



Company of Master Mariners of Canada

From the Bridge

The Newsletter of the Company of Master Mariners of Canada

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The Company of Master Mariners of Canada is a corporation established to serve the shipping industry, further the efficiency of the sea service and uphold the status, dignity and prestige of Master Mariners.

FROM THE MASTER'S DESK

The last short period has seen a number of changes in the marine world: major oil pollution in the Gulf of Mexico; an up-swing in charter rates; and, a stronger outlook for new building. However, some things have not changed: piracy; the criminalization of seafarers; and, the lack of recognition of what we, as past and present seafarers, have learned and accomplished with our years of experience.

Most of those issues have received adequate coverage in other media but, it is the last issue which I would like to remark upon here. It is "2010: The Year of the Seafarer" – IMO has recognized that but has anyone else?



A recent discussion with some other members of "The Company" brought to light two important points: the increase in education, as opposed to training, for today's officers, and secondly, the ISM Code which appears to be almost counterintuitive to education. Let me speak more about that thought.

Officer training programs in Canada are regulated by Transport Canada, Ship Safety Branch and the requirements are improving to the point that some programs are now recognized by the issuance of an under-graduate degree. The experience gained while reaching the Master Mariner level is recognized by many universities as meeting the pre-requisites for direct entry into a graduate (Masters) level degree program. The older Extra Master certificate of competency was widely recognized as being equivalent to a specialized Master of Business Administration degree. Now let's look at the ISM Code.

The ISM Code was instituted with the best of intentions in light of incidents such as the *Herald of Free Enterprise* capsizing. The original intent was to ensure that necessary precautions against accidents were taken and that certain aids to the officer, such as policy, procedures, and checklists were available to assist in decision-making. This is similar to the ISO system with a major difference: when an issue becomes critical ashore, the Board of Directors can meet to resolve the issue; when the world is upside down at sea, a quick decision is required and if you have to consult policies, procedures, and work processes you will probably not make a decision or you won't make it in time. The concern that I have with ISM is that it has become so complicated that officers may lose the incentive to use their initiative and apply the knowledge that they have gained through experience. Another thought that I recently read was that the ISM Code was a means of permitting personnel from countries without the benefits of our educational system to assume positions of higher authority. Perhaps it is time to review the ISM Code and, more importantly, the application of it so that officers have the opportunity to assume a strong leadership role again.

Let's make the slogan "2010: The Year of the Seafarer" a statement of fact by getting more involved with our regulatory bodies and sharing our knowledge and expertise.

Jim Calvesbert,
National Master,
Company of Master Mariners of Canada



The U.K. says "No More!" to Undermanning & Fatigued Mariners. Paul Coley, MCA Assistant Director of Seafarers & Ships said, *"Its been known for many years that tiredness caused by long working hours and low manning is dangerous to both ships and its crews. Shipping companies have been warned about the consequences of fatigue many times. This time it's not just a warning. The MCA are determined to stamp out excess hours in UK waters and so significant breaches of the regulations will be reported to our enforcement unit and may result in prosecution."*

How's that for a serious burst of cannon fire across the bow! On February 26th the U.K.'s Maritime & Coastguard Agency (MCA) published this bold press release making clear that it is tired of the same-old, same-old when it comes to the marine industry's decades-long refusal to come to terms with the worldwide mariner fatigue problem. Any vessels calling on U.K. ports, regardless of their flag, will be subject to some real scrutiny. Amongst many other incidents, the grounding of the general cargo vessel *Antari* near Larne, Northern Ireland when the chief mate fell asleep at the wheel was a recent event that has spurred the MCA to get tough about this. Quoting from the MAIB report's synopsis, *"At 0321 on 29 June 2008 the general cargo vessel Antari grounded on the coast of Northern Ireland, while on passage from Corpach, Scotland to Ghent, Belgium. The officer of the watch had fallen asleep shortly after taking over the watch at midnight when the vessel was passing the peninsula of Kintyre (Scotland). With no-one awake on the bridge, the vessel continued on for over 3 hours, crossing the North Channel of the Irish Sea before grounding on a gently sloping beach about 7 miles north of Larne. The chief officer, who was the watchkeeper at the time of the grounding, worked a 6 hours on/6 hour off watchkeeping regime with the master. As has been demonstrated in many previous accidents, such a routine on vessels engaged in near coastal trade poses a serious risk of cumulative fatigue."*

<http://towmasters.wordpress.com/2010/03/21/the-u-k-says-no-more-to-undermanning-fatigued-mariners-what-will-the-u-s-coast-guard-do/>

Royal Canadian Navy Celebrates 100th Birthday: May 4th 2010 The streets of Halifax were filled with sailors today as the Canadian Navy celebrated its 100th anniversary -- a milestone marked by events across the country and a Royal Proclamation. The Navy requested the Freedom of the City in Halifax for its centenary. The ceremony dates back to the 15th century in England and grants military units the right to enter a city with drums beating and bayonets fixed. The Commander of Maritime Forces Atlantic, Rear Admiral Paul Maddison knocked on the doors of city hall with the butt of his sword three times before Halifax Mayor Peter Kelly answered and granted the request.

The royal proclamation pays tribute to the Navy and all those who have served. "The men and women who have served in Canada's Naval Forces, both regular and reserve, over the past century have embodied the virtues of courage, commitment and sacrifice in the defence of Canada and Canadian interests, and in the advancement of peace and security around the world," it states. Other events marking the occasion were planned in Victoria and Ottawa. Prime Minister Stephen Harper presented a ship's bell -- dubbed the Canadian Navy Centennial Bell -- during a ceremony on Parliament Hill. The Queen will pay tribute to the Navy when she visits in June.

