From the Bridge

The Newsletter of the Company of Master Mariners of Canada

www.mastermariners.ca

May 2012

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

I note with sadness that another of our original members Capt. David Bremner has crossed the bar. On behalf of the Company I would like to pass on our sincere condolences to his beloved wife Thelma. As many of you are aware, Thelma had been very active in support of the Company of Master Mariners secretariat for many years. I am sure that she will find comfort with family and friends.

I have had the opportunity through my 8 to 5 job to attend a number of meetings and sit on a few committees dealing with a wide range of marine activities including the North America Emission Control Area discussions, the National and Regional committees dealing with E Navigation as well as other port related activities.

Through it all, the one that stands out is Canada's move towards e-navigation and the influence this will have on bridge management and pilotage. The future is really here when it comes to the information age on the bridge whether it's ECDIS, Personal Pilot Units and the like.

Some of the challenges that will be faced in my estimation will be the balance between the opportunity for governments to cut cost for traditional aids as well as owners and operators to push the envelope on operational efficiency with the professional mariner caught in the middle, balancing safe navigation of their vessel and processing all types of information.

As Canada in particular attempts to come to grip with carriage requirements and the Coast Guard looks to opportunities to migrate from some traditional aids I would ask all divisions to participate at the local level and to also take advantage of our Views and Positions Committee to formulate opinions that could influence Canada's position on the future of E-navigation.

As members of the International Federation of Ship Masters (IFSMA) positions developed by the Company of Master Mariners of Canada could go a long way in influencing the international perspective on E-navigation as well.

I am hopeful that each division as a member(s) formulating views and position that will be sent on to the Chair of the Committee.

Captain John McCann, National Master

(Note: For the latest newsletter from IFSMA, go to http://www.ifsma.org/ Check the "What's new" link).

CROSSED OVER THE BAR

CAPTAIN DAVID JAMES BREMNER: It is with great sadness that we announce the passing of Captain David Bremner on April 15 at the Vancouver General Hospital. David passed away quietly with his devoted wife of 61 years, Thelma, and close friends at his bedside. He was a true Scot, loving husband, great host and great guy. He was born in Orkney, Scotland, where he met and married Thelma. He did his two years National Service in the Navy and then joined the Merchant Navy. After he attained his Extra Master's Certificate, David immigrated to Canada and settled in Vancouver in 1967. He attained his MBA from SFU in 1975 while working for the Department of Transport, Ship Safety, for 23 years, retiring in 1990. He will be terribly missed by Thelma, family and friends both in Canada and overseas. A Memorial Service to celebrate his life was held at the Mission to Seafarers in Vancouver on May 5. In lieu of flowers it was requested that donations be made to The G.O. Baugh Scholarship Fund c/o CMMC 401 East Waterfront Road, Vancouver V6A 4G9 or any preferred charity.

Captain David Bremner - An Appreciation: I knew David over many years and admired him greatly, for his dedication to the Company as well as for his quiet demeanour and pleasant personality.
Most recently, we worked together on reviewing an unusually high number of applications for the Capt. G.O. Baugh Memorial Fund scholarships to which, he gave his characteristic attention to detail and fairness. He was the Chairman of the Fund, while I, was the trustee from the east coast. He served the Company well too, as National Master from 1990 until 1993, and for many years, contributed much to Company affairs through his membership on the National Council.
David hailed from the Orkney Islands, to the north of Scotland, where seamen learn their business, exposed to fierce winds and rough seas as anyone who knows those waters will attest. His forebears and family were in the Orkney coasting trade where conditions hastened a young fellow's grasp of seamanship and gave David a good foundation before he went deep-sea. When he joined Transport Canada, his experience was valuable.
His watch is over but during it he made a difference and will be missed.
Submitted by: Capt. Angus McDonald, Maritimes Division.

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CAPTAIN WILLIAM SHIELDS. MASTER MARINER: THOUGHTS ON A GREAT FRIEND.
He passed away early on the morning of March 16, 2012, after a long illness with cancer up in Churchill. Friends and coworkers will sorely miss him. An expert on Northern waters and marine practices. Constantly doing all he could to increase passenger vessel operations and visits in the North.
He originally had the longest commute to work, from North East Labrador to Churchill, via Quebec, Ontario and Manitoba and back each year. Though for the past several years he was permanently in Churchill with his wife Adelia and son, Kenny.
I first met Bill in Churchill in the "Seventies" shortly after joining Transport Canada Marine Safety office at Toronto on my first duties there as a Port Warden. He was Master on a small coaster doing Seismic testing for oil with several similar vessels off the Manitoba coast of Hudson Bay. He was an excellent source of Northern and marine knowledge. We became firm friends over the next many years I acted as a Port Warden for Grain ships docking there. His knowledge of Artic procedures and practices was a great help. He had a long history living and working in the North.
He once had an interesting group of several duties each year. Starting January in the Maritimes tutoring candidates for Masters and Mates exams. Next a Master of small passenger vessels in Toronto Harbour for the Spring. Eventually he became a Pilot for the Port of Churchill when Great Lakes pilots gratefully handed over their duties. With his long Northern knowledge and experience, he was a shoe in.
He also had an extensive knowledge of the local Indians and Eskimos. Those were the times when they were looking for more respect and privacy in their interaction with other Canadians. Bill had knowledge of their languages and practices and had long been accepted by them.
Bill had started off as a stoker on a cargo vessel back in the forties. Very hot work +100 degrees down in the stokeholds. TC actually has a special form for Stoker suicides, but with diesel engines taking over don't need them so much nowadays. Any way Bill moved to the nautical side, working his way up the ladder easily.
He also had a cottage in Panama, but it was washed away in a storm one spring. Luckily one of the passenger vessels that had visited Churchill was in the area and invited Bill and his wife for dinner. Full dress code and a wonderful meal was had by all.
Bill's later fall trips were across the world to East Asia, joining sail vessels cruising local waters. They had an interesting way of building ships, digging holes adjacent to their waterways. When the ship was completed the intervening ground was dug away and the ship floated out.
Bill's sons were excellent hockey players, but Manitoba is very large, 1000 miles drive to Winnipeg. He never thought twice about the long drives, especially as their team won many games.

He also assisted an Ottawa Director with an Aboriginal vessel sinking in mid Hudson Bay. In the past these small vessels would follow the coast and beach them in inclement weather. With the advent of electrical navigation devices, old cautions were forgotten. With the result the vessel had been over whelmed by heavy weather.

One fall in Florida there was a marine conference on passenger vessel's cruises. Bill attended and spoke of the opportunities in the Arctic with result of increased vessels north the next year. He was concerned regarding elderly passengers dressed in survival suits and debarking from small lifeboats on the beaches.

One year the ice was seven feet thick at the harbour entrance and the icebreaker busy on the other side of Hudson Bay. Luckily no rough weather for the anchored last vessel that year. Bill brought it in and out safely after the icebreaker eventually arrived.

At the last Great Lakes' Master Mariners' meeting in February the following comments were expressed:

"Captain Shields had a wry sense of humour, and I can't put my finger on any one collectible, however he understands "Nyet" and "Da" very well and should receive an "honorary" Russian's Pilot's Certificate. This is based on the large number of Russian and other ships piloted safely to and from the exposed loading berth even under inclement weather conditions. No real TSB issues with Capt. Shields safety record. As an emissary for Canada, he did Canada proud. Congratulations Bill you did us all proud. God Bless. **Captain Gary Kassbaum, M.M. Ret'd"**

"Greetings, Sorry to hear about Capt. Shields. He worked for us, Canamac Cruises, on an irregular basis, mostly while he was migrating from some point south to the north. If the warblers were flying north, we knew Bill was not far behind! I found him to be a capable and concerned Captain, especially when it came to keeping our green hotshots in control and instilling in the sense of responsibility! At the same time he kept a social rapport with the crew and advised them when necessary about matters, not only nautical but social. We were saddened when we learned that his retirement paradise in the Caribbean was wiped out by a hurricane. The crew did consider the possibility of visiting him in winter of course. As it turned out the Caribbean loss was a gain to the great Canadian north, as Bill undertook the task of being the Pilot in Churchill! Despite the climatic differences it appeared to me that Bill enjoyed his job, and I would occasionally see him in some TV report with some local or foreign dignitary always extolling the virtues of Churchill and its potential. We kept in touch via mostly Xmas mail and occasional letter, relating mostly to mining developments. I am sure that all of us in Canamac Cruises who worked with Bill will remember our resident Captain philosopher and we wish to send our regrets to his wife and son. Wherever Bill ends up, there will be safety on the seas and Toronto Island lagoons! Au Revoir! MAC MAKARCHUK".

