

From the Bridge

November 2016



MASTER MARINERS OF CANADA

"THE COMPANY OF MASTER MARINERS OF CANADA is a professional organization, representing command-qualified mariners as well as like-minded seafarers, industry and government members, and cadets across Canada. Our work with and for our members is organized around three pillars: awareness, education and advocacy."

www.mastermariners.ca

FROM THE MASTER'S DESK

My condolences to the family of our Membership Secretary, Captain Yezdee Kooka, who crossed the Bar on November 3rd. We will miss his smile, calm confidence, solid information on the state of our membership ranks and frequent reminders about collecting annual dues. And thank you Captain Farrokh Kooka for taking on his portfolio.



The 49th AGM in Halifax this past September was a very productive session, with many thanks to Captain Chris Connor, V.P. Maritimes, and his team. We have made great progress with the Strategic Plan under the chairmanship of Captain Chris Hall (Fundy). The re-branding and communications areas have been completed and a new mobile friendly web page has been developed along with a Facebook account and Twitter handle. Time for everyone to get on line and start commutating and populating the various sites.

The National Council remains the same for another year and the dues remain the same and will continue for a few more years. This year, we transferred \$4000.00 from National to The Foundation to be used for educational scholarships or research. The Baugh Fund was to be wound down this year as we gave three scholarships of \$2000.00 each. However, we were advised that there was a bequest to the Fund from a past member. So, in order to keep the name of the Baugh Fund going, we have made a legal transfer for the Foundation to take over the administration of the Fund and it will continue to issue scholarships in that name; scholarships for successful candidates from Georgian College will receive their scholarship in the name of John and Anne Storey.

Captain John McCann, Past National Master and our representative at IFSMA impressed the delegates at the recent AGA in Istanbul with our Continual Professional Development program. He was also recognized by IFSMA and recommended to IMO Secretary General to become an IMO Maritime Ambassador for Canada. The notice and certificate arrived just in time for our AGM. Congratulations John.



Captain Anthony Patterson (NL) has become part of the Canadian delegation to the IMO, so we are getting our presence out there. Captains Hearn and Patterson have been involved with The Nautical Institute and IMO to develop the International Standard for Ice Navigators. It is planned that this will come into effect in January 2018. This will be done through the STCW and has come about with the recent passing of the Polar Code.

I attended the wreath laying ceremony on behalf of MMC at the National War Memorial in Ottawa on November 11th. It was a quite a raw day and the numbers of veterans were considerably fewer, but there still was a very large crowd watching. I did have the privilege to meet and talk to an old hand who sailed on the Arctic convoys onboard HMCS HAIDA. It was most interesting to hear the story of the sinking of the battleship SCHARNHORST off Cape North, Norway on December 23rd, 1943 from one who was there.

On Sunday, December 13th, I attended a dinner and the final meeting of the Montreal Division. The Division has been struggling to keep a critical mass to stay in operation in recent years. The remaining members will join Capital Division. It is unfortunate as Montreal Division was the founding chapter of the Canadian Institute of Master Mariners in 1966/67. Later, other chapters were formed in Ottawa, Toronto and Halifax. The Institute and the CMMC amalgamated in 1974 with the Head Quarters being in Vancouver.

I will take this opportunity to wish all our members and their families Seasons Greetings and look forward to an interesting 2017 and our 50th Anniversary Meeting in Vancouver in September.

Sincerely,

Captain Patrick Gates & Captain Donny Coelho



National President, Master Mariners of Canada.



The Company of Master Mariners of Canada held its 49th Annual General Meeting at Halifax on September 23, 24 & 25, 2016. The AGM was book-ended by the 199th and 200th Board Meetings that were also attended by several members from the Maritimes Division.

The Board of Directors was elected at the AGM on September 24 as follows

Geoffrey Vale, representing Vancouver Island Division; Donald Rose, representing Vancouver Division; Frank Hough, representing Great Lakes Division; Michael Hubbard, representing Capital Division; Christopher Hall, representing Fundy Division; Christopher Connor, representing Maritimes Division; Christopher Hearn, representing Newfoundland Division; and John McCann, Past President.

At the 200th Board Meeting on the following morning, the Board of Directors elected the following as executive for 2016 / 2017: -

President, Captain Rick Gates; 1st Vice Pres., Captain Christopher Hearn; 2nd Vice Pres., Captain Christopher Hall

The Board also nominated:

Treasurer, Captain Jack Gallagher

Secretary, Captain Ivan Lantz

The Board filled Chair Positions as follows:

Editor, "FROM THE BRIDGE", Captain David Whitaker

Membership Chair, Captain Yezdee Kooka and Captain Farrokh Kooka as Interim Membership Chair

Education Chair, Captain Anthony Patterson

Views & Positions Chair, Captain John McCann, Ambassador to IMO nominated by IFSMA

Communications Chair, Captain Christopher Connor, a new position responsible for website, Facebook and Twitter

The 50th Annual General Meeting will take place in Vancouver on Saturday, September 30 2017.

The next meeting of the Board of Directors, the 201st, will be on Thursday, January 18, 2017 by teleconference.

The next session of HTW at IMO in London is scheduled for week beginning January 30 and Captain Anthony Patterson, will attend with the Canadian Delegation under the sponsorship of Master Mariners of Canada.

The next Annual General Assembly of IFSMA will be in Charleston NC USA in April 2017 and Captain John McCann, Ambassador to IMO, will represent our Company. Our Company's Professional Development Scheme has caught the attention of the international community.

CMMC to hold One Day Seminar on September 29 2017: In conjunction with the 50th Anniversary of THE COMPANY OF MASTER MARINERS OF CANADA a number of activities are planned including a one day seminar on September 29, 2017 and the most likely venue is Vancouver.

During this series of meetings it was decided to hold the 50th Anniversary AGM on the West Coast where The Company was first incorporated. The date is September 30 2017 but the exact venue is still to be decided.

A Committee chaired by Capt. Dr. Jim Parsons, the Chair of the CMMC Foundation, is studying the topic of the Seminar.

Members of the Committee are Company members responsible for the Strategic Plan and Communications, Capt. Chris Hall; Views & Positions Chair, Capt. John McCann (Ambassador to IMO nominated by IFSMA); Treasurer Capt.

Jack Gallagher; and the Vice-President of the host division for 2017, Capt. Don Rose. The intent is to make the Committee permanent following the project set for 2017.

CROSSED OVER THE BAR

Captain Yezdee Kooka: On November 3rd 2016 at 66 years of age. Yezdee served as Membership Chairman of the Company since 2009. His cadet training had been on the training ship "*Dufferin*" in Bombay (Mumbai) followed by years of sea experience in India's Merchant Navy, ultimately sailing as Chief Mate. In 1975 he immigrated to Canada. He sailed on the Great Lakes with Misener Shipping and gained his Canadian Master's Certificate. In 1984, he was Master of the "*Selkirk Settler*", one of the "salty-lakers", designed for Lakes trading and ocean-going. In 1996, he joined the Seaway Authority, first as Chief, Marine Services and later as Operations Manager, Western Region. Capt. Kooka returned to shipping's private sector and expanded his marine experience by joining the towboat industry with McKeil Marine of Hamilton, Ontario as their Director of Operations. In 2008, with a well-rounded career in shipping behind him and lots of experience, he formed his own consulting company, Kooka Marine & Management Services. More about Yezdee can be seen in "From the Bridge", November 2009, Page 10. <http://www.mastermariners.ca/from-the-bridge/>



Baugh Fund: This year the **Captain G.O. Baugh Memorial Fund** advertised three x \$2,000.00 Scholarships. In April, notices about this were sent to Nautical Colleges across the country. The deadline to apply was set for September 30th. Twenty applications were received by that date and then were assessed by the four trustees. These deliberations produced the three successful applicants: -

- Ms. Claude Beaudoin from the Marine Institute of Memorial University of Newfoundland;
- Ms. Sandra Lebon from the Marine Campus of BCIT; and
- Mr. Theodore Roche from the Nova Scotia Nautical Institute, Port Hawkesbury.