CTV.ca News Staff. May 4th 2010. Sailors march to city hall in Halifax on Tuesday, May 4, 2010 as the Navy marks its centenary. (Andrew Vaughan / THE CANADIAN PRESS)



Battle of the Atlantic: The Canadian Navy is celebrating its centennial year and sailors and veterans came out in full colours on May 2nd to mark the annual commemoration of the Second World War's Battle of the Atlantic. A parade throughout downtown Saskatoon included veterans, service people and cadet corps from across Saskatchewan and culminated in a celebration at *HMCS Unicorn*.

HMCS Unicorn renewed its ties to the City of Saskatoon by calling on Mayor Don Atchison at City Hall before a commemorative ceremony presided over by Lieut.-Gov. Gordon Barnhart. *HMCS Unicorn* has existed in Saskatoon for more than 87 years.



In 1983, *HMCS Unicorn* was granted Freedom of the City, which allows the unit to march through the streets in parade. It is the highest honour a municipal government can grant a unit of the Canadian Forces, symbolizing the trust of the community.

The Battle of the Atlantic was fought from 1939 to 1945, with Allied naval and air forces in combat against German forces. The Royal Canadian Navy played a large role in this battle, eventually building up strength to become the third-largest naval fleet in the world at the time. © The StarPhoenix

The crew of the *HMCS Unicorn* was joined by veterans, former service people and cadet corps from across the province to remember the Battle of the Atlantic and the Navy's centennial year. An original 1890s 12-pound cannon is fired on the lawn of City Hall. Photograph by Gord Waldner, The StarPhoenix

Maersk taking slow steaming all the way: It took more than a month for the containership *Ebba Maersk* to steam from Germany to Guangdong, China, where it unloaded cargo on a recent Friday - a week longer than it did two years ago. But for the owner, the Danish shipping giant Maersk, that counts as progress.

In a global culture dominated by speed, from overnight package delivery to bullet trains to fast-cash withdrawals, the company has seized on a sales pitch that may startle some hard-driving corporate customers: Slow is better.

By halving its top cruising speed over the last two years, Maersk cut fuel consumption on major routes by as much as 30 per cent, greatly reducing costs. But the company also achieved an equal cut in the ships' emissions of greenhouse gases.

'The previous focus has been on 'What will it cost?' and 'Get it to me as fast as possible', said Soren Stig Nielsen, Maersk director of environmental sustainability, who noted that the practice began in 2008, when oil prices jumped to US\$145 a barrel.

'But now there is a third dimension. What's the carbon footprint?'

Travelling more slowly, he added, is 'a great opportunity' to lower emissions 'without a quantum leap in innovation'.

Slowing down from high speeds reduces emissions because it reduces drag and friction as ships plough through the water.

Transport emission has soared in the past three decades as global trade has grown by leaps and bounds, especially long-haul shipments of goods from Asia, causing the containership trade to grow eightfold between 1985 and 2007.

The mantra was 'Need it now'. But the result is that planes, ships, cars and trucks all often travel at speeds far above maximum fuel efficiency. Of course, mile per mile, shipping even at conventional speeds is far more efficient than road travel. Shipping a tonne of toys from Shanghai to northern Germany churns out less emission than trucking them south to Berlin afterwards.

Some carriers initially resisted the idea of slowing down, arguing that speed was indispensable to serving their clients. Today, more than 220 vessels are practising 'slow steaming' - cruising at 20 knots on open water instead of the standard 24 or 25 - or, like Maersk's vessels, 'super slow steaming' (12 knots).

Many companies find that the practice allows them to cut prices in an ever more competitive market, even at a time when oil prices hover around US\$80 a barrel. Yet, in shifting hundreds more ships to its slow steaming programme last year, Maersk considered itself prescient: It is convinced that a carbon tax or tighter shipping rules are on the horizon due to several concerns.

Any rise in fuel prices or taxes would enhance the appeal of slow steaming.

Slowing speeds is a good idea, said David Bonilla, senior research fellow at the transport studies unit at Oxford University's School of Geography and the Environment. But he maintains that it cannot on its own arrest the emission growth resulting from today's trade patterns, in which vast amounts of goods are produced in Asia but consumed in Europe or the United States.

To make a difference, he said, fuel costs for long-distance shipping must rise to the point where carriers are forced to invest in new, far more efficient boats or shift to shorter routes.

In addition, Maersk had to prove that slow speeds would not damage ship engines in order to maintain engine warranties that did not cover such slow travel.

Customers have to factor in extra time for delivery, which can be problematic for time-sensitive products such as fashion or electronics, said Philip Damas of Drewry Shipping.

Maersk has also shouldered the labour costs of having crews at sea for longer periods and added two ships on its Germany to China route to maintain scheduled deliveries. But those expenses were cancelled out by decreased fuel costs, it said. Now Maersk is working with customers in the hopes of slowing more boats and contemplating charging customers variable rates, depending on speed. -- NYT

<http://www.businesstimes.com.sg/sub/shippingtimes/story/0,4574,373169-1266609540,00.html?>



World's fastest container ships mothballed

Near the waterline inside the *Maersk Beaumont* lies the main reason why this new container ship is set to spend at least the rest of this year unused on a Scottish sea loch. Twelve cylinders, whose linings alone weigh eight tonnes each, sit ready to accelerate the ship to speeds of nearly 30 knots (55kph). They make the *Beaumont* and her six sister ships, built to rush Chinese goods to the US east coast, the world's fastest modern container vessels. But fuel consumption is nearly as high as on the world's largest container ships, which carry three times as much cargo.

