraph 3).

Regarding the position of ship's cook, no seafarer under the age of 18 can be employed or work as a ship's cook under MLC 2006 (Standard A3.2, paragraph 8).
Each country must develop preventative laws, regulations or other measures to promote occupational health and safety on board ships. The national occupational health and safety programmes must give special attention to the health and safety of seafarers under the age of 18 (Standard A4.3, paragraph 2b).
Lastly, the MLC 2006 also recommends that the occupational health and safety provisions for seafarers under the age of 18 include provisions on medical examinations, restrictions on hazardous work, education and training on accident prevention and health on board ships, and guidance on the detrimental effects of substance abuse and HIV/AIDS.
Justice Matters by Douglas Stevenson. "the Sea". Nov/Dec 2014. www.missiontoseafarers.org

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Hot tug: Midwinter, a romantic trip at sunset, surrounded by water, steaming and relaxing with family and friends while sailing through the canals, or laughing with colleagues in ice cold lakes as you luxuriate in a warm bath. It's all possible with the HotTug!
Don't just enjoy a hot tub in your backyard; enjoy it wherever you are, while the landscape changes around you!
The HotTug is the world's first wood-fired hot tub that you can sail or that you can bathe in. Float down a river in the middle of winter, sipping a cold drink and soaking in the steaming hot water - a truly fantastic never-to-be-forgotten experience. http://www.hottug.nl/index_en.html

Should you call the Master? Many of you will be familiar with the TV programme "*Who wants to be a millionaire"* (or its derivatives). When the going gets too tough, the contestants have the option to "phone a friend" to help them with perhaps finding the right answer. Think of calling the Master in the same vein and you won't go too far wrong.
At the recent Command Seminar in Glasgow, the UK Marine Accident Investigation Branch (MAIB) told us of a number of investigations into incidents in the English Channel where the outcomes may have been very different if the OOW called the Master at an early stage. This resulted in some interesting discussions around this point where a number of Cadet/Junior Officer delegates recalled experiences on their own vessels where they (or one of their colleagues) had been in doubt as to whether they should call the Master. I am sure that it also raised a few eyebrows amongst the more senior delegates … what on earth was going on?
Every Master that I sailed with, as far as I recall, will have written into his Standing Orders *"if in doubt call me".* I know that I have done the same over a number of years in command and, in fact, repeat the expression in my night orders every night. So why do I do that?
Although I have delegated the overall safe conduct of the vessel to the OOW, the responsibility for the vessel remains with me and, in the unlikely event of a collision or grounding, I will not thank any of my officers for not calling me in plenty of time. As Master I do not consider that I must be on the bridge at all times and I sincerely hope that I do not give the impression that I do not trust my watchkeepers. I also sincerely hope that I am approachable and not a man to be feared.
I, too, have been through doubts as to whether or not to call the Master, but now that the buck stops with me. I do not want to find myself on the end of an inquiry where, had I known in good time what was developing on the bridge and outside, I could have given advice and assistance to the OOW. I may have taken over and intervened to provide a different result.

To all OOWs, if the question "Should I call the Master?" has ever crossed your mind, the unequivocal answer is "YES!" You have obviously considered that there are elements of doubt in your own mind: has your appraisal of the situation been adequate; do you have confidence in your decision making; are you looking for support and, possibly, guidance? These elements of doubt may be due to a general lack of confidence in your ability in the situation in which you find yourself, possibly through lack of experience, or you may find yourself overwhelmed by a collection of factors that you may have dealt with individually in the past but are now present all at once.
It may be tempting to call one of your fellow watchkeepers before you call the Master, particularly if you think that the Master is unapproachable or authoritarian. After all, they too are watchkeepers and they may readily understand your doubts and they may be more inclined to give you advice and guidance in a non-judgemental manner.
Even at 0300 hrs, on a cold, dark rough night, I would far rather be called to give you the support and guidance you want than to find out in the morning from the conversations on the bridge that there had been a problem and that I did not know about it. I may not be in the best of moods at that time of night but I can assure you that you would prefer to

see me grumpy, tired and dishevelled than to see me after the event, which you could have avoided had you called me! **If in doubt, ASK the question**.
Captain Trevor Bailey FNI. "Captain's Column". Seaways. January 2015. (Captain Bailey is Master of the *Hebridean Princess*).