We immediately received the following messages from two of these students.

Thank you for the honour of receiving the Captain G.O. Baugh Memorial Fund Annual Scholarship! This award will help immensely with my finances and thus my career. If there's any more information to pass along about the letters you would like me to write please feel free to email me and I'll write back to the trustees in a timely manner. **Thank you for your consideration, Theodore Roche.**

Dear Trustees, I wish to express my profound gratitude to the Trustees of the Captain G.O. Baugh Memorial Fund and the Company of Master Mariners of Canada for granting me one of this year's scholarships. I am thankful for the encouragement to keep working hard towards getting my certificates, and for the financial assistance the scholarship will provide.

In order to be able to go through this four-years program at BCIT, I am using my savings from before I went back to school, and from the weekend job I had during the first year of the program. This scholarship will help me greatly; I will be able to focus more on school.

I do not have a maritime background. I grew up too far from the sea to consider a career on a ship when I was younger. I am lucky because I travelled a lot with my parents and I have always loved looking at and being on ships, the sea, harbours and canals. But I only realised one could make a career on ships when I moved three years ago from Paris to Montreal, possibly after looking at the traffic on the Saint Lawrence. At the time, I already had a job as a registered nurse, but after doing research about the deck officers' job, I was convinced I had to go back to school and pursue this career. I applied to BCIT and was lucky enough to be accepted into the program. I am very happy to be at BCIT, in a very small class, with instructors who share their experiences and try to prepare us for going out to sea as much as they can, and a co-op coordinator who helps us find placements for our sea-phases and guide us for our future career. I would not have been able to succeed during that first year without their help.

I had my first sea-going experience this year as a Cadet on the *Jasmine Knutsen*, a Canship Uglund Ltd shuttle tanker operating in Newfoundland. During those five months, I learned about ship's maintenance, navigation, cargo operations, safety...etc. Everything was new to me, but I learned a lot and had a great experience onboard, thanks to a wonderful crew who had the patience to teach me, and include me as part of the crew. This sea-phase proved me that this was the career I wanted to pursue, and I cannot imagine doing anything other than being a deck officer at sea. If I am able to work as a Cadet for seven months in 2017, I should be

able to obtain my third mate certificate in 2018. In the meantime, I will be honoured to join the Company of Master Mariners of Canada as a Cadet. **Sincerely, Sandra Lebon.**

Sambro Island lighthouse, Canada's Statue of Liberty, gets much-needed repairs. Locals hope restoration work will help make the historic lighthouse a tourist attraction: Sue Paul walked up the spiralling steps inside the Sambro Island Lighthouse at the entrance of Halifax Harbour. Round and round she made her way up the 18-metre portion built in 1758 before getting to the "new" part of the light, the seven-metre addition from 1906. Paul, a member of the Sambro Island Lighthouse Heritage Society, has family ties to the site dating back to its opening. She has been making the boat trip here for years but hasn't been inside the lighthouse since she was 10 years old.

"It's pretty inspiring," she said near the top on Wednesday.

As the oldest working lighthouse in the Americas, Sambro Island has seen its share of history: guiding fishermen to safe passage; serving as one of the last bits of Canada sailors see as they ship out; alerting immigrants travelling to Pier 21 that they were approaching their new home.

But time has not been kind to the lighthouse, and its level of disrepair was beginning to worry Paul and the rest of her society and community. And so she and many others were filled with relief and optimism when they learned last year [money was coming from Ottawa for repairs](#).

The \$1.3-million project, due to be complete in November, includes stonework being repaired, the interior walls and steps are being cleaned and repaired where necessary, and the exterior shingles are being cleaned, repaired and then painted again with the classic red-and-white paint scheme.

Repairs are happening to the windows and foundation, and the aluminum components in the lantern at the top are being stripped and re-coated. The lantern is being re-glazed.

Standing inside the lighthouse, Ian Cameron, a conservation technologist for Public Services and Procurement Canada, said he thinks about the history of the site, what the people who built it all those years ago would have gone through and how it evolved.

"Being a lightkeeper is a solitary life, but it was their main job to maintain the lighthouse and that's what they did," he said. "This building stands as a testament to all the lightkeepers that were employed here and what a good job they did because it's still standing and it's in fairly good condition for being 250 years old."

Anything original in the lighthouse that can be preserved will be preserved, said Cameron.

"We take the minimal approach, so minimal intervention on any of the materials that you see. If it's something that we can save reasonably well and keeps the integrity of the building or the structure and keeps it safe, then we will. If we have to replace it then we try to replace it in kind."

It's an important project, said Cameron.

"This is a part of our heritage that really needs to be conserved for future generations of Canadians to enjoy and to experience."

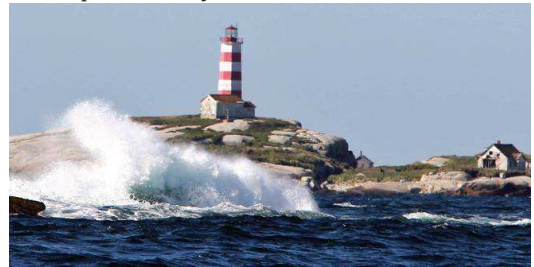
Given that point, it's striking how few people get the chance to actually visit the island.

Paul hopes when the restoration is complete that might change. The generator house next to the lighthouse would be ideal for conversion to a tourism use, she said. She envisions charters coming and going on a daily basis and scores of people getting to enjoy "Canada's Statue of Liberty."

Looking up at the lighthouse encrusted in a layer of scaffolding, Paul said it looks like the site is getting a much-needed bear hug.

"It's one of those rare places on Earth that you don't just see, but you feel the history and it really is a soul-connecting place." Aug 25th 2016

<http://www.cbc.ca/news/canada/nova-scotia/sambro-island-lighthouse-restoration-historic-first-repairs-1.3734231>



Aberdovey Outward Bound School. Aberdovey, Wales. 1945: At this time, a group of Cadets from the fourth term at *Conway*, numbering about 12, were sent to Aberdovey. Others came from shipping companies prior to going to sea, most from Alfred Holt, the company that owned the Blue Funnel Line. There was also a group of boys from the London area who had appeared before magistrates for some misdemeanour and been sent to Aberdovey for training, prior to being found employment, possibly at sea. You will see we were quite a diverse group from all parts of the U.K. and from a variety of backgrounds.



I was at Aberdovey from 24th November until 20th December. When we arrived at the sea school, I, along with others, was housed in the estate's manor house. We were 6-8 boys in a room, each with a bunk and a small locker. On arrival, we were mustered and told our routine and the rules we had to follow. No smoking and no alcohol of any kind. As I remember, Saturday afternoon was free time to go to the village if we had any money to spend or just for a look around.

"Turn to" time was 0630 and then, in vest and shorts, we ran down the drive from the house to the entrance gates and back again, urged on by two Merchant Navy officers in uniform and wearing duffel coats against the cold! At the end of the run, we proceeded to the Old Stables where each stall, of which there were six as I recall, was fitted with a showerhead. The water supply came from a tank in the loft supplied directly from the mountain stream that ran nearby. In frosty weather, which was quite common, the ice in the tank had to be broken to allow the water to flow. We boys in turn had to have a shower, supervised by these officers with stopwatches to a set time. We all hated them!

After showering and dressing we proceeded to the messroom where we had breakfast. This, I have to say, was the best part of the course. Plain, well cooked food in plenty for very hungry boys. After the food on *Conway* we thought it was heaven.