The fast ships, which analysts say would have cost well over \$50m (36.7m, £32.3m) each, have fallen victim to a doubling in fuel prices, slumping demand for containerised goods and changes in industry practice. Denmark's Maersk Line, owner of the vessels, moved the *Beaumont* and four of the sister ships to Loch Striven, off western Scotland's Clyde estuary, in July. Another redundant Maersk ship was added to provide more stability when the group was lashed together. The remaining two *B Class* ships, as they are known, are laid up in Thailand.

The ships are among hundreds laid up worldwide to see out the worst downturn in container shipping's 53-year history. AXS Alphaliner, a Paris-based consultancy, estimates that 10.1 per cent of worldwide container ship capacity is currently idle after a 10 per cent slump in container movements last year.

However, the *B Class*'s fate is the starkest illustration of the change in the industry's fortunes. Although the oldest is only four years old, conditions have changed so completely they may never see commercial service again without heavy modifications. David Johnstone, captain of the group of laid-up ships, says he feels sad to see them taken out of use – particularly because he was first captain of the oldest ship, the *Maersk Boston*, on its launch in February 2006. "They were going to be the fastest – it was an honour," he says.

The crisis is hitting seafarers harder than ships, he points out. Only 10 crewmembers will ultimately be needed to maintain the six laid-up ships in Loch Striven, against the 120 or so who would have been needed to keep them at sea.

"It's bad enough the ships being laid up," Captain Johnstone says, as the current crew steadily dismantle and clean key components in preparation for mothballing. "Closer to home, there are people getting paid off."

Behind the *B Class* ships' construction lay a core assumption about the long boom in container shipping between 2001 and 2008. As trade growth accelerated following China's accession to the World Trade Organisation, container lines sold their services on their speed, arguing that the faster service allowed customers to hold fewer Chinese toys and electrical appliances in stock.

That strategy has been upended by the worldwide economic slump of the past 18 months. Falling demand and significant ship deliveries mean most shipping lines now have spare capacity. Ships' bunker fuel now costs are about \$450 a tonne compared with \$200 a tonne in 2004, when the *B Class* ships were planned.



These developments mean it makes more economic sense to slow ships down, add spare ships to services and conserve fuel than to focus on speed. Average speeds, once well above 20 knots, are now falling to about 14 knots.

Customers seem not to mind if deliveries remain reliable and cheap.

Tony Greener, UK Technical Manager of Maersk's container shipping division, says the company has found slower speeds commercially successful. "It's making us think, 'Is the future slow speed?'" he says.

Yet slow speed is no answer for the *B Class* ships as they stand. Their narrow, yacht-like hulls are suited only to high-speed operation. "You can't run them at conventional speeds – they're fairly inefficient," Mr Greener says.

Maersk is considering modifying the vessels, possibly by shortening them, to suit them to the new, lower-speed environment. The US navy could also convert them into supply ships.

In the meantime, Maersk has found a temporary, if bizarre, use for them – hosting a children's TV adventure game show.

Source: Financial Times. *Tuesday, 23 February 2010*

http://www.hellenicshippingnews.com/index.php?option=com_content&task=view&id=88591&Itemid=79

Big guns no dice: The South Korean destroyer sailing close to the South Korean very large crude carrier captured by Somalis is fitted with missiles and helicopters of the kind our opposite numbers on Jane's Defence Weekly presumably get excited about. Unfortunately, things that go bang will be of little help.

It is sometimes possible to retake vessels seized by pirates, as the Dutch navy's exemplary recovery of the German-flagged general cargo ship *Taipan* illustrates. Those involved are to be both thanked and congratulated. But given that it is inadvisable even to nip out for a sly cigarette break on the deck of a dirty tanker, there can be no realistic prospect of staging a rerun of the *Maersk Alabama* incident in order to oust those now commanding *Samho Dream*.

In these circumstances, the mightiest combat ships in general use are no match for a small gang of men equipped merely with AK-47s and a couple of skiffs, who have seized a ship and cargo with a combined value somewhere well north of \$200m with ease. Asymmetric warfare does not get more asymmetric than that.

The options for the South Korean authorities seem somewhat limited, and the likelihood is that a sizeable ransom will have to change hands, as it did with *Sirius Star* and *Maran Centaurus*.

Such regular de facto imposts from organised crime are the last thing either the tanker sector or the oil industry as a whole needs right now. Perhaps the only silver lining is that a string of VLCC hijacks might serve to concentrate the minds of the world's diplomatic community.

By David Osler. April 6th 2010

<http://www.lloydlist.com/ll/blogs/big-guns-no-dice/20001020002.htm>

India. Criminalisation & piracy are damaging seafarer recruitment warns InterManager: Shortages of skilled and qualified seafarers could have an immense impact on the global economy and are being exacerbated by the negative impact of crew criminalisation and the escalating problem of global piracy, warns InterManager, the international trade association for the ship management industry whose members represent more than 200,000 seafarers. "Legislative measures following an accident or incident have made the seafarer increasingly susceptible to criminalisation, and a rising incidence of piracy has led to correspondingly high personal risks," Brian Martis, Chairman of the InterManager's Criminalisation Committee told delegates at today's India Manning & Training Conference in Mumbai.