As ships get bigger, ClassNK issues new stowage and lashing guidelines. Classification Society ClassNK has released the second edition of its Guidelines for Container Stowage and Securing Arrangements in response to the increasing size of containerships: Leading classification society ClassNK (Chairman and President: Noboru Ueda) has released the second edition of its "Guidelines for Container Stowage and Securing Arrangements". The update comes in response to recent industry changes as the amount and size of container carriers increases more than ever before. □□Last year, the average size of newly delivered containerships was over

7,000TEU and various new securing technologies have been developed to enhance the efficiency of loading containers on board these ever-growing vessels. Consequently, it has become increasingly important to evaluate the adequacy of such container stowage and securing arrangements. Taking into consideration ISO standards, the growing diversity of actual stowage and securing methods on container vessels and loads acting on containers due to ship motions, ClassNK has developed strength evaluation methods for safer stowage and securing arrangements.□□ The second edition of the guidelines includes amendments to evaluation methods to allow for the consideration of the effect of sea routes on stowage and securing. For those vessels installed with lashing calculation programs capable of evaluating container lashing strength, a new class notation can be affixed.□ □In addition, procedures related to affixing class notations for ships in compliance with the IMO regulations on providing safe working conditions for securing of containers on deck in CSS Code (Code of Safe Practice for Cargo Stowage and Securing) Annex 14 have also been included in the updated guidelines. Although this is a non-mandatory code, a number of states have been requiring that container ships calling at their ports comply with the CSS Code, and the ClassNK guidelines now include an audit of ships to ascertain that they comply with the CSS Code Annex 14. □ The Guidelines for Container Stowage and Securing Arrangements (Second Edition) is available for download on the ClassNK website for ClassNK "My Page" users. Registration for ClassNK's "My Page" service is easy and free. Simply go to ClassNK's website at www.classnk.com and click on "My Page Login". □□□For more information on this topic please contact: □□ClassNK Hull Rules Development Department □Tel: +81-3-5226-2181□E-mail: dhd@classnk.or.jp 8 January, 2015□□**Tokyo**
http://www.classnk.com/hp/en/hp_news.aspx?id=1211&type=press_release&layout=1

The romance of the high seas in an age of quantification: Imagine the beginning of a sea voyage, and you probably picture something like the frenetic preparations that Herman Melville describes in "Moby Dick": "There was great activity aboard the *Pequod*. Not only were the old sails being mended, but new sails were coming aboard, and bolts of canvas, and coils of rigging…the men…were working till long after nightfall." Boarding a ship in that state was a perilous obstacle course.

Boarding a modern container ship, by contrast, is a simple and subdued process. You walk up a steep, narrow ladder, hand your passport to the officer on duty and follow him to the ship's office—which, on Maersk's giant, Danish-flagged vessels, is as clean and screen-stuffed as any on land. At most you pass one or two crewmen: modern ships are huge but their crews small. A short walk down a broad, fluorescent-lit hall and a brief ride in a lift—festooned, as on shore, with safety regulations—brings you to the bridge, a long, glassed-in eyrie ten storeys above the deck. The bridge could easily accommodate 50 people, but at its busiest rarely holds more than ten. The high, surrounding windows and purposeful hush instil a vaguely ecclesiastical feel. At its centre is a large, sleek, wood-veneered steering wheel, used mainly when arriving and departing from ports. Otherwise the steering is automatic: if a human needs to intervene, he does so using a joystick the size of a child's finger. Like the rest of the ship, the bridge smells of new-laid rubber and disinfectant—not an unpleasant smell, but a sterile one, with none of the undertones (tobacco, salt spray, fish, sweat) associated with sea journeys. Even in the ship's bowels, the strongest odour is not the fuel oil used to power the engine but the coffee used to power the engineers.
Which artefact is the best emblem of modern life? The personal computer, perhaps, or the mobile phone, or the car. Or maybe, instead, the container ship, which transports all of those things and much besides: "90 Percent of Everything", as the title of Rose George's first-rate book on the shipping industry puts it. These ships are the workhorses of globalisation; they are also exemplars of another contemporary megatrend, automation. Their sterility

would make them almost unrecognisable to Melville, the novelist-whaler, or to Joseph Conrad (who spent nearly two decades as a merchant marine).