After breakfast we lined up to be given the day's schedule. Each of us had to take a spoonful of cod liver oil. To keep well I suppose. However, I do not remember anyone going sick or even having a cold. The daylight hours were taken up by physical exercise and athletics with a break for a midday meal. After the evening meal we went to evening classes on various subjects including seamanship and reading Ordnance Survey maps, as well as using a pocket compass. One evening a week we had in turn to give a talk on where we came from, what we did for a hobby if any, and what we hoped to achieve after leaving Aberdovey. This was very interesting as we all came from different backgrounds and quickly realised how fortunate we were, compared to some of the boys who had been in trouble in the London area. In general these London lads revelled in the physical and were better than most of us at the sea training.

There was a Captain Fuller in overall charge, and in charge of athletics was a father and son team, the Zimmermans, from Gordonstoun School, which during the war was situated in Wales. After the war it returned to Elgin in Morayshire, my hometown. The Zimmermans had to flee Germany when Hitler came to power. When the chance arose they would tell me how much they looked forward to returning to Morayshire.

Our group did a spell on the *Prince Louis*, which belonged to Gordonstoun. It had been a sailing pilot boat in the Baltic at the turn of the century. Our trip was in very bad weather and we had to pull into Fishguard for shelter one evening. Most of us had been seasick and hunched about and were quite unsteady when we stepped on the quayside. I had been away on fishing boats before joining *Conway* so was not as affected as some others. A real taste of how the sea could be....

Our final task at Aberdovey was called the Land Expedition. The evening before we were made into teams of eight



and I was appointed leader of our team. Each team was given a route over the mountains, the Ordnance Survey map of the area, a compass and a flashlight with spare batteries. After an early breakfast next morning we were each given a packet of food before boarding an ancient bus and being driven off into the dark. Each team was dropped off at a different place, which we knew on the map, with the aim of returning to the school by the route given the night before. By the time we left the bus it was just getting light. We headed off, fully aware of the long road ahead, over rough ground, and ready for the challenge. About midday we were enclosed in a hill mist, which was not ideal, and at one stage were aware of a shepherd's cottage from where we decided to check our position. No one answered the door when we knocked; however I was suddenly aware of someone looking at us from behind a curtain. In fairness we must have looked tough and the occupant probably spoke only Welsh. We resumed our track and the mist lifted and it did not rain. It was quite dark by the time we sighted the lights of the school and soon reported in. We were not the first but not the last either. Now warmed

up, dry clothes and a good meal and we retired to bed very tired. Looking back, it was quite a feat but I am sure there were monitors *en route* but we never saw them. In the present day it would not be allowed.

We all left the next day by train for home, the *Conway* term having ended. I then did my final challenge – Aberdovey to Bangor, to Llandudno Junction and Crewe station where I boarded the London to Inverness train, and finally to Elgin, home for Christmas.

I hope this will prove of some use to you about the early days of the Outward Bound Sea School. It has brought back memories to me. **Captain Robert Royan (*HMS Conway* 1944-46).**

From "The Cadet – July 2016", the Journal of The Conway Club.

Captain Alan Cabot, a Founding Member of The Company of Master Mariners of Canada, was a founder of the Outward Bound School in Wales and an instructor on the training ship *HMS "CONWAY"* prior to his leaving Blue Funnel and immigrating to Canada.

Aberdovey Outward Bound School.

Dates of operation: 1941 – present

Number of young people through its doors: approximately 275,000

Number of young people served last year: 7,700

Centre description: This is the world's first Outward Bound's centre. It opened in 1941 as 'The Outward Bound Sea School' with direct access to a river, estuary and sea. The centre stands in the far south of Snowdonia National Park in Wales above the picturesque fishing village of Aberdovey, overlooking the Dyfi estuary.

It also has easy access to the mountain ranges of mid-Wales, offering a genuine wilderness experience. Wonderfully remote, the centre's four log cabins provide the foundation for true adventure in the wilderness. The centre now has its own waterfront activity centre, known as 'The Wharf', providing an ideal base for a whole range of water-based adventures. Take a look at our Aberdovey archive photo gallery - [click here](#)

<https://www.youtube.com/watch?v=s1-Tv0k-dHQ> <http://www.outwardboundgenerations.org.uk/taxonomy/term/10>

Innovative container ship features hemispherical bow: A container ship with a hemispherical-shaped bow, which can significantly reduce wind drag, is under construction at Japanese shipbuilder Kyokuyo Shipyard, at its facility about 7km northeast of the Kanmon Straits in Yamaguchi Prefecture.



The ship's distinctive design, which was patented in Japan, the U.S., South Korea, China and seven European countries, helps improve fuel efficiency.

Kyokuyo Shipyard's first such ship, which was delivered in 2010, was a car carrier that can transport 2,000 automobiles at a time. The vessel originally featured a traditional angular bow, but the company overhauled the design to address rising fuel costs and cut carbon dioxide emissions.

The semispherical bow has less resistance to wind and

greater strength. Anchors are stored below decks.

Wind-tunnel tests have shown that the futuristic "SSS bow," or Semi-Spherical Shaped bow configuration, reduces wind resistance by up to 50%. The operation in the North Atlantic route revealed that the new bow can reduce fuel consumption by 807 tons a year and energy by 11%, cutting CO2 emissions by 2,500 tons.

The feature can be applied to car carriers, container vessels, general cargo ships and passenger vessels. It is particularly effective for taller vessels, which are more affected by strong winds.

<http://asia.nikkei.com/Tech-Science/Tech/Innovative-container-ship-features-hemispherical-bow> July 9, 2016

Also read: <http://www.maritime-executive.com/article/innovative-bow-design-for-japanese-container-ship>



Naval Officers learn how to handle ice-filled waters in anticipation of new Arctic patrol ships: The Royal Canadian Navy is preparing for the arrival of its first Arctic patrol ship by sending officers assigned to the vessel to the Antarctic and Canada's far north to learn how to operate in ice-filled waters, says the country's top sailor.

The Chilean Navy and the Canadian Coast Guard are providing training for the difficult task of conducting such missions, Vice Admiral Ron Lloyd, head of the RCN, told Postmedia.

"We've got a number of the key members of the ship's company making sure they're getting Arctic operations," he said. "We're actually working with the Chileans in terms of Antarctic operations and working with our Coast Guard to come to speed and grips with operating that vessel in the Arctic."

The first of the ships, *HMCS Harry DeWolf*, will arrive in 2018.

Five Arctic Offshore Patrol Ships, or AOPS, will be built. A sixth ship is also planned but not guaranteed — the deal puts financial incentives in place for Irving Shipbuilding to keep costs under control and construct the sixth ship under the money provided.

Royal Canadian Navy officers have emphasized that the AOPS are not icebreakers, but have noted the vessels will be able to operate under some ice conditions in the Arctic.

Lloyd said the AOPS would not only provide an excellent capability for the north but for other missions. Each vessel will carry a new Cyclone helicopter, allowing the ship to take part in humanitarian and disaster relief missions, he added. Each AOPS will also be outfitted with a more robust naval boarding capability.

"I think she'll be a great addition to any joint inter-agency task force counter-narcotics operation," Lloyd explained. "So from our perspective, we're looking forward to the *Harry DeWolf* and her sister ships getting into commission."

Four members of the ship's command team have already been selected and are undergoing training. Next to be selected of the estimated 65-member crew will be engineering staff to run the ship, Lloyd said.

The first ship will operate out of Halifax, he added.

In early 2015, senior government officials announced they had reached a deal with Irving Shipbuilding to begin construction of the long-delayed AOPS although the project would cost more than originally planned. The budget will be boosted from \$3.1 billion to \$3.5 billion.

