

From the Bridge

February 2017



MASTER MARINERS OF CANADA

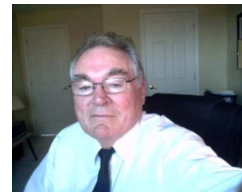
"THE COMPANY OF MASTER MARINERS OF CANADA is a professional organization, representing command-qualified mariners as well as like-minded seafarers, industry and government members, and cadets across Canada. Our work with and for our members is organized around three pillars: awareness, education and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

www.mastermariners.ca

FROM THE MASTER'S DESK

The Winners of the Master Mariners of Canada Photo Contest

On behalf of the Master Mariners of Canada I would like to congratulate the Winner of our Photo Contest, Tobias Moretto, for his wonderful picture of the polar bear growling at the crew on deck, or maybe he was asking for more sausages and bacon! The picture captured a scene many of us who have sailed in Arctic Waters have experienced.



Master Mariners of Canada
December 16, 2016

It's a deep freeze here on the East Coast and we wouldn't be surprised to see polar bears wandering the streets today! Here's why Tobias Moretto's Grand Prize winning photograph was chosen: "This submission embodies the theme "What it Means to be a Mariner" - life aboard a ship, working in extreme conditions far away from home, and yet some days there are surreal, unexpected moments that catch you off guard. This photo captures a raw beauty and natural curiosity unseen by many except those who chose a seafarer's life."



Congratulations also to the runners up: -

Captain Sean Bellefontaine with the brand new "*Lay Vessel 108*" returning to Vigo, Spain.

Stephen Levigne with the "*CMA CGM*" container ship passing under the Golden Gate.

Veronique Nolet with a self-portrait, the reflection in the porthole at night. My favourite for originality!

Also, a big thank-you to all who sent in pictures. There were a lot of great pictures you took in some exotic ports around the world. The places, the ports, the sunrises, the clouds, the seascapes and the icebergs brought back many fond memories of my days on foreign going and domestic vessels. The pictures were AMAZING and the selection was very difficult. Thank you all for taking the time for judging the contest, you know who you are.

Keep up the good work and please keep posting your great original pictures to the website.

Captain Patrick Gates, MNI, MM, National President,



no intention of joining Facebook.

Did you know we had a photo competition last year? I did know but since it involved Facebook I could not learn more – or so I thought. But you don't have to be a Facebook member to read the Company's pages. I did not realise that until recently. You click on the Facebook symbol at the bottom of the CMMC Home Page at www.mastermariners.ca

Do you use Facebook? I don't. Last year the CMMC was advised to employ Facebook to reach a wider audience (see the November 2016 edition of the FTB - Page 16). I fully understand why it was recommended. But when I heard this, my immediate reaction was that I would be missing out on a lot because I have

and the Facebook pages open. You can read everything. A window is plastered across the bottom of the screen that suggests it would disappear if you joined Facebook but I ignore that. Anyway, I am now looking at our Facebook page. It contains many of the great photos that were submitted to the competition including the winner that can be seen on page 1, and on the following link.

David Whitaker

<https://www.facebook.com/mastermarinersofcanada/photos/a.1149539758444700.1073741828.1094976213901055/1248574808541194/?type=3>

HOT OFF THE PRESS

2017 Nautical Skills Competition of the CMMC Newfoundland & Labrador Division.

<http://www.mastermariners.ca/wp-content/uploads/2017/02/2017-Nautical-Skills-Competition-News-copy.pdf>

Any comments? Please send them to A. Zaki (ZAKI) ahazaki@gmail.com

Seafarer's Shore Leave, Travel Bans ... and the Big Picture. Read all about it at: -

<http://www.maritimeprofessional.com/blogs/post/seafarers-shore-leave-travel-bans--and-the-big-picture-15180#.WKMRWiDcljs.linkedin>

Courtesy of Captain Alan Knight, Maritimes Division.

Baugh Fund Presentations: For the year 2016 the Baugh Fund Scholarship certificates reflect the name of a benefactor to the Fund. One is in memory of Captain John and Anne Storey, another in memory of Captain Ratch Wallace and the third is in memory of Captain Sydney Gould. Two of the awards have been presented as shown below. The third will take place next month.

Second Year Cadet, Claude Beaudoin with Captain Chris Hearn at the Marine Institute of Memorial University, St. John's, NL. February 16th 2017.




The Company of Master Mariners of Canada
FOUNDED 1967
The Captain G.O. Baugh Memorial Scholarship
In memory of
Captain Ratch Wallace
PRESENTED TO
CLAUDE BEAUDOIN

MASTER _____

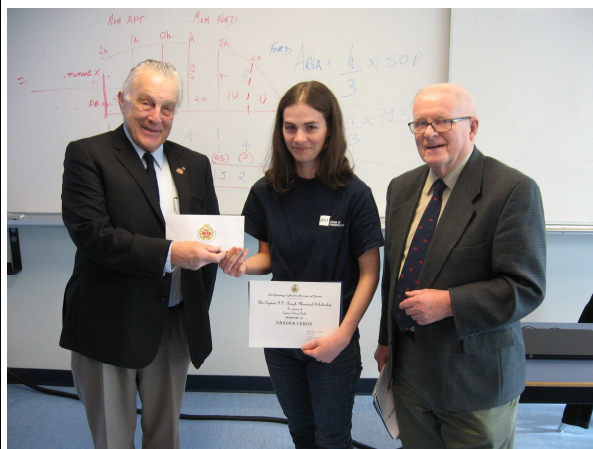
DATE _____

Captains Don Rose & David Whitaker with Second Year Cadet Sandra Lebon at the BCIT Marine Campus, North Vancouver, BC. February 17th 2017.