Yet, as a crossing of the South China Sea on the *Marie Maersk* shows, not everything has changed. A voyage on these gigantic craft is a dizzying, paradoxical jumble of modernity and timelessness, gizmos and primitive wonderment.

Floating bazaars: Like the other giants in its class, the *Marie Maersk* was built for the profitable Asia-Europe route: from Busan and Kwangyang in South Korea, then along the eastern and southern Chinese coasts, down to Malaysia, across the Indian Ocean, through the Suez Canal to Tangier and southern Spain, then up to Scandinavia by way of the Netherlands and Germany. Then back again; the round trip takes around six months. The kaleidoscopic cargo might include iPads, smartphones, cars, bulldozers, baseball caps and T-shirts from Chinese factories; then, on the return journey, fruits, chocolates, wine, watches and whisky.

The longest leg is from Malaysia to Port Said in Egypt. That takes ten increasingly stifling days—by the end, say the sailors, the containers that are refrigerated sweat almost as much as the crew. A power failure on this particular run would affect diners at sushi restaurants across Europe: among many other things, the containers hold 33,350 kilograms of frozen fish roe, loaded in Ningbo, China, plus roughly the same amount of surimi (the traffic-cone-orange fake crab that turns up in California rolls) and blast-frozen yellowfin tuna, both loaded in Kwangyang, South Korea, all bound for Gdansk or Algeciras. The scariest container is unrefrigerated. It contains 50 tonnes of fireworks, destined for Europe's new year's celebrations. The officers joke, mordantly and often, about what would happen if it caught fire.

The officers' life has changed utterly. Legal documents from the 19th century refer to merchant marine Captains as "Masters under God" for the absolute authority they wielded. These days Captains on European-flagged ships are bound by labour and safety regulations just like any other manager. That, in fact, is what they have become: neither snarling tyrants keelhauling miscreants, nor heroic helmsmen, but managers. Globalisation has made container ships the indispensable conveyances of the modern world. Automation has turned the men who sail them into administrators, overseers and technicians.

On this voyage, the *Marie Maersk's* Captain is John Moeller Jensen, a slight, shaggy Dane who wears his uniform in port but at sea prefers T-shirts and daringly short shorts. He has a wry, watchful manner and is a practised storyteller, given to punctuating his yarns with cartoon gestures, such as a riffling of hands to mime a corrupt port official pocketing money. "I'm not God sitting in an office," Mr. Jensen says of his daily rounds. "But you also have to keep a distance. You can't play cards and go ashore with people and then fire them the next day." It is easy to imagine him sacking someone: like many successful managers he can quickly turn serious, even lightly menacing. Recalling a confrontation with a phalanx of Chinese port inspectors, something behind his light-blue eyes switches off, his jaw clenches and he seems to grow taller.

When Mr. Jensen started sailing in the mid-1970s, more than 30 people were needed to operate a container ship. The *Marie Maersk* crossed the South China Sea with 22, and can manage with 13. Jakob Skau, the Chief Officer, says that modern container ships can mostly sail themselves. People are there mainly to react to the (often irrational) behaviour of other people. Ship engines, like car engines, now self-diagnose: when something goes wrong they display the equivalent of a car's "check engine" light. That means fewer engineers. Paint has become more weather-resistant, which means ABs (Able Bodied Seamen, the ship's dogsbodies) spend less time painting—which means fewer ABs. E-mail has done away with radio officers. At night the only light on the bridge comes from the glow of screens showing the ship's pre-plotted course, engine performance, ballast-tank levels and speed, while radar displays depict nearby vessels and their courses as blobs and contrails of lurid green.

Port calls that used to take a week now last eight hours. Cargo used to come in barrels, boxes, cartons, bundles and drums, all of which had to be loaded and unloaded by hand. Now cranes stack containers in an order predetermined thousands of miles away. At Tanjung Pelepas some containers await lorries to carry them up the Malay Peninsula, others the ships that will convey them to smaller ports: Sihanoukville, Brisbane, Auckland, Tanjung Priok. This efficiency has put paid to extended shore leave. "Sail around the world and see nothing," jokes David Staven, the ship's bearish Third Officer.