The ships were announced in 2007 by Prime Minister Stephen Harper and were supposed to be in the water by 2013. At the time, Harper announced that up to eight ships would be built. He had originally promised a fleet of armed icebreakers, but that was scaled back because of cost.

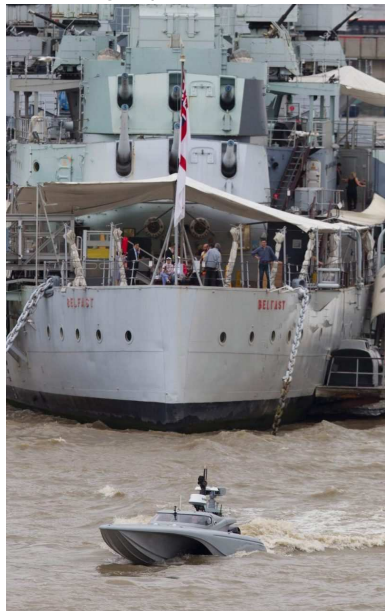
While the navy is gaining a new capability for the Arctic, it is also losing another. The military's last research vessel will be decommissioned, according to documents leaked to Postmedia.

That will leave defence scientists without their own ship to conduct research in the Arctic and elsewhere.

The Canadian Forces Auxiliary Vessel *Quest*, an oceanographic research ship used by the navy and Defence Research and Development Canada, was sidelined in 2014 as a result of cost cutting by the Conservative government. <http://news.nationalpost.com/news/canada/naval-officers-learn-how-to-handle-ice-filled-waters-in-anticipation-of-new-arctic-patrol-ships>



Royal Navy unveils robot spy speedboat: A drone speedboat that could pave the way for a Royal Navy robot fleet of high-speed reconnaissance and surveillance vessels has been unveiled by defence scientists.



The 34ft boat can skim across the waves at more than 50kts to track high speed targets, while navigating and dodging other ships without the control of a human. Naval commanders believe the Maritime Autonomy Surface Testbed (MAST) could herald a robot fleet of high-speed craft packed with sensors to carry out spy and scouting missions.

The unarmed test craft is one of 40 prototypes to be tested by the Royal Navy in a major robot war game off the coast of northern Scotland in October.

The dawn of unmanned vehicles is likely to have the same revolutionary effect on naval warfare as the birth of flight and aircraft carriers, according to the navy's Fleet Robotics Officer.

Cdr. Peter Pipkin said: "This is a chance to take a great leap forward in maritime systems – not to take people out of the loop but to enhance everything they do, to extend our reach, our look, our timescales, our efficiency using intelligent and manageable robotics at sea."

MAST has been built for the MoD's defence laboratories and is based on an existing *Bladerunner* speedboat, but fitted with sensors and robotic technology that is still largely classified.

The boat has a sophisticated anti-collision system to avoid hazards and other craft, but current laws meant that when it was unveiled on the Thames, it had to have a human coxswain on board.

While the MAST is only a test platform for new technology and will not enter service as it stands, sources said it could pave the way for future robots vessels that can track, shadow or spy on other craft as well as loitering off coastlines.

Elizabeth Quintana, director of military sciences at the Royal United Services Institute, said the Navy was looking at unmanned vehicles to take on "dull, dirty, and dangerous" jobs.

She said robot speedboats could also prove useful for protecting warships such as the new aircraft carriers from swarms of attacking speedboats like those deployed by the Iranian navy in the Gulf.

But she said military chiefs were hesitant about arming unmanned vehicles.

She said: "The real issue is the public perception and the nervousness that some in the military might have and the potential legal challenges."

"The use of unmanned systems to deliver lethal force is still extremely controversial. It's facing all sorts of legal challenges, so I think going down that road is quite difficult."

The Navy has already used unmanned vehicles for surveillance and for hunting for underwater mines.

Earlier this year it announced its three-year-old fleet of ScanEagle drones which has tracked drug gangs, pirates and people smugglers would be axed, and cost-cutting means there is no budget for replacements.

The ScanEagle aircraft, which was described by the Ministry of Defence as "crucial" and "game-changing" when it was bought in, will leave service next year.

Exercise Unmanned Warrior will next month (OCT) see defence scientists try out competing maritime drones to see what they can offer the Navy in areas such as reconnaissance and surveillance, submarine hunting and mine detection.

MAST in front of HMS Belfast CREDIT: HEATHCLIFF O'MALLEY. Ben Farmer, defence correspondent. 5 SEPTEMBER 2016 <http://www.telegraph.co.uk/news/2016/09/05/navy-unveils-robot-spy-speedboat/>

No threats and a lot less shouting: Since Maersk Line introduced its data-driven anti-corruption strategy last year, facilitation payments in ports around the world have plummeted by 84%, and Captains in the Africa fleet are experiencing the benefits.

On his first arrival at port in Apapa, Nigeria, in 2014, Captain Marcin Slawewski was caught off guard. After a difficult approach into the port, with long delays, groups of officials in uniform came on board looking for the Captain. When the Immigration authorities took issue with the documentation in Slawewski's and his crewmembers' discharge books, they threatened him with arrest unless he paid with goods from the vessel's stores. The price: cartons of cigarettes and cases of soda.

"I was quite stressed and didn't know what was going on. As the Captain, it's you up against all these people in uniform," Slawewski recounts. Nevertheless, he remained firm, refusing to hand anything over, until the authorities left the ship more than three hours later, after local agents and representatives from Maersk Nigeria had become involved.

Demands for facilitation payments – small payments such as cash, cigarettes or soft drinks sought by low-level public officials in order to perform their routine duties – have long been a challenge for the shipping industry in Africa as well as in other parts of the world.

That is why, when Maersk Line Ship Management informed the ships of a new data-driven strategy to combat facilitation payments globally in 2015, it was met with scepticism by the Captains and crews who call at African ports.

"We simply could not believe it would work. We expected a huge response from the officials, seeking to preserve their income," says Captain Gijs IJssel de Schepper of the Maersk Cape Coast.

Yet the results of the new strategy have far surpassed all expectations.

A unified front: According to Maersk Line's Anti-corruption Network, facilitation payments fell 84% globally during the first seven months of 2016, compared to the same period in 2015. Africa has been one of the key drivers, with a reduction of 92% over the same period. The biggest drop occurred in December 2015, soon after instructions on the new policy had been sent out to the vessels.

"These sharings have proven to be one of the most effective tools so far, and truly in line with our Values."

"We are surprised that we have come this far in such a short time. The whole atmosphere of interactions with the officials has

changed for the better. It has removed the tension as everybody knows there will be no negotiations, no threats and there is a lot less shouting," says IJssel de Schepper.

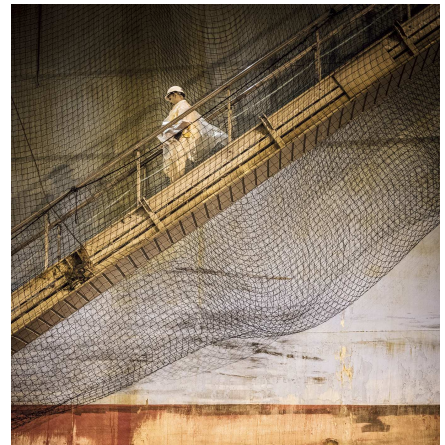
"In some cases, officials have even stopped coming on board because there is nothing to gain", he adds. Instead they rely on the third party agents to run documents back and forth between the vessel and their offices. The agents are integrated in the anti-corruption initiative, provided with the same written instructions as the Captains and directed not to pay the officials.

A central element of the strategy has been to increase communication and knowledge sharing, with Captains sending internal emails to one another before and after port calls, sharing their best practices and latest experiences.