Captain Doug Wilson, Great Lakes Division.

CONFERENCES

Center for Oceans Law and Policy

The Center for Oceans Law at the University of Virginia and the Marine & Environmental Law Institute at Dalhousie University announce the convening of an international conference on "The Regulation of Continental Shelf Development: Rethinking International Standards," in Halifax, Nova Scotia, Canada, 21-22 June 2012.

Leading experts from around the world will consider the state of existing and further need for international regulation of continental shelf activities, focusing in particular on the exploration and exploitation of hydrocarbons. http://www.virginia.edu/colp/annual-conference.html

For further information visit the conference website at www.continentalshelfconference.ca.

INVITATION AND CALL FOR PAPERS

http://www.mastermariners.ca/newfoundland/Conf12/Conference2012invite.pdf

***The Company of Master Mariners of Canada* 5th International Conference on Maritime Human Resource Solutions.**

Venue: Fisheries and Marine Institute St. John's, Newfoundland, Canada

September 26-27 2012

In keeping with the 2012 Implementation of the Maritime Labour Convention 2006

Key Note Speaker: Dr. George Politakis. Senior Legal Officer, Coordinator of Maritime Team, International Labour Standards Department, International Labour Organization (ILO)

International Conference on Maritime Salvage. Where do we stand? March 15th 2012: A one-day workshop was organized by the Institut maritime du Québec to examine salvage issues and opportunities. The presenters were predominately from Canada and the United States with European representation from both United Kingdom and France. Several aspects of salvage were discussed with the intent of generating a view of the current state of the industry in Canada.

The Company of Master Mariners of Canada was invited to present in a session on marine simulation. The organizing committee was interested to hear how the Company has been looking at issues surrounding casualty response and in particular the findings from our facilitated panel discussion on salvage from the Conference on Shipping and Environmental Issues in 2011.

The presentation was broken down into the following segments:

Who is CMMC?
Why do we get involved?
Past scenario events
Places of refuge scenario
Observations from scenario

Next steps

The first was the mandatory advertisement for the Company to ensure that audience members knew our background and hopefully those qualified would rush to join.

The Company has shown a great interest in maritime casualties in particular the role of the Master and how they will be required to interact with relevant authorities. This interest has been demonstrated in a series of exercises, workshops and panels including:

Pacific – Collision – Complex Emergency (2005)
Great Lakes – Complex Emergency – Masters Dilemma (2007)
Arctic – Emergencies (mostly SAR) (2008)
Arctic – Oil Spill & Communications (2009)
Atlantic – Ports of Refuge (2011).

The Atlantic – Ports of Refuge panel revolved around a scenario where a tanker carrying a mixed clean cargo was transiting along the coast of Nova Scotia when it developed a crack in the hull. **Dr. Aldo Chircop**, a professor of marine law at Dalhousie University who has written extensively on places of refuge facilitated the panel. **Captain Chapman (Maritimes Division)** took on the role of the Master of the ship and the panel included the shipowner, Transport Canada, Halifax Port Authority, P&I Club, marine lawyer, salvor and the UK Secretary of State Representative (SOSREP). The panel members were guided through discussion regarding selection of a place of refuge, who has decision-making authority and the considerations of the various players.

Observations from the panel discussion included:

A ship could be given conflicting advice from Transport Canada and a port authority. The conflicting legislation is known and mentioned in the TC policy on places of refuge, however, no action has been taken to rectify the situation.
Surprisingly there was a bias towards under-responding by most parties.
Decision-making by government authorities could take days not hours.
Who has ultimate authority is unclear and decisions could be elevated to Deputy Minister level.
Issues concerning places of refuge are not routinely exercised.
No thought was given of the Master's prerogative. Although the SOLAS convention requires that the Master be given authority to take any necessary action to safeguard the safety and security of the ship, none of the government officials first thought appeared to be, "how can we help the master discharge their responsibility in this regard?"
After the conference, the conference chairman wrote to Transport Canada, the Coast Guard, and the Halifax Port Corporation identifying the outcomes of the panel. To date no response has been received.
The national executive has decided that the newly established Views and Positions Committee will be asked to consider an official position of the Company of Master Mariners of Canada on the issue of places of refuge.

http://www.imar.ca/en/events/maritime-salvage-where-do-we-stand/ **Captain Jack Gallagher. Maritimes Division**

Who we are: "Innovation Maritime" is a technology transfer centre and an applied research centre, created by the Institut maritime du Québec, which provides R&D services, technical support, SME development support, and technology watch services to companies and organizations involved in the marine industry. Innovation maritime is a not-for-profit corporation, directed by a board of representatives from the marine industry and research sectors.

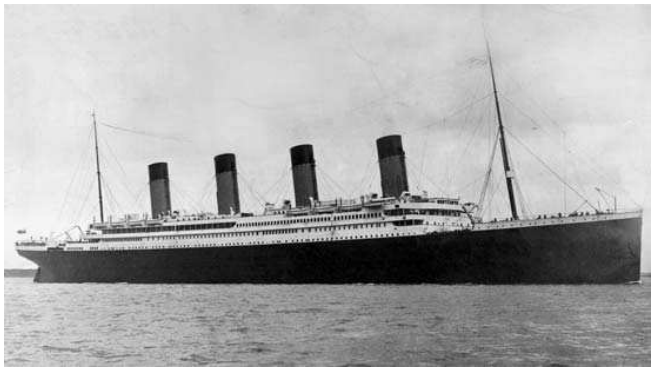
Innovation Maritime's projects are organized around five main research areas: **marine safety and security**, **port management and marine transport**, **underwater and hyperbaric interventions**, **electronic navigation** and, **environmental technologies** related to marine transport.

Our multidisciplinary team includes engineers, programmers, analysts, physicists, economists, navigators, ship's engineers, professional divers, marine transportation and intermodal logistic specialists.

College centre for technology transfer

Innovation maritime is recognized by Quebec's ministère de l'Éducation as a College centre for technology transfer (CCTT). This recognition is a confirmation of the quality of the work taking place at Innovation maritime and its ability to contribute to the development of Quebec's maritime industry through applied research.
Innovation maritime is a member of the Réseau Trans-Tech, a network of Quebec College centres for technology transfer. http://www.imar.ca/en/who-we-are/

Why is the Titanic centenary important? On April 14 1912, at 11.40pm, some 95 miles south of the Newfoundland Grand Banks, the brand new White Star liner *Titanic* was steaming at 22 knots when she struck an iceberg. The impact ripped a 300-foot gash in the ship's side, piercing a number of compartments and despite being advertised as "unsinkable" and "the safest vessel afloat", 1,589 of the 2201 people embarked lost their lives when the ship sank before dawn.



The loss of the *Titanic* was by no means the worst sea disaster, but has acquired a notoriety all of its own as the years have progressed. It has entered the language – "rearranging the deckchairs on the *Titanic*" being one example signifying futility. Assisted by Hollywood and dogged by longstanding controversy about such matters as the position of a ship in the vicinity, or why survival rates for Third Class passengers was so lamentably low, the disaster has remained almost a generator of social commentary, and an extraordinary source of literature, with the books written about the loss numbered in three figures. Wild and extraordinary theories have been postulated about the "real" reasons for her loss, the fantasists not even slightly dissuaded, when the wreck was discovered and memorably filmed by the oceanographer Robert Ballard.
All of this has helped to keep this ship, which might otherwise be considered a monumental failure of design, ship construction and ship operation, in the forefront of public imagination over the years, and with the centenary of the tragedy, a whole "industry" is being energised to commemorate what is arguably the world's best known merchant ship. New maritime museums in Southampton (her home port) and Belfast (where the ship was built) are being inaugurated on the strength of the commemorations. Cruise ships are to congregate over the wreck site on the anniversary, while exhibitions of artefacts from the remains will be held.
The International Maritime Organization has recognised that there are positives to be constructed from the negatives of the disaster and has declared a "*Titanic*" theme for the year, the emphasis being on the regulatory progress on marine safety that was first accelerated by the disaster but since consolidated. There is thus something useful that can be contrived from an event that from an industry perspective might first seem very unpromising in terms of public awareness. Compulsory lifeboat drills, adequate lifesaving capacity for all aboard and the start of the North Atlantic Ice Patrol are usually cited as advances which flowed from the loss and over the years, there has been much else. But there are still lessons to learn about hubris, complacency, an over-reliance on technology, commercial pressure and contingency plans. Date: 07.02.12 https://www.bimco.org/Education/Seascapes/Questions_of_shipping/Why_is_the_Titanic.aspx

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Women and children first.