And if automation has made ships easier to sail, it has also made sailors easier to watch. Maersk's are constantly monitored from a control centre in Mumbai, where a giant screen displays the position and course of every Maersk Line vessel in the world. The Captain of a ship that deviates from its planned course or travels too quickly (thus using more fuel) can expect a prompt query. On this leg, for instance, Mr. Jensen decides to sail east rather than west of the Paracel Islands, lengthening the journey but taking advantage of the current, which in October runs southward along the Vietnamese coast. "I send [the control centre] a long e-mail explaining our decision," says Aditya Mohan, the ship's swaggering, Marlboro-smoking Second Officer, "and when I don't hear anything back, it's because they know I'm right."

Storms and silence: Still, sailing has always been tribal, and bean-counters on shore forever regarded as alien. The crew resembles those of Melville's day in other ways, too. Then the American whaling industry was centred in Massachusetts, and many ships were owned by Quakers from Nantucket, but crews were wildly cosmopolitan. The *Marie Maersk's* crew are Filipino, Danish, Ukrainian and Indian. Their meals reflect this diversity: Filipino greens, cooked in sweetened soy sauce, incomprehensible Danish cold cuts.

A mid-19th-century crewman described his quarters thus: "Black, and slimy with filth, very small and hot as an oven. It was filled with a compound of foul air, smoke, sea-chests, soap kegs, greasy pans, tainted meat." Except for a couple of ABs, the crewmen on the *Marie Maersk* have their own rooms, which would pass muster at an American motel. The biggest complaint is the unreliable internet connection. "People come down," says Mr. Jensen, "have dinner for five or ten minutes, then go back to their laptops." Mostly the sailors are motivated not by adventure or escape but by the salaries. Ronald Rivera, the Engineer, says his is double what he could make in the Philippines.

Yet along with the mass-produced goods, container ships provide commodities that have grown increasingly rare. One is elemental awe: to board a ship is still to step into an in-between world, perhaps the only one this side of the grave defined equally by boredom and sublimity. Even when the ship pitches and rolls in a thunderstorm, the computers do the steering. But the crew watch. Eventually, as they come through, panels of white afternoon light slice through the grey on the horizon. Old hands stand transfixed, for a few moments, staring out through the bridge's high windows.

Then there is the scale. Ishmael, who narrates "Moby Dick", asks, "Why is almost every robust healthy boy with a robust healthy soul in him, at some time or other crazy to go to sea? Why upon your first voyage…did you yourself feel such a mystical vibration, when first told that you and your ship were now out of sight of land?" That sense of smallness and transience remains thrilling. In port the *Marie Maersk* seems huge, and on a map the distance between southern China and Malaysia looks tiny. At sea, those proportions are reversed. Even one of the world's biggest ships is a speck in a vast, peaceful emptiness. Beneath the sky is just sea, and above the sea just sky.

Finally, the silence. Conrad wrote that "the true peace of God begins at any spot a thousand miles from the nearest land." The *Marie Maersk* never gets that far on the South China Sea. But late one evening, after the Captain has lingered at dinner telling old stories (shark fishing off Mauritius; minatory pods of killer whales at Vancouver Island), natural-gas rigs belch commas of fire into the cloudless night. The ship sails forward, through a silent crescent of Vietnamese and Cambodian fishing boats, beneath an impossibly broad and luminous canopy of stars.□

Source: Economist. 22/12/2014 http://www.hellenicshippingnews.com/the-romance-of-the-high-seas-in-an-age-of-quantification/

Watchkeeper - Taking the rough with the smooth: "People only notice ships when they are in trouble", industry folk often complain as they groan inwardly when a maritime accident hits the headlines. It is a perfectly valid observation in a world where the normal operation of countless commercial ships occasions no interest whatever. People expect that shipping – modern, technologically-advanced and precise shipping – will perform its functions without hesitation or interruption, and it is so far beyond the bounds of public consciousness that anything that might upset this timetable is almost incomprehensible.

Marine accident is rare. We know it is getting rarer, as revealed by the statistics, but it still attracts unwelcome attention. One might perhaps just discover some positive features to even bad publicity in that it reminds people that shipping still exists. It also informs them that despite all our supersize and modern technology, shipping is an activity where human beings remain to the fore, but that nature may well intervene violently in the shape of storms of indescribable fury.