The Company of Master Mariners of Canada
FOUNDED 1967
The Captain G.O. Baugh Memorial Scholarship
In memory of
Captain Sydney Gould
PRESENTED TO
SANDRA LEBON







MASTER _____

DATE _____



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. As is shown on the following notices, this will take place in Vancouver. The actual venue will be the Marine Campus of the British Columbia Institute of Technology (BCIT) in North Vancouver.

A Committee chaired by Capt. Dr. Jim Parsons, the Chair of the CMMC Foundation, is organizing the Seminar, the subject being **"MITIGATING RISK IN MARINE TRANSPORTATION – Are Moratoriums Necessary in the 21st Century?"** 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 from the host division for 2017, Capt. Don Rose. The intent is to make the Committee permanent following the project set for 2017.

	<div data-bbox="792 520 938 676"></div> <div data-bbox="948 573 1256 642">MASTER MARINERS OF CANADA</div> <div data-bbox="1263 516 1414 558"><small>WWW.MASTERMARINERS.CA</small> </div> <div data-bbox="792 705 1360 909">MITIGATING RISK IN MARINE TRANSPORTATION: Are Moratoriums Necessary in the 21st Century?</div> <div data-bbox="792 921 1211 945"><small>Presented by the Master Mariners of Canada</small></div> <div data-bbox="792 978 1377 1031">DATE: FRIDAY, 29 SEPT 2017 VENUE: BC INSTITUTE OF TECHNOLOGY, VANCOUVER BC</div> <div data-bbox="792 1056 1398 1104"><small>Sponsorship opportunities are available now! For more information, please contact Jim Parsons at Jim.Parsons@mi.mun.ca</small></div>
	<div data-bbox="792 1178 938 1333"></div> <div data-bbox="948 1226 1256 1295">MASTER MARINERS OF CANADA</div> <div data-bbox="1263 1169 1414 1211"><small>WWW.MASTERMARINERS.CA</small> </div> <div data-bbox="792 1337 1409 1545">CONFÉRENCE : ATTÉNUATION DES RISQUES POSÉS PAR LE TRANSPORT MARITIME : les moratoires sont-ils nécessaires au 21^{ème} siècle?</div> <div data-bbox="792 1560 1299 1583"><small>Présentée (en anglais) par Master Mariners of Canada</small></div> <div data-bbox="792 1612 1398 1665">DATE : LE VENDREDI, 29 SEPTEMBRE 2017 LIEU : BC INSTITUTE OF TECHNOLOGY, VANCOUVER, C.-B.</div> <div data-bbox="792 1690 1356 1768"><small>Possibilités de commandite offertes! Pour de plus amples renseignements, veuillez communiquer avec Jim Parsons à : Jim.Parsons@mi.mun.ca</small></div>

Towards a healthier life afloat – Groundbreaking research on fatigue and seafarers' health has revealed some worrying trends that need to be urgently addressed:

In many parts of the world today we are obsessed with health and dietary threats to our longevity. On the day I am writing this, the newspaper urges me to not eat a fried breakfast, abstain from all cooked meats and subsist on a diet of wholemeal bread and raw tomatoes smothered in fish oil. That way I can expect to live substantially longer than those who enjoy a sausage a day, although if one hates tomatoes it will be hard going.

There has been a lot written about the health of seafarers in recent years, which is probably justified bearing in mind the passage of years and the increasingly sedentary life aboard highly automated ships. Earlier this summer, the three-year MARTHA project was finalised and offered some real insights into the long-term effects of fatigue, its effects on health and how it affects different members of the ship's crew.

An international research project coordinated by Warsash Maritime Academy, with partners in Sweden, Denmark and China, MARTHA is the successor to the Anglo-Swedish Horizon project, which used simulated real-time voyages to gather data on the effects of fatigue (see FTB November 2012, page 16 – *Fatigue*). MARTHA employed more than 1,000 seafarer volunteers doing their normal work aboard their own ships during their tours of duty.

The volunteers were employed by two European and two Chinese companies. One European company operated fleets of small tankers in shortsea trading, while the other operated deepsea containerships. The Chinese crews were aboard a fleet of large bulk carriers at the first company and a fleet of tankers at the second. The study considered the effects on different ranks and ratings and how the trading regimes of the different ships affected fatigue. The volunteers were a mix of European and Philippine seafarers aboard the European ships, and all Chinese crew on the Chinese companies' vessels. Thus the "cultural" differences of perception about sleepiness and fatigue could also be compared.



The research was undertaken using a combination of questionnaires and sleep diaries along with interviews, while the verification of data was provided by the use of actigraphs – wrist worn monitors capable of recording rest and activity. A lot of attention was paid to the possible deterioration of performance as a tour of duty progressed, comparing the actigraphs data at the start of the tour with that at the end.

The researchers were anxious to demonstrate the difference between the onset of fatigue and "mere" sleepiness, which can be sorted out by some refreshing sleep. Fatigue was described by Professor Mike Barnett of Warsash as the "gradual draining of the batteries", with just some of the symptoms identified as forgetfulness, irritability, behavioural changes and fretfulness. The research confirmed some contributors to fatigue as

worries about job security, irregular working hours and doubts about the individual's tour of duty being extended, along with the shipboard environment. New and unfamiliar ships produced stress symptoms as people got to grips with them.

The research also confirmed that some roles aboard ship were more "fatigue-prone" than others, with the night watchkeeper clearly worse off than others. It also found that people did not sleep well, nobody in any type of ship or trade appeared to get their full quota of sleep and some were clearly more affected than others. Masters, none of whom actually kept a watch aboard the ships of the four fleets, also suffered considerably.