Meaning - The seafaring command that women and children be the first to board the lifeboats when a ship is abandoned.
Origin - *HMS Birkenhead* sank off the coast of South Africa on 26th February 1852. This incident is widely believed to be the origin of the phrase *women and children first*. The ship was carrying 480 British troops and about 26 women and children. When the ship foundered the soldiers' commander Colonel Seton told them to 'Stand fast!' and allow the women and children to make use of the few lifeboats. Most of the soldiers and sailors on board were drowned or eaten by sharks, but all the women and children survived. The *women and children first* ethos was later called the '*Birkenhead Drill*' and was celebrated in verse by Rudyard Kipling in his moral boosting work *Soldier an' Sailor Too*:

To take your chance in the thick of a rush, with firing all about, □
Is nothing so bad when you've cover to 'and, an' leave an' likin' to shout; □
But to stand an' be still to the Birken'ead drill is a damn tough bullet to chew, □
An' they done it, the Jollies - 'Er Majesty's Jollies - soldier an' sailor too! □
Their work was done when it 'adn't begun; they was younger nor me an' you; □
Their choice it was plain between drownin' in 'eaps an' bein' mopped by the screw, □
So they stood an' was still to the Birken'ead drill, soldier an' sailor too!

There's no reason to doubt that the events on *HMS Birkenhead* were the origin of the *women and children first* practise. It seems that the phrase wasn't used until later though. It doesn't appear in any of the contemporary reports of the wreck. Something very close is cited in reference to a later wreck - that of the *Central America*, which went down on a voyage to New York in 1857. This reference is from the magazine *Godey's Lady's Book*, December 1857:
"Captain Herndon's first order, 'Save the women and children!' was the test of this Christian heroism... Every man on board that doomed ship knew the Captain was acting rightly."
The first use of the precise phrase is from a work of fiction - W. D. O'Connor's *Harrington*, 1860:
"Back from the boats... The first man that touches a boat I'll brain. Women and children first, men."

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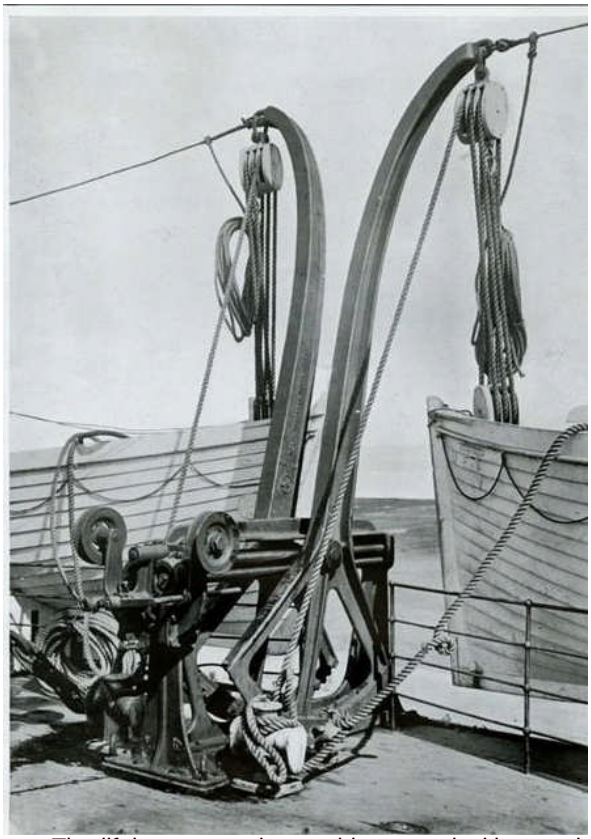

Lifeboat or Deathboat: From *Titanic* to Today: Halifax was the port where, in April 1912, 150 bodies were landed after being pulled from the cold North Atlantic by the crews of the cable ships, *Mackay-Bennett* and *Minia* following the sinking of the *Titanic*. On the centenary of the disaster, Halifax hosted memorial services and the local media asked many questions about the sinking of the "unsinkable ship". Captain Thomas Kearsey, Deputy Master of the Maritimes Division, a recognised expert in survival craft, was asked by a reporter to explain why there were insufficient lifeboats for the complement of passengers and crew on the *Titanic.* Capt. Kearsey stated that in 1912 the number of lifeboats carried by a ship was not linked to the ship's complement of passengers and crew but to the ship's tonnage. The *Titanic* of 45,000 gt, by British shipping regulation, required the number of lifeboats of a ship of 10,000 gt. That meant that approximately 1,500 out of 2,200 persons on board drowned.

There weren't enough lifeboats but when notables like the Guggenheims and the Astors die in such a disaster, governments take notice. Following upon the casualty inquiries in London and New York, an international conference on Safety of Life at Sea was convened in 1914. However, due to WW 1 and the ruthless war at sea, sea safety was postponed and the next SOLAS conference was not held until 1929.

The lifeboats on the *Titanic* were loaded in confusion and chaos and some boats did not have experienced seamen on board to exert control over the boat and its frightened complement. One outcome of this disaster, in future British passenger ships, was to require a trained and certificated lifeboatman, usually an AB but possibly a steward, to take charge, as there were more lifeboats than deck officers.

The lifeboats were lowered by men slacking on the rope falls, a difficult operation in the circumstances as the ship was sinking by the head. In such a situation, the boat lowering people would have difficulty controlling the descent and keeping a boat level.

Thirty years after the *Titanic* I had occasion to abandon a sinking ship in the Atlantic and our wooden boats with manila falls were lowered by slacking away on the cruciform bollards on the boat deck, just as was done on the *Titanic* Releasing the hooks was tricky in a rough sea and the lower blocks of the falls could "knock one's block off" before the boat could be fended off and oars shipped.

In his interview with the Press, Capt. Kearsey, who runs courses in survival craft for "Survival Systems Training, Dartmouth, NS", had the opportunity to explain features of today's covered lifeboats and their launching systems. Nowadays, lifeboats may be launched from a ship or an offshore oilrig, using a brake system that keeps the boat level and which can be controlled from within the boat. The person in charge of the boat can now release the hooks remotely.

At a professional meeting of the Maritimes Division, Halifax, March 2010, members learnt much about modern lifeboats and their release systems from Capt. Kearsey's presentation that he entitled, LIFEBOAT OR DEATH BOAT. He cited from studies by shipping company organizations and casualty investigations that provided evidence of flaws in many launching and hook release systems. These have resulted in injuries and fatalities to crewmembers involved in lifeboat launching exercises in ports. These reports show that there have been three basic causes of accidents in those exercises; DESIGN, MAINTENANCE, TRAINING.

There are many different hook release systems approved (by whom we are not sure), for use in lifeboats today. Lifeboats may be physically tested when new but crews are expected to be able to understand system complexities even when the original manual has been lost or is in a language the crew do not understand. Another difficulty is having these launching and release systems properly maintained particularly in today's ships with small crews and time or overtime constraints. Many of us will remember that we knew when to end-for-end a wire fall (or have it renewed) and lubrication of davits and associated parts were a matter of routine. Gone are those days but the tragic truth is that in a hundred years since the *Titanic* while ships have the capacity needed for everyone on board, the complexities and varieties of the modern systems have not fully eliminated the risks faced by those launching lifeboats in 1912.

Capt. Kearsey's presentation, "Lifeboat or Death Boat" can be seen on the CMMC web site. Click on Maritimes Division, then "Foghorn", and April 2010. http://www.mastermariners.ca/cms/UserFiles/File/foghornapril2010.pdf

Captain Angus McDonald, Maritimes Division

The Photographs, "Boats which rescued some of the passengers – seen to the left on the Promenade Deck" and "A Pair of Welin Davits on board the *Titanic*" are reproduced Courtesy of "Nova Scotia Archives, Halifax, N.S."