In addition, "A one-sided view of public interest coupled with political expediency has severely curtailed the human rights of the seafarer," he said. "These factors have had a direct, negative impact on crew retention and the natural replenishment of the workforce: potential recruits are hesitant to take up a career at sea. The current shortage of skilled and qualified seafarers - already a significant crisis in the maritime industry - is further exacerbated."

He continued, "Shipping being the prime mover of goods worldwide (90% of trade), is critical to international commerce and development. The seafarer is critical to shipping. There is already a crisis in marine manpower supply with shortages estimated to continue for some years to come. The legislations in recent years concerning pollution and the restrictions on personal freedom as a result of the 'War on Terror' have combined to make seafaring unattractive. Retention and fresh recruitment are directly affected. The eventual impact the global economy and the environment cannot be underestimated."

Mr Martis pointed out that recent studies by BIMCO have identified 14 cases of seafarers' detainment that took place during an 11 year period involving 12 coastal states. These cases involved lengthy detainments and "questionable" applications of law and resulted in no charges. He cautioned, "The unfair treatment meted out to the officers concerned resonates very strongly with the seafaring community both locally and internationally. A sea-going career with such additional risks to personal freedom and/or safety dissuades young men and women who are about to decide their future careers. I know of several officers who have indicated they will discourage their children from taking up a career at sea." InterManager has played an instrumental role in a number of high-profile cases of criminalisation recently including the *Hebei Spirit* and the *Cormorant*.

Mr Martis informed conference delegates that recent cases have shown a marked tendency for seafarers to be:

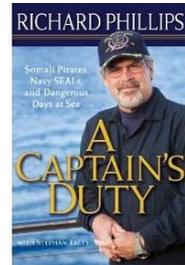
- Criminally prosecuted for maritime accidents beyond their control
- Criminally prosecuted for maritime accidents where there has been some negligence, regardless of the fact that such negligence is not considered criminal in the maritime industry
- Detained indefinitely within the country that is bringing charges against them
- Held as "security" or "material witnesses" until the ship owner or P&I Club pays up
- Held in custody without any access to legal assistance or without being formally convicted of a criminal offence
- Denied shore leave for arbitrary reasons

Urging the shipping world to tackle the issue of unfair criminalisation, Mr Martis proposed, "2010 is the Year of the Seafarer and what better way to pay homage than to contribute towards improving his working conditions and protecting his human rights?" <http://bymnews.com/news/newsDetails.php?id=67052> March 19th 2010

A Captain's Duty: Capt. Richard Phillips of Underhill, Vermont, who was rescued from Somali pirates after they seized his ship, the *Maersk Alabama* last spring, is again entering unfamiliar waters: this time a nationwide book tour and interviews with the likes of NBC's "Dateline," NPR's "Fresh Air," and "The Daily Show."

His book, "A Captain's Duty: Somali Pirates, Navy SEALs, and My Dangerous Days at Sea," was due out April 6. Published reports say he got a \$500,000 advance. Columbia Pictures bought the movie rights. And according to Yankee magazine, Phillips has been meeting occasionally with a speech coach who helps him with his delivery of the tales that come naturally to him.

<http://www.timesargus.com/article/20100321/FEATURES07/3210303/1016/FEATURES07>



Expansion of the Panama Canal will reshape global trade patterns. By Bill Armbruster

August 15, 1914 marked the start of a revolution in global trade and transportation. It was on that day that a cargo ship called the S.S. *Ancon* made the first passage through the Panama Canal. If all goes according to plan, on August 15, 2014 – or some day soon afterward – will mark the dawn of another new era, for it's then that the Panama Canal Authority expects to complete the canal expansion, just in time for the 100th anniversary of the waterway's opening.

Two new sets of locks – one on the Pacific side, the other on the Atlantic side — will be able to accommodate 12,000-TEU ships. That's more than twice the current maximum capacity of 5,000 TEUs.

"It opens a wide range of possibilities to both carriers and customers," said Frankie Lau, OOCL's marketing director for North America. "You can deploy larger vessels, which will create economies of scale. It creates greater flexibility in the size of ships you can deploy." That flexibility will make all-water services between Asia and the U.S. East and Gulf Coasts, as well as other routes through the canal, far more viable.

"It will be a game changer," said Peter Keller, president of NYK Line North America. "This is going to be a major, major logistics change. It will create a whole new look at the Gulf. It will create a whole new look at the East Coast," he said, "and it's not just going to be in the container world."



The break-bulk, bulk and roll-on, roll-off sectors will be affected, too, Keller said. The NYK executive said the expansion will also make Panama more of a logistics centre.

The new workhorses: The "workhorses" in all-water services via the Panama Canal after 2014 will be in the 4,500 to 7,500-TEU range, said John Martin, president of Martin Associates, a consulting firm. John Wheeler, general manager of trade development for the Georgia Ports Authority, puts the figure higher, at around 8,000 TEUs. But even at the lower level predicted by Martin, those ships will provide a lot more capacity than ships now used in all-water services, which typically range from 3,200 to 4,500 TEUs.

While the canal will be able to handle 12,000-TEU ships, vessels in the 10,000-12,000 range will be confined to Asia-Europe routes. Trans-Pacific services most likely will be dominated by ships in the 7,000 to 9,000-TEU range.

Port preparations: All major East and Gulf Coast ports have been dredging and upgrading their infrastructure and say they will be ready to handle ships in the 7,000 to 8,000-TEU range — some are already there — but only Norfolk can handle ships in the 10,000 to 12,000-TEU range now, or is likely to have that potential when 2014 rolls around.

As a practical matter, though, it wouldn't make much sense to operate too many services at the East Coast, with ships bigger than the port with the largest market — New York-New Jersey — can accommodate.