But there was also a heavy medical and health component to the research. Here, MARTHA was able to confirm some real concerns about the long-term health of seafarers, which has been a source of some interest in recent years. There is, it was observed, too much evidence of chronic long-term health effects surfacing among seafarers.

Around half of the seafarers examined were suffering from hypertension, with even young people exhibiting real or potential symptoms of cardiovascular problems. Obesity is a real issue, even among Cadets, while the increasingly sedentary lifestyle, combined with lack of exercise opportunities clearly does not help. Seafarers and former seafarers are dying too early, too often, said a medical specialist, with their onboard lifestyles an obvious contributor.

As with people who live ashore, diet and nutrition are identified as important drivers of better health, and a number of important points related to this surfaced in the study. It was noted that diet was sometimes subject to cultural influences, just as occurs ashore, where the pervasive influence of fast foods is causing problems amid previously healthy populations. The study found that aboard ships where there was a mixed European and Filipino crew, the latter, whose local diet was largely healthy, were cultivating a liking for the "chips with everything" type of European diet. This was particularly unsuited to their metabolism and their health had suffered as a result.

It is to be hoped that the MARTHA findings, distilled into guidance on the avoidance of fatigue and health problems, will have an influence on the industry's attitudes to both work and health.

It might also be useful in helping to design a better shipboard environment that promotes a healthier lifestyle. There must be a way of living than confined to a five or six-storey tower block perched on the stern, or sandwiched between stacks of containers, with the only exercise options running up and down the stairs. To think, people once went to sea for their health.

Michael Grey. "the Sea". Sep/Oct 2016. <https://www.missiontoseafarers.org/>



Opinion: Canadian prosperity rests on safe shipment of products — including oil: The government of Canada's decision to approve the Trans Mountain Pipeline expansion project shines a spotlight on marine transportation and the unquestionable reality that Canada is a trading nation. The positive effects attending the decision to approve this \$6.8-billion infrastructure project go well beyond the significant and sustained economic benefits anticipated for Alberta and B.C.

As Canadians, our prosperity and generally high standard of living depends on being able to responsibly and competitively deliver our resources, products and services globally. The reality is that one in five Canadian jobs and more than 60% of Canada's gross domestic product are directly linked to exports such as oil and other energy products, metals and minerals, wood products, fertilizer, grain, chemicals, and manufactured goods. The Port of Vancouver, the largest port in Canada, supports commerce with more than 170 trading economies worldwide.

As with our railways and highways, our marine waterways sustain our economy, and like those other transportation systems it is vital to our interests to manage them in a sustainable fashion.

There are well over 10,000 vessel movements annually that transit B.C.'s west coast safely and without incident. These transits are executed by professional mariners who have extensive training and experience and employ innovative technology that is as advanced as modern airliners. They are responsible and accountable for peoples' lives, high-valued assets and cargoes and managing risk in a dynamic environment.

The planning for the movement of large vessels includes risk analysis, advanced modelling and simulation and a safety framework that includes internal safety management systems, a third-party vetting process by the owners of cargo and extensive federal regulations and inspection regimes.

Notwithstanding, there will always be some degree of risk and a combination of conditions that is problematic to predict. While some people might prefer zero risk, this is likely an unrealistic scenario for a nation that is profoundly dependent on marine transportation. The challenge that demands our utmost attention is the relatively small portion of risk that could have significant consequences.

In Canada, we are incredibly fortunate to have some of the best and brightest academics, scientists, government officials, marine professionals and innovators. Canada's on-the-water presence includes an increasingly capable Coast Guard, Navy and police forces. We have been given the opportunity and reason to significantly improve the safety and protection regime for Canada's coasts and now is the time to turn ideas and policies into tangible effects.

While the \$1.5-billion value of the recently announced federal Oceans Protection Plan is unprecedented, it is the intent that is truly transformational and deserves recognition. This plan includes an ecosystem-based approach, melding traditional risk planning with impact analysis. It also includes scientific benchmarking to better understand and mitigate the impacts of industrial and other activity on our oceans. Finally, it embraces co-management of our oceans with Indigenous People and will leverage their inherent knowledge and proximity of the coast.

A commitment to marine safety should include those communities that best understand the local environmental conditions and potential impact on marine ecosystems and could be involved in responding and mitigating the impact of a marine incident. It is time to turn the passion and energy into delivery of tangible results that builds real trust, real capabilities and real protection.

Canada's prosperity and high standard of living depend on our ability to responsibly and competitively deliver our resources, products and services globally. We may continue to debate the mix of products transported on our marine waterways but we can achieve consensus about marine safety measures. The Oceans Protection Plan is an effective way to reach this shared objective.

Robert Lewis-Manning is President of the Chamber of Shipping of British Columbia. December 1, 2016.

<http://vancouver.sun.com/opinion/robert-lewis-manning-pipeline-decision-was-needed>



Photo: Jonathan Hayward. The Canadian Press.

What it's like to sail a giant ship on Earth's busiest seas: Nearly everything you own comes to you by sea – which means the oceans have never been so busy. "Future Now" jumped aboard a container ship to meet those who keep the world running – and discovered the realities of controlling a behemoth that takes two miles to stop. (By Chris Baraniuk / Video by Adam Proctor. 29 November 2016).

The mood on the bridge is a little tense. It's after 11pm and no one is talking because what's about to happen is pretty rare. Easing the *Ebba Maersk*, one of the largest container ships in the world, past another vessel her size in such narrow waters will be nerve-wracking even for this seasoned crew. "It's something you don't see every day," Ovidiu Dinicut, the First Officer, tells me later.

The *Ebba* meets the *Barzan*, a container ship of a similar scale, coming the other way as she heads out of Felixstowe

on the south east coast of the UK. The distant lights of the port blaze in the night, silhouetting containers and cranes behind us.