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Titanic the high tech wonder of its time: When the *RMS Titanic* embarked on its maiden voyage on April 10, 1912, she far surpassed any other passenger ship in terms of technology, size and luxury. □□The iconic British liner that sank in the Atlantic five days later was considered state-of-the-art at the time, catching the attention of the world. □Features that were considered high tech in 1912 included a 40-foot-long electrical control panel that controlled the fans, generators and lighting on the ship, a master-and-slave setup for all of the clocks onboard that changed with different time zones, elevators, and telephones in first class.

The one feature that was considered the most advanced technology on the *Titanic* was its wireless communications setup for Morse Code, considered the most advanced at the time. □□"They had the very best, the very latest in wireless equipment," said Joseph Vadus, IEEE Life Fellow and lead of the expedition that found the *Titanic* in 1985. "There were only two wireless operators onboard, both young men. They were the computer geeks of the day. These guys ate, slept and breathed wireless. Think of computer nerds sitting in the basement in their underwear surfing the Internet. These were those kinds of guys. They were good at what they did, but it was still slow." □□- **Computerworld** http://www.cargobusinessnews.com/news/techwire/Tech_Archives/041312/news5.html

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Maritime disasters bring out the worst in men. Study: On the eve of the 100th anniversary of the *Titanic* disaster, a new study sinks the myth that when lives are in danger, it's "women and children first," rather than "every man for himself."

Swedish economists Mikael Elinder and Oscar Erixson say their findings contradict common beliefs about who survives in disasters at sea and how leaders and captains act in such disasters. They say their research clearly shows that the *Titanic* disaster was exceptional.

"It is expected that the crew should rescue passengers, but our results show that Captains and crew are more likely to survive than passengers," Elinder, who teaches at Uppsala University, said in a statement. "We also find that women and children are more inclined to die than men. It appears as if it is 'every man for himself.'"

Analyzing information about passengers and crew from 18 of the most notable shipwrecks that occurred between 1852 and 2011, the researchers claim their study is "the most extensive analysis of survival patterns in maritime disasters."

Previous studies, they say, have been based on two disasters only: the *Titanic* in 1912 and the *Lusitania* three years later. A German sub sank the *Lusitania*, a British ocean liner, killing 1,198 of its passengers.

Elinder and Erixson claim their research shows that "the survival rate of women is substantially lower than the survival rate of men. This is irrespective of when in history the disaster occurred or if the ship sank quickly or slowly," they said. "Children have the lowest survival rate, while the highest survival rates are observed for crew and captains."

The two say that when reports surfaced that the Captain of the *Costa Concordia* — the luxury cruise ship that ran aground south of Italy in January — had abandoned the ship before everyone was rescued, we shouldn't have been outraged. The behaviour of the Captain isn't an exception, but rather quite common in maritime disasters, Elinder said.

"The evacuation of the *Titanic* was exceptional but has spurred a long-lived myth that women and children will be saved first in disasters." What makes the *Titanic* exceptional, the researchers say, is how the Captain acted.
"On the *Titanic*, the Captain ordered women and children first. Men who disobeyed the order risked being shot," they said. "On the ships where the Captain gave the order 'women and children first,' the difference in survival rates between men and women is lower. But women survived to a higher extent than men only when this order was enforced by the threat of violence." QMI AGENCY. APRIL 14, 2012
http://www.torontosun.com/2012/04/14/maritime-disasters-bring-out-the-worst-in-men-study

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Bye-bye Love Boat. *Pacific Princess* to be scrapped: The *Pacific Princess*, the true star of the television series 'The Love Boat', (and the ship that got many people interested in cruising in the first place), will soon be no more. Look's like she's headed for the scrap heap.

Italy's La Repubblica is reporting that the ship has been sold to a Turkish demolition firm for $3.3 million. The ship has probably been seen more times than any other ship in history, as it became the backdrop for the ABC television series 'The Love Boat' from 1977 to 1986. At that time, it was owned and operated by Princess Cruise Line. Princess sold the ship in 2002 and it was operated by Quail Cruises, a Spanish firm until recently. It was seized last year by the Italian Coast Guard and has been docked in Genoa.
The 1971 built ship was tiny by today's standards. It was just 19,000 tons and carried 600 passengers. Comparison:
Pacific Princess 19,000 tons; 600 passengers
Disney Wonder 83,000 tons; 2400 passengers
Oasis of the Seas 225,282 tons; 6,296 passengers
http://www.examiner.com/cruise-in-bowling-green/bye-bye-love-boat-pacific-princess-to-be-scrapped
Also see: http://www.youtube.com/watch?v=icAwcByaNtY March 7th 2012

Enter the "composite" ship: Is there anything better than steel that can be used as a shipbuilding medium? When we are trying to make all our transport more sustainable, it makes sense to try and find something that is light and doesn't require so much horsepower to push it along; which is easy to write but much harder to do, when the sheer fury of the sea is considered and the priority must always be for strength, along with safety.
Composites could be the answer. They have been employed for many years in aircraft production, as manufacturers have used them to replace steel and aluminum alloy structures and this process is continuing. They have been used in yacht building, with masts and keels and even the hulls of racing yachts made of materials that provide all the strength and lightness the designers need.
Composites are basically man-made materials that provide, through their formulation, whatever characteristics the designer requires. They can be light, ductile – if that is required – resistant to heat or cold or shock loading from heavy green waves. They can be designed to resist heavy spot loads, or the pressure from quayside fenders or abrasion from trying to push a ship through ice. Whatever is needed, the composite makers can, within reason, supply.
Perhaps because of the ability to series-build aircraft (800 units of Boeing's Dreamliner, which uses composites extensively are on order) and the more obvious demand for lightness, composites have "caught on" in aviation, while they are still very much at a formative period in the shipbuilding world, where ships tend to be built in small series. Perhaps the biggest breakthrough to date has been in the use of Intelligent Engineering's Sandwich Plate System, in which polymers are used as the "filling in the sandwich" between steel plates to provide both structural strength and lightness.
It has been found that structures made of SPS can be much lighter because they do not need the stiffeners that are needed in an all-steel structure. They have been extensively employed in areas where there is a great deal of wear, such as in the repair of vehicle decks in Ro/Ro ships that become damaged over time by heavy vehicles. They have also been found to be effective as armour plate in resisting blast, and a number of ships are employing SPS made hatchcovers for the strength and lightness they provide.
One of the world's biggest shipbuilders in Korea is now incorporating SPS into steel structures on its ships and the time may not be far off when substantial parts of a ship, or even a whole vessel, are built in such a fashion.
https://www.bimco.org/Education/Seascapes/Ships_that_serve_us/Composite_ship.aspx

To read about how Navies have adopted composite materials for stealth and speed take a look at: -
http://www.compositesworld.com/articles/fighting-ships-augment-combat-readiness-with-advanced-composites

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Seafarers 'contribute so much'. Abandoned seafarers often feel intimated and afraid to reveal the true situation, says Amos Hosea, chief maritime labour officer at the Nigerian Maritime Administration and Safety

Agency: As national secretary of the National Seafarers Welfare Board of Nigeria, he has dealt with a significant number of abandoned ships in Lagos and the other Nigerian ports.
Recent cases have included one where the seafarers, from Vietnam and Myanmar, had not been paid for more than a year and were, at the time of writing, relying on food and water supplies from the welfare board, ITF and other organisations. In another, at Port Harcourt, the owner disappeared and the port authority needed the berth – so the ship was moved to midstream within the port area.
"I think there is a need for much more awareness of this situation, of the seafarers' needs and how this directly or indirectly will affect the working of vessels within the port," says Mr. Hosea. "Port authorities and other authorities should take more action. Definitely the welfare of the seafarer should be fundamental to port authorities, terminal operators, maritime administrations and all policymakers.
"Seafarers contribute so much but their welfare is not taken seriously. They are a group of human beings that need special care and special attention if they are to achieve what is expected of them."
The maritime administration is working hard to ensure that International Labour Organization's Maritime Labour Convention is ratified by Nigeria, he adds. "This will comprehensively address issues relating to seafarers."
30 Jan 2012 http://www.portstrategy.com/features101/port-operations/port-services/abandoned-crew/seafarers-contribute-so-much