The APM terminal in Elizabeth, N.J., can now handle ships with capacity up to 6,500 TEUs, but "unless they do something about the Bayonne Bridge," the terminal won't be serving anything larger," said Mary Ann Kotlarich, a spokeswoman for APM and Maersk Line, which are sister companies.

"Since the vessels run in a string they are limited by the least common denominator," she said. The low clearance under the Bayonne Bridge, which spans the narrow channel leading into the port's main terminals in Elizabeth and Newark, will prevent larger vessels from calling there even after the port's 50-foot dredging project is completed in 2014. Keller of NYK said the height of the vessel's mast is the key determinant of whether it will be able to pass under the bridge.

There will certainly be more services after 2014 that call only at mid-Atlantic, South Atlantic and Gulf ports, and that's a frightening prospect for maritime interests in New York and New Jersey. Port Authority officials are studying alternatives to the bridge, such as elevating it or tearing it down and replacing it with either a taller bridge or a tunnel, but no replacement is likely to be in place at least until 2020.

Despite the challenges posed by the bridge, the port authority has been moving aggressively in other ways to accommodate larger vessels and increasing all-water cargo moving to the interior. Deepening the main channels to 50 feet will be completed by 2014, while the expanded ExpressRail system can accommodate 850,000 containers a year.

Labour and technology: The ability to operate larger vessels on all-water strings will alter the economic dynamics of Asia-U.S. trade, but other considerations will determine the willingness of carriers to increase their all-water services. The other factors include intermodal rail rates, the quality of rail service, and the flexibility of waterfront labour.

The use of modern cargo-handling technology will be a key issue in contract negotiations with the International Longshoremen's Association and the International Longshore and Warehouse Union. The contract with the ILA, which represents dock workers at East and Gulf Coast ports, expires in 2012, while the West Coast contract expires in 2014.

Another key determinant will be cargo volume, which probably will not return to the peak levels of 2007 until 2014 or so. But even if there is less cargo, there may be faster introduction of all-water services simply because carriers will have so many more ships capable of transiting the canal. While they have laid up dozens of ships due to an ocean of overcapacity and plunging cargo volumes, they have many more new ships that will be coming out of the shipyards in the next couple of years, so it makes sense to increase their deployment of vessels, other factors being equal. It takes eight or nine ships to operate a weekly all-water service, compared to four or five vessels in a West Coast service.

Most of all, decisions about vessel deployment will be a function of the market. If shippers demand all-water service for shipments to and from East and Gulf Coast markets, and if they prefer all-water routes for 3.shipments to interior points, then the carriers will want to oblige them.

"Customer demand will determine what happens over the long term," said Bob Sappio, APL's senior vice president of Pan American trades. But Sappio does not expect the canal expansion to have much impact on APL operations. "Most of the import cargo APL carries to the U.S. enters through West Coast gateways. We don't see that changing."

The price of tolls: One of the carriers' biggest concerns is the cost of Panama Canal tolls, which have more than doubled over the past five years, from \$32 per TEU in 2005 to \$72 per TEU currently. "We have seen significant increases in the canal passage costs. If this continues, the competitive advantage for moving larger vessels via the Panama Canal will be lost and therefore the traffic via the canal will not increase," said Lars Mikael Jensen, the Maersk Line vice president at corporate headquarters in Copenhagen responsible for Pacific route services.

Maersk has said in the past that it could reroute vessels from Asia to the U.S. East Coast around Cape Horn and still save money on the trip by avoiding the Panama Canal tolls, despite the longer route. While Maersk may be bluffing about that possibility, canal officials are sensitive to the carriers' complaints. "We are very much aware of the current



situation. We continually monitor costs, we continually monitor alternatives. We have to make sure we are competitive," said Rodolfo Sabonge, director of corporate planning and marketing for the Panama Canal Authority.

But the canal authority's options are somewhat limited. "Back in 2006, when we put together the (expansion) proposal, we included a pricing plan that we have to stick to" in order to finance the \$5.25 billion project, which was approved in a voter referendum that fall. Sticking to that plan will require 3.5% annual increases in the tolls over the next 20 years.

Despite the toll increases, the costs of shipping through the canal are still lower than the alternatives, Sabonge said. The existing locks will remain in service, he added.

Due to the recession, the project may come in under budget because of fierce competition among contractors eager for work. All contracts awarded thus far have been lower than budgeted, Sabonge said, and material prices have also been lower than estimated.

A matter of pride: Meanwhile, as the canal authority looks ahead to 2014, it also pauses to look back at the past. On Dec. 31, it celebrated the 10th anniversary of the canal's return to Panamanian sovereignty after 86 years of U.S. control. In a ceremony commemorating the anniversary, Panama President Ricardo Martinelli emphasized that the Canal has been managed in a safe, reliable and efficient manner over the past decade. "The Canal is a matter of pride not only for Panamanians, but also for the international community." It will be cause for even more pride come 2014.

http://www.cargobusinessnews.com/Feb10/portcomm_game_changer.html



Researchers examining the Atlantic and Pacific are predicting significant increases in the number and intensity of storms and wave height. The most recent study was published by two scientists from Oregon State University and a researcher from the Oregon Department of Geology, based on weather buoy records off the Pacific Northwest. In a nutshell, "The average wave goes up 1½ centimetres per year. If you look at winter waves they

are getting bigger by 2½ centimetres a year. The largest waves are increasing by 10 centimetres a year. That's roughly 30 feet in 30 years," said Peter Ruggiero, lead author and Assistant Professor in Oregon State University's Department of Geosciences.