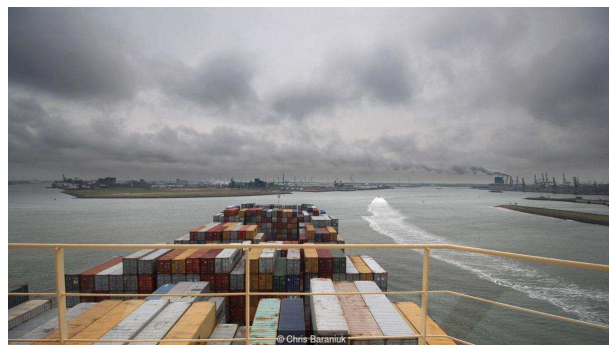
This will be one of the trickiest parts of the voyage, as there is far less room to manoeuvre here than on the open sea. This close to shore the water is not very deep and the lane in which huge ships like these can travel is narrow.

The *Ebba* is on its way to Rotterdam in the Netherlands. It's a journey that will take her past the busiest shipping channel in the world. And it's getting more crowded. In 2015, **more very large ships came to the Port of London, 70 miles (113km) down the coast from Felixstowe, than ever before.** In total, 45.4 million tonnes of cargo passed through the port, 2% more than the previous year.

This story is part of Future Now, a new section launching today dedicated to in-depth stories about the people, events and trends that are shaping our world. We will be publishing regular stories about technology, energy, economics, social science and much more – find out about our mission and upcoming stories here.

Nearly all the things you own came from somewhere else in the world and they reached you by ship. On land it's easy to forget that at any given moment there are around 50,000 merchant ships crisscrossing the oceans, carrying as many as 5-6 million containers stuffed with goods. With global trade increasing, the ships are getting bigger and the shipping routes becoming crowded.

"It's getting significantly busier. And because of the increase in traffic, vessels find themselves increasingly constrained by other traffic using the waterway," says Roger Barker at London's Trinity House, a maritime and navigation charity. "They're also passing closer together because they're following the same defined routes."



Mark Charley, a ship pilot from the Harwich Haven Authority, is on board to assist the *Ebba's* crew. He and the pilot temporarily posted on the approaching *Barzan* routinely join ships like these to guide them in and out of port. It is moments like this that everybody here trains for.

Both pilots communicate on walkie-talkies. Everyone's eyes are on the colossus ahead. Charley calls out instructions to the *Ebba's* Third Officer, Rey Coronel, who is controlling the rudder. "Port 10," Charley calls. "Port 10,"

comes the reply, as the ship's direction is adjusted. "Midships," says Charley. "Midships," says Coronel.

There is far more to this story, including a video, and you will find it at: -

<http://www.bbc.com/future/story/20161128-what-its-like-to-sail-colossal-ships-on-earths-busiest-sea>

Canada Steamship Lines (CSL) named 2016 Bulk Ship Operator of the Year: The CSL Group was awarded the prestigious title of 2016 Bulk Ship Operator of the Year at the International Bulk Journal (IBJ) gala dinner held in London, England on November 21.

"I am honoured to accept this award on behalf of CSL's ship and shore employees who every day help us deliver exceptional service to our customers and motivate us to always aim higher," said Rod Jones, President and CEO of The CSL Group. "New ideas and new technologies are propelling us forward and the IBJ award is a great validation that we are heading in the right direction, that is, the future of shipping."

Presented to the year's most outstanding operator of dry bulk vessels, the award recognizes recent achievements in safety, efficiency and environmental protection, as well as contributions to world trade. IBJ judges selected CSL for the company's overall achievements and made notable mention of CSL's industry leading sustainability efforts.

"CSL's environmentally responsible approach, research collaborations and comprehensive reporting impressed our judges and highlight the progressive approach taken by CSL to improve business sustainability and elevate industry standards," said Jon Culshaw, Host of the IBJ gala dinner.

Every year, the IBJ Awards salute excellence and achievements by individuals and organizations involved in the worldwide maritime bulk industry. *Source: The CSL Group November 28, 2016*

<http://www.greatlakes-seawayreview.com/digital-dateline/#201611283>



10 Things The World Should Learn From Seafarers: The word Seafaring or Merchant Navy has a much broader spectrum beyond the imagination of land dwellers enjoying the fruits of it. Seafaring is rooted much deeper in our lives than one could possibly perceive.

The world economies as a whole and the countries around the globe have undergone a sea change since the advent of International Shipping Trade. The beautiful sculptures and buildings constructed across the globe, the energy of fuel driving and transporting masses, breath taking innovations, jaw-dropping wonders of technology, food, clothing, and automobiles that we witness and experience today are a result of the systematic and standardised shipping world.

Behind these scenes are unknown stories of a sizeable workforce of men and women – the seafarers, who toil hard round-the-clock so that their ships carrying various cargoes and consignments are delivered safely and on-time in the remotest corner of the world. These ships sail across to the farthest corners of the globe and are thus the backbone of several economies relying on Shipping and Logistics.

Without doubt, seafarers have enjoyed an important stature ever since the creation and development of mankind. Shipping is the lifeline on which the world economies have flourished and survived.

As a farmer sows, irrigates and reaps a harvest to ensure his family and rest of the world can sustain their lives, similarly, seafarers are responsibly carrying energy resources, food products and finished goods to the hands of almost every inhabitant on this earth.

This unique and peacefully dwelling fraternity of the society which comprises of sea-going professionals, continues to exist since past centuries, working unobtrusively and uninterrupted over years to sustain, operate and enhance the world.