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Mission to the rescue of stranded pair: "You're the best Christmas present, Daddy", grinned seven-year-old Michelle, hugging the seafarer who had just walked unexpectedly into the home he had not seen for many months.
This joyful reunion had looked impossible even one day before. Stranded for months in the port of Falmouth in the west of England, George and his fellow Romanian, Florin, had been innocent victims of their shipownner's failure to pay their wages, leaving them destitute in a strange land.
The two were employed as watchkeepers on a reefer ship laid up in the River Fal. Each was owed thousands of dollars and the conditions on board were deplorable.
"The generators kept breaking down so we didn't have electricity and we had to shower using rain water. It was cold on the ship at night and hard for us to sleep. We had no fridge so couldn't keep food fresh. We were living out of tins – the chandler only delivered food every two weeks, but that stopped when he didn't get paid. We were panicking. We found a rod on board and caught fish from the river for food," said George.
When the Mission to Seafarers discovered the men's plight, its Falmouth chaplain, the Revd. Mark Mesley, visited them, provided pocket money and a heater, and liaised with other agencies to find a solution. In due course the Maritime and Coastguard Agency ordered the men off the insanitary vessel.
"Father Mark was very important. If he hadn't helped us our problem would not have been identified and we would still be on the vessel. The Mission was a huge help. We are very grateful," said George.
But as claims were lodged against the shipowner, the vessel was arrested by the UK's Admiralty Marshall. George and Florin's back pay would have to be part of any deal brokered by lawyers for the shipowner and creditors. This could take months, while in Romania, their families were in debt and hungry, running up new debt daily.
"It was extremely difficult," George's wife Simina said. "I have no words to describe how bad it was. My telephone line was cut for non-payment and I lost the only direct way to contact George. We were living on leftovers from the neighbours. The electricity was cut off and I couldn't afford heating. I had no support – I would have had to start begging to give the children a Christmas. I couldn't face the possibility that my husband would come home with no pay. It had been four months and he was the only hope we had to pay the debts. If I'd been alone I'd have contemplated suicide but I had responsibilities towards my young sons.
The Mission, which provides emotional and practical support for seafarers and their families, decided to step in with and interim payment to enable George and Florin to return home to their families. "For us, the Mission really is a Flying Angel," said George.
"The Sea". Issue 215. Jan/Feb 2012

Ships threaten habitat of humpback whales, warns DFO: The ships that would carry oil from the proposed Northern Gateway Pipeline would threaten critical habitat of humpback whales off the coast of British Columbia, say documents from the Department of Fisheries and Oceans.
The warning was in a summary of a draft recovery strategy for the species that was to be introduced in 2010.
Humpback whales were listed in 2005 as "threatened" under the federal Species At Risk Act, requiring the government to produce the recovery plan, but the species has been increasing in numbers and presence on the B.C. coast.
If built, the pipeline would link Alberta's oilsands to a ship terminal in Kitimat, opening the door for more Canadian oil exports to Asia.

"The draft recovery strategy recommends determining appropriate management measures for shipping corridors within humpback whale critical habitat to mitigate underwater noise impacts to foraging and vessel strikes," said a list of "media lines" prepared in April 2010 by a department communications officer, Kirsten Ruecker. "One of the areas identified as

critical habitat is located within the routine vessel route for tankers and other marine traffic associated with the Enbridge Northern Gateway Project's proposed marine terminal in Kitimat."
The department would not comment on the recovery plan Wednesday.
Enbridge says it has consulted more than 200 environmental experts and scientists to analyze the potential effect, and it has incorporated its research into the pipeline project proposal.
"Northern Gateway has looked closely at the situation with regard to humpback whales and we have developed mitigation measures," said spokesman Paul Stanway. "Whale monitors would be used to identify the location of whales, and provide information to the tanker captains."
Andrew Trites, a zoology professor from the University of B.C. who specializes in marine mammals, said humpback populations are recovering and suggested fin whales face a greater threat from the proposed shipping routes. "They [humpback whales] seem to be perhaps a bit more ship savvy than some of the other species," said Trites. "They're not being run over. They can swim a bit faster, and for the most part, there's very little conflict with people overall."
He explained that the fin whales are facing a slower recovery and have been found in one of the main shipping corridors, related to the project. By Mike De Souza, Postmedia News March 9, 2012
http://www.vancouversun.com/technology/Ships+threaten+habitat+humpback+whales+warns/6276088/story.html

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Cut speed to save marine animals, groups urge. Environmentalists, aboriginals call for limits on ships in Northwest Passage, other polar routes: Environmentalists and Arctic aboriginal groups are urging speed limits on ships and other rules to protect marine mammals as the Northwest Passage and other polar transportation routes become more heavily travelled in an era of retreating sea ice.

The U.S.-based Wildlife Conservation Society and native organizations, including the Inuit Circumpolar Council, issued a call for northern countries to acknowledge the rising risks to northern marine creatures resulting from the "rapid increase in shipping in the formerly ice-choked waterways of the Arctic."
Of particular concern, the groups stated after a three-day workshop on the issue, is the Bering Strait between Russia and Alaska, an ecologically rich but relatively narrow choke point for ships travelling through both the Northern Sea Route north of Russia and the Northwest Passage through Canada's Arctic islands. Among the species at risk from increased shipping are bowhead and beluga whale, walrus, several kinds of seals and the polar bear, the groups said.
"The disappearance of summer sea ice from the region's coastal areas is leading to major changes in this part of the world," society scientist Martin Robards said in a statement. "The presence of large ocean-going vessels is expected to increase as the region becomes more attractive to both inter-national shipping and extractive industries seeking minerals, oil and gas."
Robards told Postmedia News the emerging problem is common throughout much of the Arctic Ocean but the Bering Strait gateway to polar waters is a priority area because of the "concentration of marine mammals and indigenous people" in Alaska relying on them as a traditional resource. He said the "phenomenal number of marine mammals" inhabiting and migrating through the Bering Strait passageway between the Pacific and Arctic oceans "certainly requires something to be done."
Robards and the other advocates pointed to shipping restrictions along the Atlantic coast of Canada and the U.S. - where concerns about the endangered North Atlantic right whale have prompted the imposition of speed limits and other conservation measures - as a potential framework for protecting bowhead whales in the Arctic. Such "trans-boundary schemes" in both Atlantic and Pacific waters shared by the U.S. and Canada "may offer models for moving forward" on a mammal-protection regime in the Arctic Ocean, said Robards. See FTB August 2008 Pages 6 & 7.
WCS and the native groups suggested the possible need for marine mammal observers aboard all ships moving through sensitive Arctic waters and seasonal restrictions on ship traffic in key breeding and feeding grounds.
In Nunavut, federal and territorial officials and various Inuit organizations are negotiating the framework of a new national marine conservation area encompassing much of Lancaster Sound, the eastern entrance to the Northwest Passage and one of the Arctic's most biologically diverse marine habitats.
Before the federal government's formal announcement of the planned protection zone in 2010, Lancaster Sound had been a flashpoint for controversy over scheduled seismic testing in the area, a project panned by critics as a prelude to oil and gas exploration and a potential threat to a host of marine species, including bow-head whales and narwhals.
Wildlife advocates in Canada and the U.S. have also sounded alarms about the danger to various whale species posed by military sonar exercises - a concern that was also raised at the WCS-organized workshop.
Earlier this year, the U.S. National Oceanic and Atmospheric Administration announced the resolution of three cases involving large commercial vessels that violated speed limits in known right whale habitats between New York City and

Florida. The owner of a German cargo ship agreed to pay 16 separate fines totalling $92,000 for speeding violations off the Florida coast. The operators of the *M/V Vega Sachsen* were found to have repeatedly violated pro-visions of the U.S. Endangered Species Act and the Marine Mammal Protection Act between December 2009 and April 2010.
Two other ship owners agreed to pay their fines as well, and six more are still facing charges of breaking the 10-knot speed limit imposed in 2008 in areas identified as right whale migration corridors or calving areas. The ships had been clocked at up to 18 knots and were slapped with $5,750 tickets for each infraction.
NOAA researchers have concluded that ship speed is a clear "predictor of death" when vessels and whales collide.
"The likelihood of a whale fatality due to ship strike increases from around 45% to 75% when vessel speed increases from 10 to 14 knots," NOAA said in January. "Chance of death at 17 knots was 90%."
Experts believe there are fewer than 400 North Atlantic right whales living today off the East Coast of North America, where they spend the summer and fall feeding and breeding in the Gulf of Maine, including the Bay of Fundy between Nova Scotia and New Brunswick. The rest of the year the whales spend migrating toward or congregating at a well-known birthing site near Florida and at other habitats in Atlantic waters near the U.S. southeast.
 By Randy Boswell, Postmedia News March 17, 2012
http://www.vancouversun.com/technology/speed+save+marine+animals+groups+urge/6318295/story.html

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Europe's first hybrid Rotor®Tug "E-KOTUG" operating in Port of Rotterdam: KOTUG is proud to announce the proven and classified construction of Europe's first hybrid tugboat! As from November 2011 Rotor®Tug *RT Adriaan*, operating in the Port of Rotterdam, has been retrofitted with a "XeroPoint Hybrid Propulsion System" of AKA Canada. As from March 6th 2012, the conversion is completed and *RT Adriaan* rejoined the KOTUG fleet like an E-KOTUG and is optimizing its hybrid modes. E-KOTUG RT Adriaan will officially be launched in April/May 2012.