"This sharing of knowledge has proven to be one of the most effective tools so far, and truly in line with our Values," says Claudia Bech, Business Process Coordinator, Maersk Line Marine Standards.

"I love the emails we are sharing between ourselves. They boost me up for action as I know I'm not one lone rider in Africa," says Marcin Slawewski.

24-hour backup: Other key tools implemented globally include providing 24-hour support for vessels from each region's operations cluster; escalating any issues in real time; as well as identifying remedies for recurring problems.



"I love the emails we are sharing between ourselves. They boost me up for action as I know I'm not one lone rider in Africa."

When Captains run into pushback from authorities at the Apapa and Onne ports, the third-party agents report the issue to John Odunewu, Maersk Line's Operations Performance Partner in Nigeria. He then looks at the case in question, analyses the local requirements, and escalates the issue up the authorities' chain of command, visiting their offices if necessary.

"If pushed to the wall, we'd rather have the issue sorted out via official channels than leave and give something under the table, even if we are one hundred percent entitled to the service," Odunewu says.

Keith Svendsen, Vice President of Operations Execution at Maersk Line, applauds the results, which he says will have a positive impact in the world in the long run while improving the lives of our seafarers. "Tackling corruption is important, and we want to make an impact by saying 'No' to facilitation. This is easy to say sitting in an office building in Copenhagen. It is an entirely different situation out in the world. The positive results and changes we are seeing have been delivered by our people taking a stand, and by having communication on-board the vessels, in the ports and with vendors and authorities."

Zero tolerance in Mexico: Working with authorities, Maersk Line has been able to eliminate facilitation payments at the port in Lázaro Cárdenas in Mexico.

According to Mario Veraldo, Managing Director of Maersk Line's Middle America Cluster. "This is something that tampers with the country's reputation, but also it is just bad for business," he says. "It is something that we'll fight hard against."

<p>The cost of corruption</p> <p>Corruption – the abuse of public or private office for personal gain – is one of the main obstacles to sustainable economic, political and social development. It erodes public trust, undermines the rule of law and increases the cost of doing business. It is also increasingly being recognised as a precursor of global security threats such as extremism and terrorism*. More than US\$1 trillion in bribes are paid each year**, and corruption can cost a country up to 17% of its Gross Domestic Product (GDP)***.</p> <p>*Sarah Chayes, Thieves of State; echoed by U.S. Secretary of State John Kerry and former UK Prime Minister David Cameron</p> <p>**World Bank Institute</p> <p>***Asian Development Bank</p>	<p>Past encounters</p> <p>In the past, the refusal to pay facilitation payments has led to expensive commercial delays for a vessel or even threats to the Captain and crew.</p> <p>Past incidents include:</p> <ul style="list-style-type: none"> • A Captain being taken off the ship and held for hours for questioning • Threats of imprisonment • Use of physical force, including a Captain being shoved with a rifle • Officials conducting a sweep-type operation of the entire vessel, preventing the crew from sleeping and raising safety concerns • Pilot boats refusing to guide a vessel to berth • Tug officials cutting a vessel's mooring lines • Seafarers being denied shore leave passes to visit their families on shore 	<p>What is a bribe and what is a facilitation payment?</p> <p>Bribe:</p> <p>Any payment to obtain something the giver is not entitled to receive. Payments greater than US\$150 made to one person, and smaller payments to higher-level officials, for something the giver is entitled to receive could be potential bribes. Maersk has a zero tolerance policy for bribes.</p> <p>Facilitation payment:</p> <p>Small payments such as cash or cigarettes demanded by low-level public officials to perform routine duties, which they otherwise refuse to perform. They are given to obtain something the giver is clearly entitled to receive. Maersk's policy is that facilitation payments must be opposed and avoided. If this cannot be done without significant consequences for the company or its employees, facilitation payments must be documented and reported. The Group's ultimate goal is to eliminate facilitation payments entirely.</p>
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31 August 2016 Terry Baynes.

For more see: <http://www.maersk.com/en/the-maersk-group/about-us/publications/maersk-post/2016-3/no-threats-and-a-lot-less-shouting>

'Looking at a time capsule': Underwater video shows HMS Terror shipwreck: Adrian Schimnowski and his fellow crewmembers were speechless when they first realized they may have solved the nearly 170-year-old mystery of what happened to *HMS Terror*.

"If you looked at everyone's faces, it went from regular look faces to everyone's eyes wide open. Everyone [was] just excited," said Schimnowski, operations director for the [Arctic Research Foundation](#), the group that discovered the shipwreck on Sept. 3.

READ MORE: [HMS Terror wreckage discovered 168 years after Northwest Passage attempt: report](#)

It took a moment to realize what was showing up on the echo sounder aboard the research vessel, the *Martin Bergmann*.

"We were guessing what it could be. We thought it would be a school of fish or a boulder," he told Global News. "But we... realized it was a cross-section of a massive ship."

Once the cheering subsided, Schimnowski said the crew jumped into action to see what else they could find using sonar.

And when he later watched the first footage, taken by a remote-operated vehicle, and saw how intact it was after 168 years, resting 24 metres below the surface of Terror Bay, off Nunavut's King William Island, he said it was like "looking at a time capsule."

Video shared with Global News shows wood planking on the hull of the *Terror*, the ship's wheel still in place, and one of the mess hall tables lying on its side.

Arctic Research Foundation, a private charitable organization, has been working with [Parks Canada](#) to locate the two lost ships of the doomed Franklin Expedition's attempt to chart the Northwest Passage.

READ MORE: [I played Canadian Heritage's video game and drowned in the Pacific, caught scurvy and got stuck in the ice](#)

Parks Canada said, in a statement, it is "excited" by the reports of the discovery and would work to "validate the details of the discovery."

READ MORE: [Harper joins hunt for lost Franklin ships](#)

Schimnowski said their time in the Northwest Passage will come to end in the next week or so, as the weather gets harsher and the Canadian Coast Guard moves out of the Arctic for the season.

In the weeks and months ahead, they'll begin working with Parks Canada and the Canadian Coast Guard to come up with a plan to start unraveling more of the mystery of how *HMS Terror* wound up where it did.

But he has some ideas based on what he's seen so far. "It looks like it was actually battened down, prepared and winterized," he explained. "It seems like the crew intentionally left it that way. We don't see a lot of artefacts on the inside of the vessel and that's a good sign, I would say, that it was... planned to be left there."

READ MORE: ['Expedition of a lifetime': Shearwater divers to get close-up look at Franklin wreck](#)

He said it's possible *HMS Terror* was locked in ice and the crew abandoned it to carry on, with the intention of making their way back to the vessel after winter.

It's long been thought *HMS Terror* got locked in ice and abandoned, but off the northwestern coast of King William Island — 96 kilometres north of where it was found in Terror Bay. **By Nick Logan.** Global News Sept 14th 2016

<http://globalnews.ca/news/2941416/looking-at-a-time-capsule-underwater-video-shows-hms-terror-shipwreck/>



Man who pointed laser at ferry Captains jailed: Shenanigans with lasers earned a Freeland man a jail sentence and more than \$100,000 in fines. Mark D. Raden, 27, pleaded guilty in Island County Superior Court Sept. 16 to reckless endangerment for injuring two ferry Captains last year with a high-powered laser.

As part of the plea bargain, charges were dropped in a prior case in which he was accused of shining a laser in a Langley police officer's face.

Judge Alan Hancock agreed with the plea bargain and sentenced Raden to 45 days in jail, with 30 of those days converted to 240 hours of community service.

Raden was ordered to pay \$3,740 in restitution to the ferry Captains and \$700 in court costs.

In April, the Coast Guard fined Raden \$100,000 for violation of a safety and security zone as well as interference with the safe operation of the *Tokitae*.