Read: 10 Reasons You Must Thank Seafarers

However, there is lot more to what it takes to become a seafarer. There are a few qualities that are found in a seafarer that makes him or her stand apart from rest of the world and are indispensable to run the show. A few things the world can learn from seafarers are:

Learn to Sacrifice: Seafarers go to the sea to earn their livelihood in a dignified manner and they do so to ensure their families back home have abundance of good health, education and comforts. Needless to mention [they are duly supported and appreciated by their families and friends for the same](#). While the rest of the masses are busy with the festivities celebrating Christmas and New Year, there are ships manned by seafarers navigating across oceans amidst darkness spread for miles to ensure that goods and fuel supplies reach in time to light up the houses of fellow cohabitants.

Seafarers sacrifice several important occasions of their lives being at sea so that the rest of the world do not have to miss theirs.

Learn to be More Punctual: In commercial shipping every minute counts. International trade through ships does involve time frames and requires ships to strictly maintain their port schedules and estimated time of arrivals. Shipmasters along with navigating officers take up to this tedious task by all means available at their disposal despite adverse currents, [cyclonic conditions and rough weather](#) in their way. The day at sea for every seafarer is planned with regards to his work schedule and often-unforeseen emergencies arise, but still seafarers are known to complete their targets within stipulated deadlines.

It is not easy to run a huge facility like a ship at sea with utmost punctuality. But if seafarers can value time in the toughest working conditions, so can the rest of the world on land.

Foster Resilience: It was the night of Independence Day when two trainees onboard a supply vessel in Indian waters were involved in rescuing occupants of a rig in an offshore exploration field. The rig had caught fire and before the assistance could arrive the staff jumped into the water to save their lives. The offshore supply vessel approached to rescue the rig crew in water despite heavy swell and wind. While approaching, one of the survivors was caught in the turbulence and got stuck in the propeller of the supply vessel, which eventually led to his death. The two trainees who witnessed this accident were left cold and numb for rest of their contract and decided to quit sea.

The Master who was a sailor for quite a long time then motivated them to hold on and not to give up on their [career at sea](#). It worked and the trainees soon rose up to levels of navigating officers.

Seafarers are known for their determination as they continue to trade through ships despite the roughest seas or piracy infested waters of Gulf of Aden and Somalia.

Working against the forces of nature at sea is extremely difficult. Accidents and emergencies take place frequently. But a seafarer is trained to find courage in the toughest situation possible and move ahead. *The sea is a great teacher and the seafarers know it well.*

Be More Adaptable: Seafarers can be called as one of the most adaptive professionals around. Being of truly global nature, seafaring involves people from all walks of life and cultures travelling, living, and training together. Working in adverse weather conditions and remotest corners of the world where language and cultural difficulties are common, a seafarer successfully completes all necessary operations without delay. Almost every seafarer has an experience to work with at least four or five different nationalities since their training times until he/she acquires a rank amongst the crew or officers. Seafarers not only develop this remarkable ability to get along with each other within such a short span but work productively as well.



Being Truthful & Honest: Seafaring community has won several accolades at times for their honest and truthful services. Being involved in the legal aspect of commercial shipping and regulations onboard ship, this workforce has ever stayed loyal towards their job and ship owners. No other enticements other than their salaries have made them deviate from their honest intentions to deliver the cargo they carry no matter how precious it is.

Become More Environment Friendly: Seafaring is a field with some of the most stringent regulations when it comes to environment protection. The implementation of garbage management policy /plan onboard and measures to prevent pollution through oil spill, imbibes in a seafarer the basic and inherent tendency or rather develops a much improved civic sense to store trash and not to litter in public places while at shore or at home during vacations. Seafarers ashore can be noticed proceeding cautiously towards a waste bin and dispose the garbage in it to keep their surroundings clean, something the rest of the world needs to learn at the earliest.

Stay Organised & Committed: Worldwide Trading and travel patterns involve a lot of documentation which again develops as a routine task wherein a seafarer is well aware of and is required to keep all his documents organised, updated and in order. This habit descends down into the family through the seafarer as well, and while being at shore he or she can be seen well organised with any other documentation even though not related to sea.

Be Fearless: Antrip Sood, a 23-year-old boy who was selected for training onboard a merchant ship boarded the gangway with butterflies in his stomach. His heart racing faster with every step he ascended on the gangway and an unseen fear and anxiety crept in as he joined the first ship. Life appeared much disciplined and professional. It was a



Credits - Saurabh Kant/ Marine Insight

no-nonsense place and the ship rolled and swayed with the weather. He felt seasick for first two days and vouched to never return to sea again but as time passed and he made friends onboard, he eventually realised it was the perfect job he wanted – a job that enabled him to see different countries and meet new people. He learnt the art to adapt and enjoy his work so much so to the extent that when he finally parted from the ship he kissed her with tears in his eyes. He knew he would be carrying a lifetime memory with him that day and the sea had laid the foundation of an officer in making.

The Sea nurtured him from a young boy to a Master with nerves of steel who faced several storms and cyclones during his career and ensured his ship's crew and cargo are safe. 10 years passed from that day and another trainee boards the gangway with the same anxiety and Captain Antrip Sood watches him from the

bridge with mixed feelings as he climbs up the gangway. Shipping is one of the most dangerous professions and seafarers have courage to command that fear and be out there whenever duty calls.

Stay Lively & Family Oriented: Being at sea for a few months makes a seafarer long more for his family and as a result the bond grows stronger as years pass by. The family too respects his decision to be away for few months to ensure a well-placed life in the society. This mutual sacrifice brings more respect and faith in the institution of family. In the process, seafarers learn not only to manage personal life but also to handle the rigorous and monotonous life at sea. Seafarer believes in enjoying in the moment because he knows his time on a particular ship is short and therefore he puts maximum effort to make the best out of it. Seafarers are happy-go-lucky people who have learnt how to handle stress in life, a quality the rest of the world also needs to learn.