Harbour tugs like *RT Adriaan* perform a wide variety of tasks across the entire power spectrum, typically including periods of 'Stand-by for pilot's orders', short transit passages, and then bottom-line ship berthing and un-berthing operations. Opportunities for continuous engine working at or near the high power levels that give optimum diesel engine efficiency come but rarely, indeed operational analysis has shown that tugs of this type operate at low engine loads most of the time.
The computer controlled system comprises main diesel engines, electric motors and batteries to offer a combination of modes of operation: direct diesel engine, diesel-electric and electric configurations, while energy stored in lithium polymer batteries is used to meet low-end power requirements and also act as a bridge in transient periods when power is required but engines are not yet at speed.
The XeroPoint electrical system is based on a common DC bus that automatically maintains constant voltage. The use of large resistors is avoided by having the towing winches regenerate their power back to the DC bus and batteries.
Modes of Operation: Such flexibility in propulsion and power options provides a number of efficient modes of operation for the tug that reflect the reality of its day-to-day working.
Standby or Idle: During standby or very low power operations banks of batteries permit the vessel to be operated in zero emission/silent mode with no rotating machinery in operation.
Slow Transit: During low power operation the system operates as conventional diesel electric plant. Propulsion and service loads are met by a combination of diesel generators and electrical storage.
Mid Range: When vessel power requirements are within the efficient operating range of the main propulsion diesels, the vessel operates as a conventional, diesel only system. The shaft motor/generators support service loads using modern conversion technology to provide constant voltage regardless of shaft speed.
Full Power: During high power, the diesel and shaft motor work together to provide propulsion. The shaft motor augments diesel power while simultaneously increasing system responsiveness with its superior low-end torque characteristics.
Benefits of XeroPoint Claimed:

- Improved fuel economy – no unnecessary idling
- Lower maintenance costs – minimised engine use
- Reduced emissions – engines run at best efficiency
- Reduced noise – operational readiness with engines shut down

11.Mar.2012. http://www.seanews.com.tr/article/TURSHIP/PILOTAGETOWAGE/75942/e-kotug-RT-Adriaan/

Shipping firm establishes Ottawa headquarters: An international maritime services provider says it is expanding its Canadian presence and opening new headquarters in Ottawa later this year.

Inchcape Shipping Services - a shipping company that now includes a logistics and supply chain business - will add an Ottawa office to its Canadian repertoire including Montreal, Toronto, Halifax and Vancouver.
The new headquarters will focus on business development and securing logistics contracts with the federal government.
Rohit Sharma, ISS's vice-president of global operations, said the government is a key logistics client because it solicits every kind of business. Logistics services that ISS could offer include anything from procurement services to distributing peacekeeping supplies overseas, Mr. Sharma said.
Company headquarters and new offices for the shipping company were traditionally located on the coast, but since expanding its logistics business over the last three years, ISS is focused on securing more central locations, said Mr. Sharma.
ISS currently holds office space on O'Connor Street with Norton Rose Canada LLP, its Canadian legal advisors, but more space will soon be acquired to accommodate the eight to 10 staff that will be hired in Ottawa within the next year, Mr. Sharma said. The office will open this summer.
The company will continue to ramp up its east and west coast marine service business, and hopes to start a procurement hub in Toronto within the next few years.
"Economic stability in Canada, a rich resource base, a safe banking system and (the federal government's) business-friendly fiscal policy makes Canada an attractive region for expansion," CEO Claus Hyldager said in a statement.
ISS - formed in 1847 in Calcutta, India - claims to be the world's leading maritime services provider with clients across the oil, cruise, container and bulk commodity sectors as well as serving naval, government and inter-government clients. It also provides commercial and humanitarian logistics, transit, offshore support and other marine services.

OTTAWA BUSINESS JOURNAL
The power to build your business

http://www.obj.ca/Local/2012-03-12/article-2925384/Shipping-firm-establishes-Ottawa-headquarters/1 March 12th 2012

Emerging Technology Set To Raise the Bar for Offshore Transfers: As a global leader in safe marine transfer solutions, Reflex Marine has helped to change the safety culture in the offshore industry. It continues to work closely with operators, lifting specialists and vessel owners to develop a more integrated approach to personnel transfer operations. Around 10 million marine transfers are estimated to be carried out every year and Reflex has gained worldwide recognition by being at the frontline of the introduction of safer and more weather capable technologies. It is also regarded as the leading specialist in harsh weather environments, with extensive experience in the Arctic Circle and other challenging regions.

OilVoice

The company will share its vision of the future of marine based crew logistics at the upcoming North Sea Offshore Crane and Lifting Conference in Aberdeen (April 24-26). The conference, now in its 17th year, is recognised as the most important meeting place for the offshore lifting and material handling industry. Last year's event saw 16 nations and more than 200 delegates represented.
Managing Director and co-founder of Reflex Marine, Phillip Strong said, "New technology continues to develop rapidly in the field of crane transfer. We will focus on some of the most advanced crane transfer operations taking place around the world, examining track records and how an integrated approach is improving safety and efficiency. We will provide an update on our recently launched 10 Golden Rules for crane transfer safety, the result of a collaboration by three companies, which draws on our experience of millions of transfer operations performed each year in the industry. It is hoped that these 'rules' will become recognized as a global standard for best practice transfer operations."
At the conference, Reflex will discuss the increasing use of formal training as a key tool in the management of risk, with recent examples given of how crane transfer plays a vital role in evacuations and other emergencies.
The spotlight will be focused on emerging technologies. These include deck motion monitoring systems that allow crane operators to accurately interpret vessel motions. A crane operator can better assess if a transfer can be safely performed, and can define the safest landing areas in real time. These systems can provide a significant overall reduction in vessel operating costs.
A new generation of transfer devices, now under development, which are designed to improve safety and further increase safe operating envelopes will also be revealed, with an overview given on the current standards and guidelines in place around the world in relation to safe lifting practices for personnel.
Mr. Strong added, "We will also take another look at evacuation provisions, as recent events around the world have reemphasized the importance of preparedness for emergency scenarios. The approach to managing emergencies varies radically from region to region, but it is difficult to over-state the importance of the industry getting this right. The positive news is that increased industry awareness and training coupled with improving technology is bringing very important new tools to the disposal of those responsible for directing emergency operations. March 21, 2012
http://www.oilvoice.com/n/Emerging_technology_set_to_raise_the_bar_for_offshore_transfers/77e0656dd9f8.aspx

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***Costa Concordia* raises doubts over ECDIS data quality:** The tragic sinking of cruise ship *Costa Concordia* has raised questions over the data quality of the electronic chart display information system (ECDIS). □□
The ECDIS is a database of information that includes data from radar about other ships in the area, as well as water hazards that have been documented over many years to help avoid collisions. This is mandatory equipment on all vessels, but the data it holds has recently been called into question by trade union Nautilus International. □□
According to the union, the data validation could be very outdated and out of touch with current hazards. Maxim van Norden, who spent 36 years in the Naval Oceanographic Office and now works in the department of marine science at

the University of Southern Mississippi, says approximately 50% of the chart data provided by the US National Oceanic and Atmospheric Administration used by ECDIS was collected before 1940. □□

This brings up a point of contention in relation to the calculated risks businesses take, and shows that outdated information can lead to traffic consequences. Taking risks is often a necessity in business, but they must be calculated risks based on sound data management. □□

Many forms of large transport carriers are now operated by technology that can fully calculate risk and eradicate mistakes by human error. Airplanes, for example, are operated on fly-by-wire systems that largely require minimal intervention from the pilot. Embracing similar technologies in business eradicate dangers of pitfalls, such as a data breach or compliance errors. □□

Experian QAS

Continuous calculations that are made in real time are the way forward for savvy and safe businesses, including everything from cash management to complex risk, debt and investment strategy. Software can now spot trends, raise alerts and trigger actions from a financial perspective, all based on up-to-date information. □□Making decisions based on real information will ensure that consistent growth is achieved, and big money losses are avoided. March 25th 2012

http://www.qas.co.uk/company/data-quality-news/costa_concordia_raises_doubts_over_ecdis_data_quality_8471.htm

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Australia seeks to revive domestic shipping: CANBERRA (MarketWatch) -- Australia's Transport Minister Anthony Albanese introduced legislation to parliament that aims to revitalize domestic shipping industry.