Raden was aboard the *Kitsap* ferry transiting between Mukilteo and Clinton Oct. 22, 2015, when he pointed the blue laser at the pilothouse of the *Tokitae*, resulting in injuries to the ferry Captain and Chief Mate.



MV Tokitae approaching Mukilteo - Washington State Ferries by SolDuc Photography

laser at the pilothouse of the *Tokitae*, resulting in injuries to the

ferry Captain and Chief Mate.

Raden told the trooper he pointed the laser at the water and was

sorry that it bounced into the ferry.

The laser was confiscated and tested to determine how powerful it was. In one test it was pointed at a piece of wood from five feet away and caused it to smolder in three seconds, according to the report.

In an incident on July 12, 2015, Raden was accused of pointing a purple laser at a Langley police officer who was trying to stop him from shining it into homes.

Sep 24, 2016. JESSIE STENSLAND,

Whidbey News-Times Co-Editor

WHIDBEY
NEWS-TIMES

Bluenose II preps for summer tour with travelling exhibit. Ship will visit ports along the coast, finishing with Quebec City visit for Canada's 150th anniversary: For the first time in nearly a decade, Nova Scotia's sailing ambassador will live up to its name. The *Bluenose II* will leave the province next summer and travel to ports along the Eastern Seaboard to "demonstrate Nova Scotia's rich Maritime heritage and expertise," according to government documents published Friday morning.

The tour will conclude in Quebec City where the ship will be part of the celebrations for Canada's 150th anniversary.

Museum-style exhibit: Along the way, a mobile museum exhibit will be set up in each port the *Bluenose II* visits.

The exhibit will contain artefacts and information panels with the capacity to handle at least 500 visitors per day. The exhibit will be packed up and towed to each location on the ship's tour. It's not clear whether the new Splash Dome, which showcases the *Bluenose II*'s history on a 360-degree screen, will be part of the travelling exhibit.

But first, a new (old) rudder: When the *Bluenose II* departs on its East Coast tour, it will be fresh off a rudder replacement.

On Thursday, the government announced the ship's metal rudder will be replaced by the wooden one originally designed for this build. The wooden one weighs roughly 400 kilograms in the water, while the metal rudder weighs at least 4,000 kilograms.

The weight cut should take the strain off the *Bluenose II*'s problem-plagued steering system, and perhaps finally make the ship ready to be put on display for the rest of Canada.

The latest figures from the province show Nova Scotia has spent about \$23.8 million on the *Bluenose* to date, and has approximately \$1.2 million left in the budget.

The *Bluenose* rebuild has spanned eight years and three governments of different parties. Last year, an auditor general's report attributed the problems to a failure of leadership and planning.

By Brett Ruskin, Oct 07, 2016

<http://www.cbc.ca/news/canada/nova-scotia/bluenose-ii-summer-tour-travelling-exhibit-1.3795438>



London P&I Club reports shortfalls on mooring station procedures: The London P&I Club says its inspectors continue to note negative findings in and around ship mooring stations. The most common findings are a lack of anti-skid deck paint in key areas, a lack of hazard marking of protruding objects and platforms, and low awareness of the dangers of snap-back zones.

The Club recommends that ships' officers conduct a risk assessment of their mooring stations to establish the best location for anti-skid areas, and the use of a prescribed additive to the deck paint, which can usually be found in the ship's coating technical file. Good surface preparation is essential to a long life, says the Club, as it is believed that 70% of premature coating breakdown on ships is attributable to poor surface preparation.

The Club emphasises that hazard markings make trip hazards more visible, and says officers should also not overlook dangers at head height when conducting a risk assessment of a mooring station.

Poor awareness of snap-back zones, meanwhile, continues to feature as a regular negative finding on club inspections. Inspectors appointed by the Club are required to determine as part of an inspection questionnaire the awareness of ships' crews who are involved in mooring operations. The intention is for the inspectors to speak directly to crews when making their assessment.

London Club Loss Prevention Manager Carl Durov said: "The Club is always pleased to note occasions where the Best Practices section of the questionnaire records that ships' crews are engaged in 'toolbox' meetings prior to operations, and crew are encouraged to consider each individual mooring operation – and specifically the planned mooring arrangement – in good time.

"Also, the latest (2015) edition of the Code of Safe Working Practices for Merchant Seaman makes clear reference to a particular industry-wide confusion over the area of snap-back zones being marked on the deck. It states, 'The painting of snap-back zones on mooring decks should be avoided because they may give a false sense of security'."

Source: London P&I Club. Oct 7th 2016



Vancouver Aims for More Ships - And Shipowners: Port cities are always competing with neighbours for vessel traffic, a given in any market and perhaps especially in a down market. But while all are interested

in attracting ships, few dedicate significant resources to attracting the shoreside, corporate presence of shipping companies.

Vancouver, B.C. is a rare exception. Its newly formed Vancouver International Maritime Centre (VIMC) is specifically tasked with attracting ship owners, ship operators and related businesses, with a focus on the branch operations of foreign companies.



Under the leadership of executive director Kaity Arsoniadis-Stein, the newly formed trade office has met with 200 shipping companies over the past year, advertising the benefits of Asia-Pacific and North American operations based out of Vancouver.

It's an easy pitch for her office to make. First and foremost, there are no tax penalties whatsoever for operating a branch division out of Vancouver. There are no taxes on any international shipping activities undertaken in Canada, or on any non-resident company's foreign-sourced income. (The local office of

PricewaterhouseCoopers is pleased to confirm this.)

Second, Vancouver has the closest ties to Asia of any city in North America. Forty percent of the population is of Asian descent, and it is easy to find highly qualified staff with fluency in Korean, Chinese, Japanese and other languages. Direct flights to Asian centres of commerce are plentiful. And Great Circle sailings to Asian ports are shorter than those for U.S. West Coast cities.

Third, it offers bedrock stability: Canada's banking system is conservative and unadventurous; its steady, low unemployment rate testifies to the strength of its economy; and its national-level policy shifts are few and generally predictable.

And fourth, for vessel operators who would like to locate near a growing North American port, the Port of Vancouver is investing billions in new infrastructure – including a planned expansion of its Roberts Bank terminal, which will add another 2.4 million TEU of annual capacity.

These upsides have long benefited global firms like Seaspan Corporation, Oldendorff, Teekay Tankers, bulker operator Pacific Basin and naval architects Vard Marine, all based in the Vancouver area. VIMC is already adding to the list: newly formed Greystoke Marine Management selected Vancouver for its home office in April; breakbulk/heavy lift firm AAL opened a new branch office late last fall; and global law firm Norton Rose Fulbright just acquired Vancouver's Bull, Houser & Tupper, motivated in part by the desire to have a B.C.-based presence for maritime law.

Arsoniadis-Stein says that many more firms are interested in Vancouver, especially with an eye to a future North American base once the shipping market improves. With a warm welcome and many advantages, it's easy to see why. By MarEx 2016-10-20

<http://maritime-executive.com/editorials/vancouver-aims-for-more-ships-and-shipowners>



Time to resuscitate the term "seaman": Marine Café Blog recently took the bold step of **completely dropping** the use of the term "seafarer" in favour of "seaman" or "seawoman". Not many, I'm afraid, will follow suit. The International Maritime Organization has virtually buried the word "seaman" with the entire shipping industry only too happy to attend the funeral.

There are compelling reasons, though, to bring back the old terminology. Not the least is the question of exactitude, which I imagine should have great value in the technical world of shipping. As the Marine Café Blog **post of 1st July 2011** pointed out:

The term "seafarer" is actually less accurate in describing somebody who works on board a ship. What it means is a person who regularly travels by sea — the term being a combination of two words, sea + farer (from the Old English faran, meaning "to journey or travel"). Thus, certain ethnic groups are called "seafarers" such as the Orang Laut (sea people) of Malaysia and the Badajoz (men of the seas or sea gypsies) of the Sulu archipelago in the southern Philippines.