At the end of this, Merchant Navy is much beyond the commonly used phrase "Six Months on land and Six months at sea" or [the age-old myths people have](#). If the ships plying in water come to a stand still the World would be engulfed with chaos, darkness and hunger within no time.

It's high time to realise and appreciate the indirect role seafarers play in lives thriving and nourishing all over the world, carrying 80-90% of global trade in volume and 70% by value.

It can be rightly said – As the Sun goes down The Seafarer stands tall and firm over the horizon holding the batten to make sure the Flame of Life keeps burning bright as ever. **By Chief Officer Abhishek Bhanawat June 25 2016**

<http://www.marineinsight.com/life-at-sea/world-should-learn-from-seafarers/>

(Editor's note: It said 10 reasons but I found only nine.)



Leading experts at BIMCO seminar say maritime crime increasing: Industry security experts have concluded that maritime crime will not be stopped any time soon – and that cyber incidents would continue to expand in frequency and severity. This was the consensus at BIMCO's first ever Maritime Security Seminar in Copenhagen yesterday.

There was further consensus that regional instability in the Horn of Africa confirms the need to retain legacy systems such as the Maritime Security Centre – Horn of Africa (MSCHOA) and the Shared Awareness and Deconfliction (SHADE) initiative to continue to deter piracy.

The seminar gathered together a large cross section of leading stakeholders involved with the maritime security domain to address a broad range of topics focusing on piracy, terrorism and other illegal maritime

activities, including attacks on cyber systems. Representatives from the shipping industry and their CSOs had the opportunity to discuss key security issues with the interested and supporting government agencies from the US, France, the UK, Denmark, Liberia, the Marshall Islands and Norway. The discussion ranged across insurance, legal, military, flag state, private security and intelligence worlds, focusing on current threats and the most pressing issues.

A keynote address was given by Jim Bergeron, the Political Advisor to the Commander NATO Maritime Forces at a reception hosted by the Secretary General of BIMCO, Angus Frew.

Giles Noakes, Head of Security at BIMCO, said, "It was extremely valuable to gather leading security experts together at BIMCO to discuss these global issues".

The message was clear: the maritime industry must not take short cuts when implementing security procedures. It's crucial to keep sharing information to encourage all stakeholders to maintain maritime domain awareness and to train personnel to recognise threats – this will reduce the severity of future incidents. **Source: BIMCO. Dec 15th 2016**

<http://www.hellenicshippingnews.com/leading-experts-at-bimco-seminar-say-maritime-crime-increasing/>

Cargo crime still a constant threat to global supply chain: TT Club: FREIGHT insurance and risk management specialist TT Club has urged logistics operators and freight forwarders to maintain "robust due diligence procedures" to avoid becoming a victim of the ever-changing and increasingly challenging world of cargo crime, especially in managing their road freight operations.

TT Club said cargo theft continued to be a constant and evolving threat to the global supply chain, apparently often involving insider knowledge coming from within cargo owners, logistics providers, or their sub-contractors. And several new trends appeared to indicate the participation of some drivers in certain crimes, Lloyd's Loading List reported.

While billions of dollars of cargo are reported stolen each year, these statistics are drawn only from crimes that are reported, pointed out risk management director Peregrine Storrs-Fox. "Arguably, therefore, they are not truly representative of the scale of the problem," he warned.

He said many law enforcement agencies were under tighter budgeting constraints and "rarely engage actively in investigating cargo theft crime, resulting in perpetrators not being apprehended, and also a very incomplete picture of the freight crime horizon. This is a 'perfect storm', the consequences of which are of great concern to the integrity of the supply chain," Mr. Storrs-Fox added.

The targeted cargo is often high value, specialist items such as computer components, sports equipment and copper cathode.

"Of the thousands of loaded trailers in transit at any one time, these shipments are clearly being singled out, with the perpetrators almost certainly having inside knowledge of the supply chain and pre-designated markets for the stolen goods," he noted.

"Furthermore, where significant volumes of cargo are stolen, planning is required, involving the use of large vans or trucks and the deployment of multiple personnel. Instances where outwardly unattractive freight which is in fact high value is targeted raise further concerns in respect of the flow of information through the supply chain, concluding that opportunism is being replaced by informed, low risk organised criminal activity."

TT Club said it had previously highlighted theft from various angles in the US and Europe particularly, including freight exchange internet sites and identity theft, which continue to be prevalent.

"However, while the targeted cargoes, routes and location of the thefts themselves remain varied and without pattern, there have been multiple cases in recent months where investigations have identified the driver concerned, whilst working for haulage operators all over Europe, to be of Romanian nationality," TT Club noted.

"Recent trends suggest that haulage operators and drivers from some Eastern European states offer their services at extremely low rates compared to industry averages. In the economic climate, such savings are inevitably attractive. There is however an old adage 'if it seems too good to be true, then it probably isn't.'" **Dec 13th 2016**

<http://www.seanews.com.tr/news/162576/Cargo-crime-still-a-constant-threat-to-global-supply-chain-TT-Club.html>

Ferry Captain sounds warning, but can't avert collision with yacht; video: Tense moments leading to a jarring collision between a yacht and a Washington State ferry were videotaped by a passenger on an upper deck of the ferry. **(Warning: the footage contains sporadic profanity.)**

<http://www.grindtv.com/random/ferry-captain-sounds-warning-cant-avert-collision-yacht-video/#TWfTZR6YYJpzlfil.97>

It was an eerie scene as nobody was visible on the yacht, *Nap Tyme*, as it maintained a collision course with the *Chetzemoka* ferry, who's Captain blared its horn repeatedly as a warning.