So we can regret the sad incidents in the Adriatic, the South China Sea and Pentland Firth which took the lives of so many people, just as we can be glad for the efforts of the emergency services – helicopter and lifeboat crews and for all those who go that extra mile to help in these incidents.

We can shake our heads over the well-publicised sight of the giant car carrier lying on her beam ends on the sandbank in Southampton, but even such a spectacular incident serves to assure people ashore that merchant ships still matter and that all their goods in the shops do not arrive by air! It might be suggested that some of the "adverse" publicity was not all negative, as skill and seamanship was evident in the rescue of the crew, the deliberate grounding of the ship and the work of the salvors.

Then we had the tremendous publicity of the arrival in Northern Europe of the world's biggest containership *CSCL Globe*, which managed to attract plenty of positive words. Whether it is true or not, the remark in one newspaper to the effect that "just about everyone in the whole of the UK will buy something that had been brought from the Far East on this huge ship" says something about the facility provided by sea transport and the importance of international trade. The fact that even before the *Globe* had discharged her first cargo, the even bigger *MSC Oscar* was loading her first boxes, tended to build on all the superlatives flying around! There will clearly be more to come as the enthusiasm for giant containerships continues to roll on.

But even with ships so big that the mind can scarcely comprehend them, we are still reminded that the weather can dramatically intervene, with huge ships forced to wait for calmer conditions as storms roll through. 'Giant ships being blown off the berth' provides a pretty dramatic illustration

of the power of nature and the need for some traditional seamanlike skills to restore the situation. As always, the industry has to take the rough with the smooth.
https://www.bimco.org/ http://en.portnews.ru/digest/15104/ 2015 January 21

BIMCO: No Case to Increase Vessel Speeds: Oil prices may still be continuing the downward slide, but the overcapacity glutting the shipping industry means that slow-steaming should continue, according to BIMCO.
"When you consider the entire dry bulk fleet on a global scale, overcapacity remains substantial," said Peter Sand, chief shipping analyst at BIMCO, adding that there was no wider case to be made at the moment for speeding up ships. "BIMCO concurs with the estimates made by Drewry, which point to an operating surplus of some 25 percent in the market today."
For that reason, Sand said that slow-steaming would remain a central strategy for shippers' profitability, and that the industry would have to see several years of high demand and low capacity growth in order to see a dent made in the overcapacity issue.

"Lower ship speed has significantly assisted freight rates in staying higher than they would in the case of all ships steaming at full ahead," he said.
"Reversing this trend may also mean reversing the benefits obtained from slow steaming."
Maersk Line Asia Pacific CEO Lars Mikael Jensen also chimed in, having commented earlier this month that bunker fuel prices would have to remain low for a consistent period of time before the company would entertain speeding up ships.
December 19, 2014. http://shipandbunker.com/news/world/586291-bimco-no-case-to-increase-vessel-speeds

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RS to class new Arctic tankers: Russian Maritime Register of Shipping (RS) has signed an agreement with Samsung Heavy Industries on the design approval and survey of a new series of 42,000 dwt Arctic shuttle oil carriers, while they are under construction.
The new tankers are designed to ship oil from Novoportovskoye field, located north of Yamal peninsula, 30 km off the Gulf of Ob coast.
The propulsion unit with two Azipod azimuth thrusters and a special hull shape will enable the ships to operate year-round in harsh Arctic conditions.
Their construction will begin in April 2015 and they will be built to dual RS/LR class to an Arc7 notation. They are due for delivery at the end of 2017.
In addition, API Marine will supply the cargo monitoring system, high level/ overfill alarm system and alarm system & remote sounding system for the Sovcomflot-managed vessels.
They will be installed with API Marine sensors, which have class approval to operate at temperatures down to -55°C.
The shuttle tankers will have an overall length of 249 m, a beam of 34 m and depth of 15 m and will be slightly smaller than the icebreaking shuttle tankers ordered by Sovcomflot from SHI in 2005.
In addition, API Marine has signed a contract with Daewoo Shipbuilding & Marine Engineering (DSME) to supply remote sounding systems for a series of LNGCs for the Yamal LNG project.
http://www.tankeroperator.com/news/rs-to-class-new-arctic-tankers/6278.aspx
Jan 02 2015