On the other hand, "seaman" denotes an experienced sailor or a person skilled in seamanship. The stress on seamanship has been preserved in US Navy and Coast Guard parlance, where "seaman" refers to a sailor with a



rank below petty officer and above seaman apprentice. In fact, the nomenclature hasn't really been pushed into oblivion: almost everyone still refers to the seafarer's identification document as "seaman's book".

Just as important is the question of fairness. To call those who work on board merchant ships "seafarers" is to fail to distinguish them from the seafaring tribes of Southeast Asia and the South Pacific. It is to disregard the fact that seamen spend many years trying to master the art of seamanship — how to navigate a vessel and operate the complex equipment on board, safely and efficiently. It is, in the final analysis, to somehow devalue the merchant marine profession.

Unfortunately, shipping has been engulfed by the linguistic tide. The same stream of bureaucratese and rhetoric has objectified seamen by referring to them as the "human element" and given rise to the awkward expression "Day of the Seafarer". Why not call it officially "Seamen's Day" or, if one is really obsessed with trendiness, "Seafarers Day"? Imagine how silly it would sound if people said "Day of the Mother" or "International Day of the Woman".

Time to put back sense and sensibility into our maritime language. ~Barista Uno

<http://marine-cafe.com/time-to-resuscitate-the-term-seaman/> June 27th 2016

Marine Café Blog
Maritime trends: ruminations & conversations

How do you keep bananas fresh as they cross the oceans? Next time you're doing your grocery shopping and put a bunch of bananas in your trolley, spare a thought for the journey they've been on. Many will have travelled half way round the world tightly packed in containers stacked high on gargantuan cargo ships. So how do they stay fresh as they traverse the high seas, perhaps for weeks at a time?

Well, there's a lot of technology involved. Danish shipping giant Maersk Line equips its 270,000 refrigerated containers - known as reefers - with Remote Container Management (RCM) tech that allows the company to track data such as location, power status, temperature, humidity and ventilation settings, even while at sea. The reefers wirelessly beam data to a transmitter on the cargo ship, which then relays it to a satellite. Maersk and other shipping companies have to pay compensation to suppliers if there's a power outage and a shipment of bananas - or any other perishable foodstuffs - goes bad, so prevention can save millions.



Catja Hjorth Rasmussen, head of RCM at Maersk, says the sensor tech has helped the company remotely spot and remedy 300 instances of temperature malfunction this year. That's a lot of potentially expensive compensation claims avoided. "By using the collected data points from RCM we can, via the help of an algorithm, predict the expected condition of the reefers before arrival at our depots," says Ms. Rasmussen.

This helps to achieve much faster turnaround times.

"If a reefer is healthy it goes through a 12 minute visual inspection," she says, "compared to a six hour full inspection."

Car Tetris. The shipping industry is using a range of such technologies to cut costs and improve efficiency. It needs to. A global trade slowdown following the financial crash of 2007/8 has seen a reduction in demand for goods, leaving as much as 10% of the container shipping fleet sailing around empty, says Philip Damas, a director at maritime research consultancy, Drewry. (South Korea's biggest container operator, the Hanjin Shipping Company, filed for bankruptcy in August.)



So the more goods you can safely fit inside a shipping container, the better. And that applies to cars. Pierro Filipin, innovation manager at manufacturing research centre WMG, based at Warwick University, has developed software that can work out how to squish the most cars in one of those metal boxes. He likens it to a game of Tetris but with thousands of pounds worth of vehicles.

These containers used to fit about three or four, but can now squeeze in up to six, says Mr. Filipin. "Previously it was done by basically taking a photo of the car, cutting the shape, scaling it in Photoshop so it was in the right proportion, then manually trying to fit the various combinations by hand," he says. Now his algorithm, which he developed for car-racking specialist Trans-Rak, works this out automatically by accessing a vehicle database that includes all the dimensions of each car.

"The cost of shipping a container overseas is something like £5,000," says Mr. Filipin, so the more stuff you can cram in each unit without damaging the goods, the more cost-efficient it is.

Robot cranes. Another way to increase efficiency is to automate cargo terminals at ports. For example, Rotterdam's Maasvlakte II facility, run by APM Terminals and Rotterdam World Gateway, features giant remote-controlled ship-to-shore gantry cranes for unloading the containers; battery-powered automated vehicles for moving the containers to

the storage yard; and more robot cranes on rails for stacking up the boxes. All this is powered by wind-generated electricity, thereby reducing CO2 emissions. And APM says such automation can improve productivity by 40%. No wonder a growing number of cargo terminals around the world are adopting this kind of technology - often to the concern of dockworker unions who fear, rightly, that robots are replacing human jobs.

Bigger is better. Building bigger ships can achieve economies of scale. This month one of the largest ever container/roll-on roll-off ships - *conro* for short - was launched in Liverpool. At 300m (984ft), the *Atlantic Sea*, owned by Atlantic Container Line, is the length of three football pitches put together and can carry 3,800 containers and 1,300 vehicles.

Meanwhile, global engineering firm Rolls Royce is working on unmanned "drone ships" that can be operated via a land-based control centre. **It envisages** one small team of seven to 14 people managing an entire fleet of ships dotted around the world's oceans. Given that there are more than 50,000 cargo ships operated by around 1.5 million people, it's easy to see how drone ships might seem attractive option for cost-conscious shipping companies, leaving aside the obvious safety and security issues.

Technology can also help reduce operating costs. For example, fuel "is one of the biggest costs for container ship companies," says Rowena Bataille, head of marketing and product design at Inatech, a Glencore company. Inatech has developed cloud-based software to help shipping firms buy fuel more cost-effectively - an essential requirement as cargo ships come under increasing regulatory pressure to reduce carbon emissions.

Speedy delivery: Once the containers have been unloaded from the ship, they need to be transported by road, rail or barge to distribution warehouses, before the goods finally reach supermarkets, shops and showrooms.

Speed is of the essence. This is why Dubai's DP World, one of the world's largest port operators, recently pumped \$50m (£40m) into Hyperloop One, the firm aiming to build a high-speed transport system based on vacuum tubes.

Hyperloop was originally the idea of Tesla and SpaceX entrepreneur Elon Musk. As part of the agreement, the two companies will explore building a network for launching containers at high-speed between the Jebel Ali Port to a new inland depot in Dubai.

So as your mind begins to turn towards Christmas shopping, spare a thought for how all those consumer goods arrived on the shelves. By Jonathan Keane, Technology of Business reporter. 11 November 2016.

<http://www.bbc.com/news/business-37541597>

ClassNK and the Liberian Registry begin Trials for Electronic Certificates System: ClassNK has begun operational trials for "ClassNK e-Certificate", the world's first comprehensive system to provide ships' class certificates and statutory certificates issued on behalf of flag states in electronic format. The use of electronic certificates is expected to bring about significant benefits for shipping companies by reducing the administrative burden of sending traditional paper certificates and managing them onboard, in addition to making it easier to retrieve data on the certificates. As part of its aims to improve the operations of shipping companies, ClassNK developed "ClassNK e-Certificate", referring to the progress and concept implemented by the Liberian flag who have already been issuing electronic certificates worldwide. "ClassNK e-Certificate" is a system that provides class certificates and various statutory certificates in electronic format developed in line with the updated **ClassNK** Guidelines for the Use of Electronic Certificates (FAL.5/Circ.39/Rev.2), which was issued by the IMO in April. As well as enabling the transmission and receiving of electronic data offshore, ClassNK e-Certificate allows users to verify the authenticity of certificates online to ensure data has not been manipulated or falsified. This will mark the first time a classification society has developed a system for the comprehensive provision of electronic class and statutory certificates. Currently ClassNK is testing system functions such as the offshore transmission and receiving of data and website access for the verification of electronic certificates. The trials for the ships in operation are being carried out in cooperation with Japanese shipping companies, under the authorization and in mutual cooperation with the Liberian Flag Administration, the Liberian International Ship & Corporate registry, LLC (LISCR). Bringing the use of electronic certificates to the attention of stakeholders such as port authorities, Port State Control and major inspectors should be one of the challenges in order to facilitate its wide-scale adoption. With the support of LISCR and cooperating companies, ClassNK will work towards the development of a highly secure and trusted system for stakeholders and the wider use and acceptance of electronic certificates to ensure their faster adoption in the industry. For more information on this topic please contact ClassNK Executive Operations Department.