The changes contained in five separate pieces of legislation hope to give the industry a stable fiscal and regulatory regime to encourage investment, he told parliament.

A zero tax rate for Australian shipping companies, along with a suite of other fiscal measures, means Australian ships will be able to compete against their international rivals on a level playing field, he said.

"This is the most far reaching overhaul of the Australian shipping industry since 1912, and follows a thorough consultation since 2007 with ship owners, labour unions and shippers", he said.

Australia is in the middle of a resources boom, yet just 0.5% of that trade is carried by Australian flagged vessels, he told parliament.

"In the past decade the Australian fleet has contracted to 21 vessels from 55 with only four operating on international routes", he said. "We need to act now or we won't have an industry left."

"Australia's ports manage 10% of the world's entire sea trade with A$200 billion worth of cargo moved annually", he said.

"In a country where 99.9% of our trade is moved by ships, there will soon be no fleet to revitalise," he said.

Australia has one of the most liberal coastal trading regimes in the world and this won't change with the Government recognizing a legitimate role for foreign flagged vessels in domestic shipping industry, he said. March 21st 2012.

http://www.marketwatch.com/story/australia-seeks-to-revive-domestic-shipping-2012-03-21

NYK to Introduce Onboard Broadband Communication System on All Containerships to Reduce CO2 Emissions: Nippon Yusen Kaisha (NYK) has decided to introduce an onboard broadband communication system on all its containerships with the aim of reducing CO2 emissions during ship operations.

Onboard tests of the broadband communication system started in October 2010 on various types of vessels, and the results have been studied. When the system is introduced as part of the IBIS (innovative bunker and idle-time saving) project that NYK has implemented on its containerships to achieve optimal economic ship operation, real-time large-volume data communication between land and ships can be achieved. The results of the tests showed that the large volume of assorted data required for reducing CO2 emissions can be obtained in real time. The new system enables the acquisition of more specific weather and sea-current forecast information on board, improves the automatic transmission of ship operation data and ship operation monitoring on land, and speeds up information sharing and communication between staff on land and on board vessels. In response to these test results, NYK has decided to move from a testing phase to actual, sequential installation of the system on all its containerships to promote the IBIS project, and is to introduce the system onto car carriers, bulkers, tankers, and LNG carriers.

This initiative is aimed at putting into practice methods that meet the challenges for safe operation and fuel reduction that were initiated under the medium-term management plan "More Than Shipping 2013" announced in March 2011. These challenges include sharing real-time information between land and ships, and pursuing optimal ship operation to reduce fuel consumption.

The introduction of an onboard broadband communication system will not only contribute to a reduction in CO2 emissions during ship operation but will also bring fringe benefits, such as enabling crew members to communicate with their families via the Internet.

Aiming at improving the fuel consumption rate by 10% by FY 2015 compared to the FY 2010 level, as proposed in "More Than Shipping 2013," the NYK Group continues to strive for environment protection through the development of environment-friendly vessels and optimal ship operations. Source: Nippon Yusen (NYK Line). 11 March 2012

http://www.hellenicshippingnews.com/News.aspx?ElementId=f40f6ddd-7a7c-483f-9c80-53284e337184

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Wallem installs DNV Navigator to its fleet of more than 190 vessels: Wallem Ship Management in Hong Kong has ordered DNV Navigator for its managed fleet of more than 190 ships. The contract also includes the Work and Rest Hours module allowing for compliance with international legislation on rest hours for seafarers.
DNV Navigator is a dedicated decisions support tool for assisting the Master in handling the administrative and regulatory complexity of port operations. The new contract is the largest ever signed for DNV Navigator.
DNV Navigator facilitates compliance with requirements from charterers and port authorities and is often referred to as the "Captain's best friend". More than 1200 port clearance forms are automatically filled in with ship data so that the required paper work can be prepared in a few minutes. The system includes a database of information about all world ports and terminals including publications and data from UKHO, IHS Fairplay and other sources. Arrival and departure procedures for all major ports are available as well as a comprehensive nautical library providing up-to date maritime-specific information.
The system is arranged for easy creation of Master's Notes, which are used for sharing port specific knowledge within the fleet and information can be shared with other systems such as gangway control systems and ECDIS.
"Wallem is striving continuously to manage their fleet in safer and more cost effective ways", says Captain Deepak Honawar, Wallem's director of safety and quality, "and the company tested the system thoroughly before taking this next strategic step. We were impressed by how quickly DNV responded to our demands and added new elements in the system. We have great expectations for the use of DNV Navigator and believe the product will play a key role in our portfolio of on-board applications," he said.
Wallem will make use of the Work and Rest Hours module as part of their DNV Navigator implementation. This module demonstrates compliance with the Maritime Labour Convention 2006 and the Standard of Training, Certification and Watchkeeping for Seafarers. Any violation of regulations is clearly identified and the system allows user-defined reports to be generated. Crew timesheets can be generated in Microsoft Excel and the power of the system can be increased by adding company-specific forms and by sharing data with other company-specific or third party systems.
DNV Navigator was introduced in 2002 and is already in use on over 2,000 ships worldwide. "Industry feedback indicates that the on board paperwork burden is reduced by as much as 90%," says Odd Arne Haueng, head of DNV Maritime Partner. "This enables ships' officers to focus on what should be their primary responsibility, that is operating the ship in a sound and safe way both at sea and in port."
Wallem will commence rollout of DNV Navigator across its fleet in March 2012. Source: DNV 18 February 2012
http://www.hellenicshippingnews.com/News.aspx?ElementId=50e7444b-97c1-4006-9fe2-a73c3352c880
http://www.dnv.com/services/software/products/DNVNavigatorServices/dnvnavigatorandaddonproducts/

Human error a significant shipping industry risk - Analysis: While overall shipping safety and the rate of ship losses have improved since the sinking of the *Titanic*, human error remains a significant industry risk, according to a report released Monday.

Other key challenges include the growing industry trend to "supersize" ships with fewer crewmembers that may be inadequately trained due to cost pressures faced by shipowners, Munich-based Allianz Global Corporate & Specialty said in a statement.
The report, "Safety and Shipping 1912-2012: From the *Titanic* to *Costa Concordia*," is based on research from Cardiff University's Seafarers' International Research Centre, Allianz said.
At the time of the *Titanic* in 1912, one in 100 ships was lost that year. In 2009, the most recent year available, one in 670 ships was lost that year, according to the report.
Other risks cited: Other risks include increasing bureaucracy aboard ships, the continued threat of piracy off the coast of Somalia and whether there is adequate loss coverage in the event of an incident, Allianz said.
"Ultra large ships pose challenges for insurers due to their sheer size and value, while others raise concerns on structural integrity and failure," Sven Gerhard, global product leader of hull and marine liabilities for Allianz, said in the statement. "While scale alone does not make these ships riskier, the increased sizes introduce specific risks that need to be addressed, such as salvage and recovery considerations and emergency handling."
Still, human error remains the most critical risk, Allianz said in the statement, noting that 75% of marine losses in the 1990s can be attributed to human errors such as fatigue, inadequate risk management, competitive pressures, and potential deficiencies in training and crew levels.
The report also notes that major shipping disasters have led to industry safety improvements, and the recent *Costa Concordia* cruise ship that capsized off the coast of Italy in January would be no different.
http://www.businessinsurance.com/article/20120326/NEWS07/120329903# March 26, 2012

B.C. Ferries on-time departure rate hits 91%: Recently released B.C. Ferries statistics show that 9% of ferry trips depart 10 or more minutes later than scheduled. The corporation says that for 56% of the time in their 2012 fiscal year, those late ferries were due to heavy vehicle traffic. Another 22% of late ferries were due to "procedural issues" such as marine traffic, accommodating passengers, fuelling and Transport Canada-required drills.