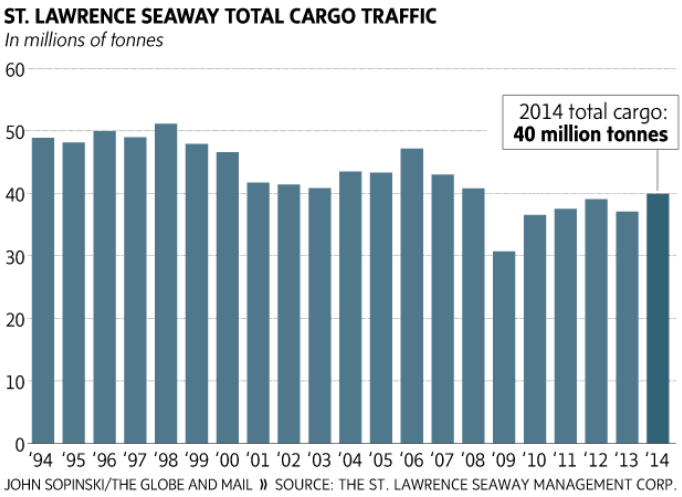
TANKEROperator
The world's leading magazine for Tanker Operations

Russian Class & Arctic Operations: *When it comes to Arctic operations, the Russians arguably have more hands-on experience and investment than any other nation. With that in mind, Maritime Reporter spoke recently with Georgiy Bedrik, Head of the RS Business Development Division, for his input on RS and matters of the Arctic, maritime and offshore.* By Greg Trauthwein. September 24, 2014
The questions and answers are quite long and can be found at http://www.marinelink.com/news/operations-russian-arctic377870.aspx

LNGC *Velikiy Novgorod under construction*

Grain, steel lead St. Lawrence Seaway cargo volumes to post-recession high: Cargo volumes on the St. Lawrence Seaway hit a post-recession high in 2014, driven by global sales of crops and demand for global steel from builders of cars, condos and oil rigs.

Seaway ships carried the most grain since 2000 as traders tried to catch up with a backlog of orders that followed the record harvest of 2013. And factories bought aluminum, steel and iron from international suppliers to meet robust consumer demand.



Total cargo weight on the water route that links North America's agricultural and industrial heartland with international buyers and sellers reached 40 million tonnes, the most since 2008.

For 2015, steel imports are expected to remain strong, but grain is "still a bit of a question mark," said Bruce Hodgson, director of market development for St. Lawrence Seaway Management Corp.

For the first time, the seaway in 2014 handled imported road salt, a commodity that formerly arrived at municipal works yards from ports on the Gulf of Mexico and then travelled up the Mississippi River. More than 850,000 tonnes of road salt was imported from mines in Egypt, Morocco and Venezuela in 2014, said Mr. Hodgson, who attributed the new business to 20% discounts offered to shippers of new lines of commodities or goods.

The seaway is a 3,700-kilometre system that runs from the mouth of the St. Lawrence River passing through 15 locks and the five Great Lakes before ending at Thunder Bay, on Lake Superior. The seaway has 15 major ports – Canadian and U.S. – and 50 smaller ports with access to dozens of rail lines and highways.

A record number of ocean-going ships from international markets bearing raw aluminum, steel and iron destined for manufacturers of autos, housing and oil field equipment sailed through the seaway. These same ships were able to carry grain on their way home, making the seaway a lucrative route for global shipping companies, said Andrew Bogora, spokesman for the seaway management company.

"For the ocean carrier, grain can be an opportunity for the carrier to make money on both legs. If there is an opportunity to make money on both legs, that makes the prospects of coming as an ocean carrier that much more lucrative," Mr. Bogora said by phone. "The ocean carriers are facing a very healthy set of circumstances."

The biggest driver of the 7% rise in overall volume was the more than 12 million tonnes of wheat, canola and other grains from Western Canada and the U.S. Midwest as the backlog from the record harvest of 2013 combined with the recent harvest.

The record crop of 2013 preceded an unusually harsh winter that the railways blamed for slow service and backlogged grain orders. Farmers and grain companies said railway cutbacks and a shortage of rail cars left them with millions of tonnes of crops in storage bins and elevators.