Tel: +81-3-5226-2047 E-mail: eod@classnk.or.jp 7 October 2016.

https://www.classnk.or.jp/hp/en/hp_news.aspx?id=2114&type=press_release&layout=1

A Definitive Guide to AIS: The world of AIS can be confusing to newcomers and experienced professionals alike. What is AIS? What data does it gather? How can it help my business? Do I need AIS if I don't have a business? Class A or Class B transponders? Do I actually need it? There's a plethora of questions from those looking to get the most out of their tracking tools, or from those looking into entering the maritime industry.





Click on the link below for a comprehensive guide to AIS that covers a wide range of topics from specific AIS units to getting the most out of the data gathered. Included are some of the most commonly asked questions – and answers – regarding the topic, too.

<http://www.marinelink.com/news/definitive-guide-ais418266>

The original purpose of AIS was to reduce the risk of vessels colliding with each other in poor visibility.

However, the combination of satellite AIS allowing near global coverage and the ability to access AIS data online has now made it a valuable resource for anyone wishing to monitor individual or groups of vessels, different classes of vessels, or

volumes of total traffic in certain areas or the whole world.

As well as ships' officers, AIS data feeds with mapping overlays are therefore used by vessel owners and operators to monitor and manage their fleets, as well as port managers and service providers, shippers, maritime security providers, insurers, other maritime professionals, marine intelligence analysts, government agencies, economists, academics, and family and friends of crew members.

But, at one time, signal stations were the only practical mean of communicating with passing ships until the development of radio. From the 1880s, Lloyd's operated a network of signal stations around the world connected to telegraph land-lines that served to relay orders from owners and obtain reports from ships' Masters. Information provided by the signal stations enabled newspapers to pass along information of ship movements to the public. Following is an extract from the pages of The Times of London. Far more ships were mentioned in the report; this is just a sampling.

Movements of Liners from "The Times", October 19 th 1936.		
Anchor Caledonia For N.Y., left Belfast 17 th . Castalia Fm. Bombay, arr. Clyde 17 th . Tuscania For Bombay, left Pt. Sudan 15 th	Clan Macbeth Fm. Ldn. Arr. Vizagapatam 17 th Clan MacFarlane For Chittagong left L'pool 16 th Clan MacIndoe For Durban left E. Ldn. 17 th	Harrison Dramatist Fm. Mombasa, arr. Pt. Louis 17 th Statesman For E. Africa, left Tees 16 th
Bibby Derbyshire For London, left Cochin 15 th Oxfordshire Fm. L'pool., Arr. Marseilles 16 th	Compagnie Générale San Francisco For Le Havre left N.W'm'ster 16 th San Jose Fm. Seattle, arr. V'couver 16 th	Lloyd Triestino Conte Rosso Fm. Shanghai, arr. Bombay 17 th Conte Verde For Shanghai, left Colombo 17 th
Blue Funnel Automedon For L'pool., Left Brisbane 16 th Bellerophon Fm. L'pool., Arr. Pt. Said 14 th Polydorus For London, left Amsterdam 15 th Theseus For Glasgow, left Penang 16 th	Cunard White Star Alaunia For Montreal left Sthmtn 17 th Antonia L'pool cld. Clyde 17 th Ausonia Fm. London due Montreal 19 th Carinthia For L'pool left N.Y. 17 th Queen Mary Fm. Sthmtn due N.Y. 19 th Scythia Fm. N.Y. due Queenstown 19 th	Manchester Liners Mchstr Regiment For Halifax, left Montreal 15 th
Blue Star Doric Star For S. Africa left Tenerife 16 th Gothic Star For UK left Portland 16 th Royal Star For UK left Fremantle 16 th	Elder Dempster Abosso Fm. Calabar arr. L'pool 17 th Adda Fm. L'pool arr. Lagos 15 th D. Livingstone Fm. L'pool arr. Lagos 15 th Dunkwa Fm. Calcutta arr. Lagos 15 th	Nippon Yusen Kaisha Haruna Maru For R'dam, cld Penang 16 th Hiye Maru For Yokohama, left V'couver 15 th Lima Maru For L'pool, left Singapore 17 th
British India Durenda For Calcutta, left Tees 16 th Mashobra For Bremen, cld Aden 17 th Nevasa Left Southampton 17 th Sirdhana For Moji, left Hong Kong 16 th	Ellerman & Bucknall City of Perth For Ldn left P. Said 16 th City of Windsor For Maulmain left Beira 16 th	Peninsula & Oriental Chitral For London., left Marseilles 17 th Moldavia For Brisbane, left Sydney 17 th Rawalpindi For London, left Hong Kong 17 th
Canadian Pacific Beaverdale For Antwerp left Gravesend 17 th Beaverhill For Antwerp left Montreal 16 th Duchess of Bedford. For Quebec left Clyde 17 th Duchess of York For L'pool left Montreal 16 th Emp. of Britain For Quebec left Sthmtn 17 th Emp. of Japan For V'c'ver left Hong Kong 16 th Montrose Fm. Cruise arr. Sthmtn 17 th	Ellerman's City & Hall City of Dieppe Fm. Cairns arr. Adelaide 16 th City of Glasgow For Bombay, left Karachi 16 th City of Jo'burg For Calcutta, left Rangoon 17 th City of Shanghai Arr. Tyne 16 th	Port Line Port Auckland For London, left Melbourne 17 th Port Gisborne For L'pool, left Brisbane 17 th
Clan & Associated Companies Clan MacArthur For UK left Townsville 16 th Clan MacBean Fm. Glasgow Arr. L'pool 16 th	Furness Line Ldn. Exchange For London, left Pt. Said 16 th Pacific Ranger For Glasgow, left 'Frisco 15 th	Prince Line Eastern Prince Fm. Trinidad, arr. NY 15 th Italian Prince Fm. Beyrout, arr. Alexandria 17 th Siamese Prince For Colombo, left Penang 16 th
	German African Lines Tanganjika For Hamburg, cld. Las Palmas 16 th Ussukuma For Hamburg, left Sthmtn 18 th	Royal Mail Line Alcantara Fm. Sthmtn, arr. Rio 16 th Brittany For B. Aires, left Liverpool 17 th
		Union Castle Dunvegan Castle For Beira, left Pt. Natal 17 th .
		United States Line American Trader For N.Y., left Gravesend 17 th



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We have a new Facebook page that is up and running - all it needs is you!

We'll be sharing our newsletter content and other tidbits there, and we'd love for you to help us grow our online audience. All you need to do is like the page!



That completes this edition of "From the Bridge". Since this is the last one for the year it is time for me to offer my best wishes to you for Christmas and the New Year. If Santa is bringing you a gift I hope that it is useful or just what you want, unlike what this poor fellow received.

There will be another edition in February. If you have anything for it please send it to me by February 10th 2017.
Send it to 509 – 15111 Russell Avenue, White Rock, B.C. V4B 2P4
or to whitknit@yelus.net.

Sincerely, David Whitaker FNI

Merry Christmas, matey!