The 91% of trips that did leave on time between April 1, 2011 to March 31, 2012 represents the ferry corporation's best performance rate in its history, spokeswoman Deborah Marshall said.
There were 173,372 sailings in the fiscal year, meaning 15,604 of those were behind schedule.
"We are quite proud of it. Our crews know how important it is for customers to be departing and arriving at their destinations on time," said Marshall. About 1,092 trips were delayed by mechanical problems, and about 780 sailings would have been late because of bad weather. She said different routes have different challenges.
"You get a terminal like Horseshoe Bay and there are three routes coming out of there," she said. "In the summertime we have up to six vessels coming in and out of the Horseshoe Bay terminal, and those six ships will be competing for three berths."
"Fuelling enters into ferry delays at those terminals without night-time fuelling opportunities", Marshall said. "Departure Bay has fuel trucks come in at night and so is unaffected by this factor."
Eight%, or approximately 1,248 sailings, would have ran behind due to medical and rescue emergencies, vehicles stalled or stuck onboard or various customer-related incidents, according to the ferry corporation.
She said, "the many sailings delayed by safety drills were not only required by law but also seen as necessary by the corporation, as B.C. Ferries prizes safety over performance. Sometimes we do have to delay the ship because of it. We actually conduct over 1,000 different types of drills on an average year."
Affecting sailing schedules were a reported 21 marine rescues and 68 medical emergencies in 2011, the former being below average. Another 3% of delays were classified as miscellaneous.
B.C. Ferries statistics depict steady growth in recent on-time performance, up 5% since 2007.
BY MATTHEW GAUK, NANAIMO DAILY NEWS APRIL 21, 2012
http://www.canada.com/Ferries+time+departure+rate+hits/6496765/story.html

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Canada's new $50 Bill: Canada's newest bank note, the plastic $50 bill, went into circulation today, making it the first polymer note to be available through bank machines. The $50 bill features former prime minister William Lyon Mackenzie King on the front and images of the Canadian Coast Guard Ship *Amundsen*, an Arctic research vessel, on the back. The new $100 notes were released in November, but those plastic bills were only available through bank tellers. Canadians have been testing the touted strength and durability of the plastic $100 bill and posting the results online. Multiple "YouTube" videos show Canadians washing, crumpling and folding the plastic bills, and one shows someone desperately (for some reason) trying to tear a C-note in half.
March 26, 2012

http://www.cbc.ca/news/yourcommunity/2012/03/does-canadas-new-50-fit-the-bill.html

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Arctic shipping boom may come with new obstacles: The Arctic Ocean could open for regular commercial shipping within the next five to 10 years, according to a Canadian polar scientist who conducted research for the International Polar Year Conference. But while that may sound like welcome news for intercontinental commerce, the changing ice conditions could bring new hazards to ships plying the polar seas.

"Just because you're reducing the ice like that, one of the things we found was that you increase the speed at which this ice moves," said Dr. David Barber, the lead scientist on the Circumpolar Flaw Lead (CFL) System Study. Barber presented the results of his study at the International Polar Year Conference in Montreal. More than 2,000 scientists were at the weeklong conference to discuss the findings of International Polar Year, which lasted from 2007 to 2009.
Barber's study involved spending an entire winter aboard the Canadian Coast Guard's research icebreaker, *Amundsen*, in the open waters of the Beaufort Sea. Circumpolar Flaw Lead is an oceanographic term for the water between arctic landmasses and mobile sea ice.
"We wanted to do something really unique; something that no one else had ever done before. And so we looked at -- scientifically -- what are the big questions that we have?" Barber said. "And it always came back to this issue of: What happens with open water in the middle of winter?" The answers he came up with stunned him.

The water stays open longer, he said. Barber found unfrozen ocean in December and January.
With the open water came intense storms. The snow from those storms insulated the multi-year sea ice, which meant that it didn't thicken up as much. In short, the Arctic coast is becoming more like the Pacific and Atlantic coasts. It is turning into a maritime climate that is stormy and largely ice-free during the winter.
These changes mean there are now thousands of transits each year in the Arctic. The vast majority are made by ships sailing into and out of the polar ocean on specific journeys, according to Lawson Brigham, a polar shipping expert who teaches at the University of Alaska Fairbanks.
"What we won't see -- and what is covered in media a lot -- is a new global shipping route," argues Brigham. He says there is still too much ice for that and the economics for a new route aren't there yet. For now, shipping traffic in the Arctic will be driven by two industries: resource extraction and tourism.
Of course, the reduction of sea ice won't only affect ships. "To put it extremely simply, the two refrigerators are warming up. And so, if you change those it affects the climate. It affects the ocean currents. It affects species," said Peter Harrison, the chairman of the International Polar Year Conference.
CBC News | Eye on the Arctic | Apr 28, 2012
http://www.alaskadispatch.com/article/arctic-shipping-boom-may-come-new-obstacles

Ice Book Warmly Received: The Nautical Institute has launched "Polar Ship Operations" aimed at providing a comprehensive easy reference book for seafarers, shipowners and others who are planning to operate in that extreme environment. There has been an increase in activity in the Polar Regions recently as the maritime and offshore industries respond to global warming and the need to find more sources of energy.
However, as author Captain Duke Snider FNI explained, these regions used to be the domain of experienced operators and vessel owners. The Nautical Institute seeks to fill a gap in reference material available to these novice polar ice navigators and supports the Institute's efforts in helping to establish uniform international standards for ship bridge personnel in ice operations.
Having identified a gap in the international standards, The Nautical Institute started work on the Ice Navigator Project, the aim of which is to assemble the background knowledge that exists, fill gaps that may be present, and present a globally acceptable standard of ice navigator along with a template of skills, knowledge and competencies.
Captain Snider said that the book will help those encountering multi-year or old ice and glacial ice, which is much harder than first year ice encountered in sub polar regions. "As global climate change has resulted in an increase interest in shipping in Polar Regions, such a reference gap is of paramount importance.
"Polar Ship Operations" addresses this gap in reference material. Captain Snider is a highly qualified ice navigator with extensive experience in the Arctic as a career officer of the Canadian Coast Guard. He has commanded icebreakers and offshore research vessels and sailed as an ice pilot on numerous vessels. The book is laid out to familiarise the reader with the geographic, climatological and meteorological aspects of the Arctic and Antarctic; to explain the remoteness of these regions and the lack of support infrastructure.
Other chapters cover the physics of ice formation and basics of ice interpretation and reporting, offering help to identify old and glacial ice, the preparation for operating in these regimes and ship handing in polar ice conditions. In his Foreword, Rear Admiral Nigel S Greenwood CMM CD RCN MNI of the Canadian Navy said the Polar Regions are "paradoxically" both dangerous and vulnerable. They are very susceptible to pollution or even the disturbance of transit and provision of assistance is "incredibly sparse" so the areas demand "the epitome of self sufficiency. "And he added: "The polar regions thus remain a false lure for the uninformed and a trap for the unwary. "The book was launched at the 8th annual Arctic Shipping Forum held by Informa in Helsinki, less than two weeks after a report on the development of the Arctic from Lloyd's of London and Chatham House. It predicted that an estimated $100 billion would be invested in activities in the region over the next ten years. Shipping is bound to be a beneficiary of this activity, and The Nautical Institute believes that it calls for specialised skills and competencies that this book, the latest of its practical guides, will support. "Polar Ship Operations" is available from The Nautical Institute, price: £30; ISBN: 978 1 906915 18 6
www.nautinst.org/pubs http://www.officercadet.com/showthread.php/5264-Ice-Book-Warmly-Received

It was inevitable that this edition would contain articles about the *Titanic* although I did not expect quite as many. The radio, TV and the printed press carried so many stories. Hopefully I have included some you have not seen.
The next edition of "From the Bridge" will be issued early in August. The deadline for contributions is **August 1st 2012.**
Please send them to me at **13375-14A Avenue, Surrey, B.C. V4A 7P9** or to **<whitknit@telus.net>.**
I hope you all have a great summer. Sincerely, **David Whitaker FNI**

Refloat of Italy's *Concordia* wreck to be biggest ever: Salvage crews will soon begin the job of refloating the half-submerged *Costa Concordia* cruise liner in the largest ever operation of its kind. **See the live webcam at the *Costa Concordia* location at: http://www.giglionews.it/2010022440919/webcam/isola-del-giglio/webcam-giglio-porto-panoramica.html**