The seaway had a shortened season in 2014, as a long winter and late spring left much of the Port of Thunder Bay and Lake Superior frozen over. The last ship of the 2014 season passed through Montreal's St. Lambert locks just past midnight on Jan. 1. The seaway typically reopens in mid-March.

ERIC ATKINS. The Globe and Mail. Jan. 12 2015

THE GLOBE AND MAIL

http://www.theglobeandmail.com/report-on-business/ocean-goers-help-cargo-volume-recovery-on-the-st-lawrence-seaway/article22420418/

Opinion: Tanker transportation safer than ever: As a British Columbian I'm proud of our status as a maritime province and a seafaring nation. Canada has the longest coastline in the world and we've developed a strong culture and regulatory environment that helps ensure safety on the seas.

That's why I've never been convinced by the doom-and-gloom crowd that claims, without a trace of evidence that increased tanker traffic along our coast will result in catastrophe.

Tankers have been plying B.C. waters and calling on B.C. ports for many decades without any significant incident. Year by year, safety standards and the technology and knowledge to meet those standards has increased. The latest evidence of this is compiled in a detailed report just released by the Fraser Institute entitled Energy Transportation and Tanker Safety in Canada.

The report notes that "on a global basis, there has been a precipitous decline in oil spilled since the 1970s." That's despite the fact there's been a substantial increase in the number of tankers transporting oil around the world.

This is backed by another recent announcement by the International Tanker Owners Pollution Federation indicating "for the last 2½ decades, the average number of incidents involving oil spills from tankers has progressively halved," reaching a new five-year low in 2014.

I don't think this fact can be emphasized enough, and it's certainly never mentioned by those opposed to tankers: *Tanker transportation has become safer even as the number of tankers on the world's oceans has risen dramatically.*

There were zero major tanker oil spills recorded in the 2000s in Canadian waters, according to the Fraser Institute report,

Why has there not been a single major oil spill in Canadian waters during the last 15-plus years? There is a range of factors that have combined to create an increasingly safe environment for tanker shipping in Canada.

- Double hulls for all tankers are now mandatory under International Maritime Organization rules and Canadian government regulations, according to the Chamber of Shipping of B.C.
- Modern tankers are highly automated, with precision navigation tools and well-trained crews.
- Tankers must be escorted through B.C. waters by local pilots who are intimately familiar with the route and geography.
- New projects such as Northern Gateway will require extremely capable, powerful escort tugs to accompany tankers, ready to assist and re-direct the ship at a moment's notice in case of an emergency.

These are but a few of the factors that have made shipping in B.C. waters safer than ever.

So it's totally disingenuous for anti-tanker groups to raise the issue of the *Exxon Valdez* and claim something similar could happen in B.C. waters.

It's like attempting to claim the safety of a decades-old car is the same as that of a modern day vehicle. There's simply no comparison. Modern vehicles have features such as airbags and stability control that simply weren't available in older cars. It's the same with tankers: the technology and the regulatory environment have improved enormously.

As the Fraser Institute report makes clear, "as a cost-effective, efficient, and ecologically sound mode of transportation, the seaborne movement of goods has no equal."

Given our only current market for oil, the United States, is awash in its domestic supplies, it makes sense for this country to find new buyers on the international market.

To do that, we must use the most efficient, safe and environmentally sound technology available: pipelines and tankers. The evidence is compelling. British Columbians have been transporting oil by tanker for decades and now it's never been safer to keep on doing just that.

BY CHRISTOPHER WILSON, SPECIAL TO THE VANCOUVER SUN JANUARY 28, 2015

Christopher Wilson is an educator based in Vancouver. He is the B.C. representative for canadaaction.ca, a volunteer movement for Canadians to take action and work together in support of the resource sector.

http://www.vancouversun.com/technology/Opinion+Tanker+transportation+safer+than+ever/10768193/story.html

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Hidden at the bottom of page 124 of "Sea Breezes", February 1972.

The Nautical Institute: With the support of a large number of members of the nautical profession an Institute has at last been formed which will be able to represent authoritatively the professional interests of qualified members. Although much work remains to be done, *The Nautical Institute* was formed on January 1st, 1972 with a foundation membership of over 1,500. The headquarters will be in London and there will be branches in Liverpool, Plymouth and the North East Coast.