The crash occurred Sunday, and video surfaced Monday. On Tuesday, the *Seattle Times* reported that *Chetzemoka* was traveling from Point Defiance to Vashon Island in *Puget Sound*.

"As far as we know, the person driving the boat, *Nap Tyme*, was below deck at the time of the crash", State Ferries spokesman Brian Mannion said. There were no reported injuries and the U.S. Coast Guard is investigating the collision.

In the footage, videographer Amanda Shuffield becomes increasingly concerned as the yacht approaches and it becomes apparent that nobody on the yacht is paying attention.

"Oh my God... what's going on?" she says, while the yacht approaches and another person aboard the ferry yells down with outstretched arms. Dec. 7th 2016

Damen delivers fireboat to Amsterdam Fire Department: The City of Amsterdam Fire Department recently took delivery of the 17.6m firefighting vessel *Jan van der Heyde IV* from the Dutch shipyard Damen Shipyards Hardinxveld.

The detailed design for the fireboat was supplied by C-Job Naval Architects and Damen Shipyards Hardinxveld executed detailed design, engineering and vessel construction. The fireboat's namesake, Jan van der Heyde, continues the tradition of the Amsterdam Fire Department of naming its vessels after the founder of the current firefighting method, organization and technology. The first vessel to take the name was a floating steam injection vessel that dates back to the 1870's.

"In a way you can look at this boat as a big floating fire pump," says C-Job Naval Architects Head of Engineering Tim Vlaar, referring to the vessel's 1,680 m³ per hour pump capacity.

Since the speed of water traffic on Amsterdam's canals is limited, the Fire Department does not envision the vessel as a "first-on-the-scene" responder. "Its main role is to supply the fire trucks on the road with an ample flow of water," says Vlaar. As well as the ability to provide large quantities of water to teams working on land, the vessel is also equipped to fight multiple fire-types from the water. "The boat does have its own fire monitors, which will certainly be used for fighting fires on ships or near the water," he says.

The *Jan van der Heyde IV* is versatile. Supplementing its firefighting duties, for example, the *Jan van der Heyde IV* is equipped with two 180 m³ per hour pumps that will be used to pump water out of flooded boat houses or other vessels. Furthermore, the vessel can also be used as a dive platform.

In terms of propulsion, the fireboat has a maximum speed of 15 km per hour. This is achieved by two independent azimuth stern thrusters powered by twin 368 kW main engines. Manoeuvrability is enhanced with a single 44 kW bow thruster. "Amsterdam's canals are quite shallow—and there are a substantial amount of bridges too," explains Damen Shipyards Hardinxveld Project Manager Roel Foolen. "Therefore both air draft and ship's draft had an impact on the final design."

"We are very proud to have been involved in this rewarding project—an excellent example of how a custom-made vessel meets a client's very specific requirements," says Foolen. "It also demonstrates the diversity of Damen's construction capabilities – we are so much more than just standard vessels." **DECEMBER 19, 2016.**

http://www.marinelog.com/index.php?option=com_k2&view=item&id=24437:damen-delivers-fireboat-to-amsterdam-fire-department&Itemid=231

<http://www.damen.com/en/news/2016/12/damen-delivers-fireboat-to-amsterdam-fire-department>



Abandoned seafarers are better insured: In May 2016 the Danish Parliament adopted amendments to the law on seafarers' employment. Shipping companies must now provide insurance or provide another form of security that ensures abandoned seafarers' repatriation and maintenance as well as receivable wage claims and other remuneration.



"The seafarers will now have improved safety to recoup expenses for travel and receivable salary and other compensation in cases where they might be left behind by their employer," says Martin John, visual manager at the Danish Maritime Authority.

□□By January 17, 2017, shipping companies must have taken out new insurance policies or provide other similar means. Salary demands are only included to the extent these are not covered by the Employees' Guarantee Fund. The insurance policies do not include a number of benefits, including health insurance benefits to which the seafarers can get reimbursed by the government. □□The ships must bring evidence that insurance has been taken from the insurance company. The ships will also bring the Employees' Guarantee Fund, Social Enterprise, Security and

Danish Maritime Authority's statements about the Fund's coverage and the aforementioned public services. These statements should be available to the seafarers on board ships. □□ In the future it will be clear in the vessels so-called MLC certificate that there is insurance or collateral for the above requirements, and will also be included in future surveys. □□ The rules will enter into force on January 1, 2017. The changes do not apply to fishing vessels or pleasure crafts.

Source: Søfartsstyrelsen / Maritime Denmark. <http://www.maritimedemark.dk/?Id=18937>

In December Captain Rose, Master of the Vancouver Division, received two requests for assistance, as follows: -

1. I am searching for a photo of the *SS Fort Athabaska* that was built at the North Vancouver Shipyards in May 1943. My Father, Captain William Ellis was the Chief Officer on its maiden and final voyage.

Seaboard shipping company was the first to load lumber for overseas.

I am working with a well-known Canadian artist Robert Bailey to create a drawing to commemorate my father, who was one of 10 survivors of a 59-member crew that perished during a German bombing raid made on the harbour in Bari Italy on Dec 2 1943. This "European Pearl Harbor"*** was documented in the book "Disaster at Bari".

I would be grateful if you could give me any leads. Would the shipyard have an archive department? I have tried all the Maritime Museums in B.C

Thank you for your service to the Mariners

2. Could any of your members identify this mystery ship? The photo was found in my father's collection. I am still searching for a photo of the *SS Fort Athabaska* and would like to rule this photo out.