It's the same trend noticed for the North Atlantic in 1996 by scientists at the Dutch Koninklijk Nederlands Meteorologisch Instituut. They examined records from the Sevenstones Lightship off the Isles of Scilly, west of Cornwall in England from 1960 until 1985. The Dutch were unhesitant in their results: Waves are getting bigger in the North Atlantic.

More recently the Oregon scientists focussed on the coasts of Oregon, Washington and British Columbia. Waves are getting bigger there too and there is every indication the trend will continue. The scientists said the number and intensity of "extra-tropical" storms are increasing. Such storms are spawned in the middle latitudes, unlike tropical storms or polar blasts. Why the increase? The scientists speculate it's a function of global climate change.

The Oregon scientists focussed on ocean waves measured by anchored weather buoys more than 200 miles off the Columbia River bar. Ruggiero's numbers speak to increases, not the total wave height. But even those figures are deceptive. They are averages. In the future there will be some stunningly big waves added to the mix of bigger waves. "There are waves much larger than average. They could be one and a half to two times bigger," Ruggiero said.

But that doesn't include rogues, abnormally huge waves formed in a fashion not completely understood by scientists. "Rogue waves are more complicated. It's a random process. Two waves may merge but instead of cancelling each other out they are added together," Ruggiero said.

If your wave brood stock is larger, the occasional rogue will be even bigger than a few years ago.

Ruggiero was joined by Paul D. Komar, an oceanographer at OSU, and Jonathan Allan of the Oregon Department of Geology in the wave analysis. Their report was published a few weeks ago in a journal called *Coastal Engineering*.

The scientists focussed on Buoy 46005, a much-battered scientific instrument anchored 250 miles off the mouth of the Columbia River. They also snatched some information from Buoy 46002 anchored 280 miles off Coos Bay, Oregon.

The authors looked at weather buoy data from 1976, when the buoy was deployed, through 2007. There were periods when 46005 was out of commission, but information before and after the outage showed the same trend – ever increasing wave heights. The scientists were able to extend their storm graph backward – "hindcasting", as opposed to forecasting – and it matched land-based reports dating back to the late 1940s.

The buoys measure deep ocean conditions beyond the continental shelf. How waves mature as they approach the coast varies with currents, wind and ocean-bottom characteristics.

The study covered three decades which included at least one major El Niño event. "But by the nature of such phenomena, any El Niño will make big waves even bigger," Ruggiero said.

The scientists also note that most of the study period covered what they call the "decadal shift", a grand change in ocean temperature conditions. The major regime shift began in the '70s, when Buoy 46005 was positioned. Some experts say that shift ended in the 1990's. Since then waves have grown even larger.

Don McMannan. Cargo Business News. March 2010. www.cargobusinessnews.com

A safe haven for the world's sailors: Vancouver's Mission to Seafarers is a modern -- and historical -- treasure. Shelley Fralic, Vancouver Sun. Published: Thursday, April 22, 2010

In what might best be described as a vintage classroom, the Vancouver Heritage Foundation conducts its popular one-day "Old School" course in the roomy lounge of *The Mission to Seafarers*, a charming early 20th-century craftsman

cottage on Vancouver's waterfront. It's here that students quickly discover what makes their city, and its architecture, worth the continuing pursuit of knowledge, and worth preservation, both privately and publicly.

But it's also here, in this rambling bright blue one-and-a-half-storey house smack dab in the middle of the docks, that thousands of sailors arriving on ships from around the world make their way for a little taste of home.

The Mission to Seafarers is an international organization founded by the Anglican Church in 1856, providing a spiritual and social haven to sailors in close to 300 ports around the world today. Vancouver's mission was built in 1905 on a sawmill site at the foot of Dunlevy Street, constructed of semi-prefabricated wood by B.C. Mills Timber and Trading, and used as the company's head office and as a showpiece for its prefab business.

In the 1930s, it was taken over as headquarters of the Vancouver Harbour Commission and, in 1936, by the National Harbours Board. Three decades ago, the building was sold for \$1 to the Mission, which leases the land from the Port.

The house, which has undergone some renovation but is largely intact with numerous dormers, lovely original windows and high ceilings, is today surrounded by giant orange cranes, its suburban mien and treed yard more than a little incongruous in the midst of metal and concrete and noise.

The main floor houses a huge central lounge with rooms around the perimeter for offices, a kitchen, kiosk, cyber cafe, dining area, parlour, media and TV room, and a light-filled pew-lined chapel.

Visiting sailors, ferried to and from their ships by shuttle bus, want for nothing: the kiosk sells everything from candy to toiletries, medical supplies and even souvenirs, including T-shirts stamped with the Mission's trademark logo, *The Flying Angel*. There are free magazines and daily newspapers, and in the basement, a rumpus room with another kitchen, meeting rooms and a library full of paperbacks for the taking. There's a pool table, ping-pong, a piano and corners for quiet contemplation.

If the purpose of *The Flying Angel Club* has changed little over the decades, its clientele has, according to Senior Port Chaplain Nick Parker, a 55-year-old Anglican and ex-naval officer who came to the Mission three years ago after serving in a West Vancouver parish.



When the Mission began its operation in the mid-1970s, Parker says it provided a haven for 32,000 seafarers a year, coming into our port from all over the world. But the shipping industry has changed. Crew sizes, says Parker, have gone from about 50 a ship to an average of less than half that, with some of the bigger ships operating with crews of fewer than 20.