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Have you seen today's "Sea Breezes"? Take a look at *http://www.seabreezes.co.im/*

Arctic blast builds ice, beats last year's totals: The recent arctic blasts have caused the ice cover on the Great Lakes to increase rapidly. As of Tuesday, February 17th the amount of ice on the Great Lakes is more than the

same date last year. The total ice cover on the Great Lakes is now rated at 82.3% as of Tuesday. On the same date last year, the Great Lakes had 81.6% total ice cover.

The Great Lakes ice cover has grown over 5% in the past 24 hours. That's about 4,750 square miles of ice overnight. At that pace of ice growth, the Great Lakes would be almost totally iced over in the next four days.

The blast of arctic cold tonight through Friday will certainly help ice continue to grow.

The cold will come with a 10 mph to 20 mph wind, which could temporarily break up and reduce some ice. But the light wind days in the next 10 days also look very cold.

Here's how each lake stacks up against last year at this time: Lake Superior 88.8% now - 90.9% last Feb. 17;□Lake Michigan 56.9% now - 65.1% last Feb. 17;□Lake Huron 91.9% now - 92.7% last Feb. 17;□Lake Erie 95.5% now - 95.0% last Feb. 17;□Lake Ontario 78.5% now - 31.5% last Feb. 17.

Notice the big surge in ice amount on Lake Ontario, which has over double the amount of ice from last year.

The average temperature for the northern lower peninsula of Michigan for January is 17.2° and February 18.4°. So far this year January was 10.6° and February is 4.4°, for a whopping 7.5° average temperature for 2015.

Mark Torregrossa, MLive and NWS Gaylord Michigan. February 19th 2015. http://www.boatnerd.com/news/news14.htm

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Canada Steamship Lines Wins 2015 Lloyd's List Inland/Coastal/Lakes Operator of the Year Award:

Canada Steamship Lines was recognized last evening as one of "the best and brightest in North American shipping," winning the prestigious Inland/Coastal/Lakes Operator of the Year award at the 2015 Lloyd's List North American Maritime Awards Dinner.

"This recognition solidifies CSL and its new generation of Trillium Class vessels as the market leaders in safe, efficient and environmentally responsible shipping in the Great Lakes and St-Lawrence Seaway," said Allister Paterson, President of Canada Steamship Lines.

"Our Trillium Class vessels reflect CSL's philosophy to continuously strive for operational and service excellence, to invest in innovation and to actively pursue opportunities to improve our environmental and safety performance," added Rod Jones, President and CEO of the CSL Group. "In North America and throughout our global divisions, CSL conducts its operations based on core values and a business approach that reflect this philosophy."

Before a crowd of 250 marine professionals, Dan McCarthy, Canada Steamship Lines' Vice-President of Marketing and Customer Service, accepted the award on behalf of CSL.

"CSL is proud to be accepting the award in the company of industry leaders such as Green Marine, the innovative organisation committed to strengthening the marine sector's environmental performance," said Mr. McCarthy. "Collaboration among industry, government, customers and marine professionals is essential to drive forward the environmental and technological advances necessary to ensure a strong future for shipping throughout North America."

Canada Steamship Lines is a division of The CSL Group, the world's largest owner and operator of self-unloading vessels. Headquartered in Montreal with divisions based in the United States, the United Kingdom, Norway, Singapore and Australia, CSL delivers more than 76 million tonnes of cargo annually for customers in the construction, steel, energy and agri-food sectors. MONTREAL, Feb. 19, 2015 /CNW Telbec/ - SOURCE The CSL Group Inc.

http://www.newswire.ca/en/story/1490243/canada-steamship-lines-wins-2015-lloyd-s-list-inland-coastal-lakes-operator-of-the-year-award

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I had thought to write about the Canadian winter, the difference between east and west, but this year seems to be the same as last year. Just refer to" http://www.mastermariners.ca/uploads/FTB-14-02.pdf. That is the February 2014 edition of "From the Bridge. On page 16 you can see what I mean.

Have you read "Sidelights" recently? It is the journal of the Council of American Master Mariners. The February edition is available at http://www.mastermariner.org/sidelights/

Please send your contributions to me at whitknit@telus.net or to my mailing address, 509 -15111 Russell Avenue, White Rock, B.C. Canada V4B 2P4. The deadline for the next edition is May 10th.