Today about 13,000 sailors visit *The Flying Angel Club* annually, with about 8,000 seeking out the Dunlevy location and the rest frequenting its sister mission at Deltaport at Roberts Bank. "The majority of sailors", says Parker, "are Filipino and Chinese, with many others coming from Europe, Russia and Ukraine. They come to the Mission because it's a home away from home, a safe environment. If they need to see a doctor, we can arrange that. If they need to call home, if they want to use Skype ... many just come in and connect their laptop on the wireless, and just go to it."

And while the mission has four chaplains -Anglican, Roman Catholic, Korean Presbyterian and Christian Reformed - there is an ecumenical feel to the place.

"In fact", says Parker, "the majority of the sailors who drop in most days, about 20 or so, are not looking for spiritual ministrations, and much of the religious ceremony is held, by request, on the ships themselves".

For Parker, this ministry is something of a natural fit. He's a retired navy man, and is familiar with what it means to be a sailor, with the hardships of being away from family and working in an often dangerous and isolated job.

"It costs \$370,000 annually to operate the Mission", says Parker, "split equitably among donations, fundraising and church support, but that budget has just been trimmed by \$100,000".

Which is why he's keen to get out the word about the Mission, which he calls the city's "best-kept secret," about what the Mission means to the city, and about its fundraising efforts, like the bicycle pledge rides to Belcarra (Parker is a devoted cyclist who logs up to 10,000 kilometres a year). "People often forget", he says, "that Vancouver's port is the lifeblood of the community, and that the goods most of us enjoy are brought in by ships staffed by ordinary people who work a long way from home. I'd like for the general populace to recognize that much of their livelihood ... is directly put on the backs of these people."

<http://www2.canada.com/vancouver/news/westcoastnews/story.html?id=997d9125-df1c-41ac-be36-26bcee61732b&p=1>

Picture this! When standing on the deck of Cunard's *Queen Mary 2* in October 2008, Mr. and Mrs. Gregory from South Africa were enjoying the spectacle of sailing alongside the *QE2* and capturing the view on camera when disaster struck as the camera was accidentally dropped into the Atlantic. At the time, both ships were off the south coast of Ireland over the Continental Shelf and the Gregorlys understandably thought their holiday photos were lost forever.

That was until Benito Estevez, a Spanish fisherman who was trawling the ocean last month, discovered the lost camera in his net! While the camera itself was damaged beyond repair, the photo memory card was amazingly intact.

The fisherman contacted both Cunard and the BBC and the BBC managed to locate the couple in South Africa. The Gregorlys have since been reunited with the camera and their photographs.

"In all my years in the travel industry I have never heard of such a heart-warming stroke of luck and we at Cunard are delighted that Mr. and Mrs. Gregory have been reunited with their photos," said Peter Shanks, president of Cunard Line. "The images are even more poignant as they depict the last transatlantic crossing of the great **QE2** and can never be taken again." <http://www.cunard.com/news/> February 12th 2010

The Box takes off on a Global Journey: "The Box" is an ambitious and unique year-long project for BBC News to tell the story of international trade and globalization by tracking a standard shipping container around the world. That was how the article began in the February 2009 edition of the FTB. Late in 2009 "The Box" made its final voyage. A global audience had been tracking "The BBC Box" as it travelled around the world by road, rail and sea – carrying everything from whisky to cat food. In November, Maersk Line had the honour of taking "The Box" on its last journey from the UK to Cape Town, fully loaded with aid cargo. Maersk Line got involved with the project right from the start, when the BBC approached Pentalver, a Container Inland Services company, to provide the 40 foot container with its customised red livery and logo. Fittingly, Maersk Line played a part at the end of the project – delivering "The Box" to Cape Town with its charity cargo of used books. NYK – the BBC's partner in "The Box" project – only runs car carriers from the UK to South Africa so the Japanese carrier asked Maersk Line to step in for the box's final voyage. "The BBC Box" departed from Tilbury in mid-November aboard the *Lars Maersk*.

http://www.maerskline.com/link/?page=news&path=/news/story_page/09/BBC

At first sight no one would think there would be a connection between the British Broadcasting Corporation, the City of London and the small community of Kleinvei at Eerste Rivier on the Cape Flats. But at a ceremony at the RR Franks Primary school in Kleinvei all three came together in the final part of a story which began more than eighteen months earlier in the United Kingdom. On March 25th 2010, the BBC handed over the container to an African charity, "Breadline Africa", for transformation into a community kitchen. The newly renovated container, which will serve as a community kitchen for the people of Kleinvei, was officially opened by the Lady Mayoress of London, Mrs. Claire Anstee, who is in Cape Town on an official visit to South Africa with her husband the Lord Mayor. During a colourful ceremony at the school, which included the singing of the national anthems of South Africa and the United Kingdom by the school choir, and dances by various groups, thanks were expressed to the BBC, to NYK shipping lines which donated the container, to Maersk shipping lines which transported it to Cape Town for free, to "Breadline Africa", and to the Principal of the RR Franks school for agreeing to host the container in their grounds. "Breadline Africa" has renovated more than 100 containers to serve as kitchens, classrooms, libraries and clinics over the last 15 years. <http://www.breadlineafrica.org/blog/category/containers/>



Reef safety in perspective: By Lloyds List Comment. 12 April 2010

THE grounding of the *Shen Neng 1* has become a metaphor for many things, including: the developing world and its hunger for commodities; the new dominance of China in world trade; our global disregard for natural resources in the face of economic development; and the new global capitalism versus the need to preserve our world. The common thread running through all of this is China and the implicit demands it is placing on nations that benefit from trading with it. But while these broad-brush ideas are satisfying, sometimes we neglect the details, where the Devil resides.

Take the name Cosco, which has appeared in almost all the dispatches about the *Shen Neng 1* since it was grounded 10 days ago. The ship is owned by Shenzhen Energy Transport. Cosco's only affiliation is part ownership in the company that manages the vessel — that is, not an owner at all.

But the symbolic neatness of having Cosco be the erring party was too sweet. Cosco, a state-owned giant, is a corollary for Chinese shipping power. Journalists had time to sort out the details, but why bother with inconvenient fact when ham-fisted metaphor will do?

A little perspective is needed, too, on the charges of recklessness in navigation, which are still under investigation. Whatever the outcome, it was one vessel in one particular circumstance, not a symbol of universal disregard or imperilment by China — which has since apologised — of a natural wonder.

Australia, laudably, understands the value and beauty of the Great Barrier Reef, and its citizens treasure this resource. But the reef itself has long been vulnerable to problems hampering pilotage. The piloting system was described by Australasian Marine Pilots Institute president Peter Liley as a flawed model.

The model was introduced in 1993 during a time, according to Capt Liley, "when economic rationalism was in its heyday and competition was thought to be a panacea to all our ills". But the competitive structure that evolved does not lend itself to transparency, supervision or control, nor does it promote a culture of safety.

Truly protecting the reef will involve a considered look at all the problems, and less reliance on easy finger pointing.

<http://www.lloydslist.com/ll/home/blogView.htm?blogId=20001020101>

Public House ahoy! A chance conversation in a pub recently has left me with the startling belief that many of Warwickshire's most beautiful and historic half-timbered buildings may have sailed the seven seas and the inland rivers of old England.

It all started when I was having a lunchtime pint in a country pub a few miles off the Alcester to Studley road and struck up a conversation with the landlord about the old timbers forming the frame of the building. I had always been aware of the theory that many Mediaeval and Tudor buildings were effectively boat frames turned upside down, but I had believed them to have been newly constructed specifically for house building. My informant, however, insisted that they were actually the main timbers of old boats which enjoyed a second career after retiring from the sea. Furthermore he claimed that, because oak was such a valuable resource, it was once law that after a ship was scrapped, its main timbers had to be taken back to the parish where they had grown as a tree and used for housing. It must be true, he said, because he had heard it from an architectural historian who had visited his hostelry and enthused over its traditional cruck frame.



The idea seemed so preposterous and yet intriguing that I was determined to discover more and my researches have found that it may well be true. There are three main schools of thought on the subject.

Firstly, some critics declare the whole business to be purely myth and local legend, while a second bunch insist it probably did take place but only near the seaside because the appalling muddiness of pre-19th century roads would have made it impossible to transport the timbers inland.

There is a third group of experts, however, who have evidence suggesting it did happen in counties with rivers along which the timbers could have been transported and that means Warwickshire, with the Rivers Avon and Leam, was just such a shire. It seems that old ships' timbers were excellent building materials because of all their years of exposure to water made them extremely hard and strong.

This opens up an endless list of amazing possibilities. Did, for example, *The Old Thatched Cottage Hotel* at Dunchurch, near Rugby, sail round the world with Sir Francis Drake as part of his flagship, the *Golden Hind*? Well actually no because it was built as four cottages in the 15th century before Drake made his epic voyage.

But the Southam Manor, which was restored in 2007 to the condition of its heyday when it played host to King Charles 1 and which now houses the local chemist's shop, could well have done so.

Did the 16th century *Falcon Hotel* in Stratford ferry English archers across the Channel in 1415 to defeat the French at the Battle of Agincourt and was the

Tudor gatehouse at Coughton Court, near Alcester, once part of cargo ship trading around the Mediterranean?

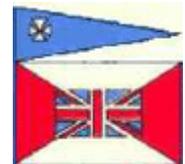
Most intriguing of all, did Anne Hathaway's Cottage once set sail for the Azores and, as she did so, did she meet Mary Arden's House sailing the other way just outside Southampton? That might well have been a fiery encounter because Shakespeare's wife, just like many other young wives, probably found her mother-in-law challenging.

Warwickshire Life, October 2009 Chris Mowbray

Illustration: Amanda Bostock

Did you sail on GLEN LINE?

The **GLEN MCGREGOR ASSOCIATION** is trying to contact any Ocean Group seafarers who sailed on Glen vessels. They currently have 100 members and are looking for more. If you served on a Glen Line ship, contact their Hon. Sec. Ian Thornton at 57 Oakfield Road, Southgate, London N14 6LT U.K. (Tel: 020 8372 0744)



Interesting websites: <http://www.chirp.co.uk/> (Confidential Hazardous Incident Reporting Programme)

<http://www.claymaitland.com/> (Concerning Safer Ships, Cleaner Seas & the Environment – Click on: "Time to raise seafarers up the social scale")

That is all I can include in this edition of "From the Bridge". There are so many more articles in the file created since February but it is not possible to show everything. Of course Piracy seems to hit the headlines every week but then there are other stories that are interesting and of a positive nature. Don't forget to pass along any stories that you think are appropriate for this newsletter.

The next edition of "From the Bridge" will be published early in August. The **deadline** for submitting articles for it will be **July 28th 2010**. If I was unable to include your contribution this time I apologize. I look forward to hearing from you and can be reached at: **13375 14A, Avenue, Surrey, B.C. V4A 7P9** or by e-mail at whitknit@shaw.ca

Sincerely, **David Whitaker**