Thank you for your attention with my requests.

Sincerely, Margaret Ellis Blackburn. ** <http://www.historynet.com/world-war-ii-german-raid-on-bari.htm>



Escort tugs in the spotlight after BC spill: The recent grounding of a Kirby Corp. articulated tug-barge in British Columbia has brought renewed attention to the issue of tanker traffic in the region. Heated discussions centre around a possible moratorium by the Canadian government on voyages of oil-laden tankers through northern British



Columbia waters. The debate made for an interesting backdrop during my recent press tour to the headquarters of naval architects Robert Allan Ltd. in Vancouver.

Following a review of the latest news from Robert Allan — the first *Carousel Rave* (Robert Allan Voith Escort) tug is currently under construction in Hamburg for Novatug BV, a subsidiary of Multiship Towage & Salvage, designed in conjunction with Voith Turbo Marine for operations in confined waterways and tight spaces — talk quickly turned to tanker transits and the desired types of escort and ship-handling

tugs.

Robert G. Allan, executive chairman of the board for the company his family founded, said that the risks of oil transportation could be reduced significantly.

"The objective must be to absolutely minimize the risk of a grounding spill," Allan said. "The hull forms that work best for escort towing are also extremely effective in general seakeeping." The reduced roll adds safety for crews.

As examples of what he called "serious escort towing," Allan highlighted VSP (Voith Schneider propeller) and Rotor®Tug propulsion configuration operating in "combined arrest mode."

In connection with Enbridge Inc.'s Northern Gateway B.C. pipeline proposal, Robert Allan has designed the RAINcoast Guardian-class escort/rescue tug with a triple Z-drive configuration. Two Guardian-class tugs would accompany each tanker.

Allan noted that escort tugs need to be built for a particular application. "Every project has a unique set of shipping, environmental and geographic constraints. There's no universal escort tug solution," he said.

<https://www.workboat.com/blogs/maritime-matters/39943-2/> Barry Parker OCTOBER 26, 2016.

A rendering of the Robert Allan-designed RAINcoast Guardian-class escort/rescue tug. Robert Allan photo.

Also see <http://www.nationalpost.com/m/tanker+shadow+onboard+boat/9647997/story.html>

New emergency tug takes over: January 1 was the first day of a five-year contract for the newly appointed Scottish Emergency Towing Vessel (ETV), *Ievoli Black*. The 70-metre towing vessel, which will operate through the contract awarded to Ardent Maritime Netherlands BV by the Maritime and Coastguard Agency (MCA), takes over from the Kirkwall-based tug *Herakles*. *Ievoli Black* has sailed to Orkney from her previous station in the Adriatic and is set to be on patrol on a regular basis, rather than being Orkney-based like the *Herakles*. The emergency tug is funded by the UK Government, and follows an announcement by ministers in July that they would guarantee funding for the next five years to support maritime safety. Source: Orcadian. 02 January 2017.



<http://www.seanews.com.tr/new-emergency-tug-took-over/162892/>

The Rescuers. Stories of people fleeing conflict in crowded boats are legion. What about those who devote their lives to saving them? In the roiling waves of an angry Mediterranean, even a sturdy ship like the *Responder* has few defences. Waves bash the bow, overwhelm the sides and douse the main deck with salt water. There's little to do but ride it out.

Keeping watch on the bridge, Nick Romaniuk scans what is still visible of the horizon, looking for boats carrying asylum seekers.

Occasionally, he glimpses the lights of the Libyan coast flickering in the distance. There, in hidden holding centres, thousands of people are waiting out the weather to make a risky seaborne attempt to get to Europe.

Romaniuk is doubtful any will appear before the bad weather passes. At least, he hopes they don't. But a storm wouldn't stop him from rescuing people if a boat were to show up — even if that meant jumping into the churning sea.

"My job is really simple," he says. "We're here to preserve life."

Everything about the heart-stopping rescues Romaniuk conducts screams of life — it's the desperation of young men and women in pursuit of a better existence combined with responders risking their own lives to prevent tragedy on the world's busiest maritime asylum route.

These encounters are tense and difficult, a time when panic can kill and grown men cry openly. Although he's only 31, Romaniuk has 16 years of experience at sea, and is a natural under such conditions.

Before this, he was making a lucrative living working on a search and rescue team on oilrigs in the Caribbean. Moved by news reports of the death of asylum seekers in the Mediterranean, Romaniuk volunteered as a rescue swimmer with Migrant Offshore Aid Station (MOAS), a Malta-based NGO.

Two weeks later, MOAS offered him a full-time job. But it came with a 90 per cent pay cut.

Romaniuk happily took it. He says he loves this work more than anything else he's done.

It's a feeling shared by many on the *Responder* working to prevent tragedy on the Mediterranean — including a man who, several years ago, made the perilous journey himself.

According to the United Nations Refugee Agency, by the end of 2015, an unprecedented 65.3 million people worldwide had been forcibly displaced by conflict or persecution.

The number of dead on the Mediterranean just hit an annual record — there have been more than 3,800 in 2016.

Several civilian vessels patrol the waters off the coast of Libya, which is the preferred if chaotic gateway to Europe. That includes the *Responder*, which is jointly operated by the Red Cross and MOAS, and ferries rescued asylum seekers to the Italian island of Sicily.

CBC's program *the fifth estate* was invited on board in late September, the first time a North American television crew has gained access to the ship.

The crew's guiding principle is "No one deserves to die at sea."

Yet they still do. Romaniuk has seen it happen, despite his crew's best efforts.

He and a doctor once attended to five people who were discovered unconscious and in cardiac arrest at the bottom of a rubber boat, likely due to dehydration and exhaustion. None of them made it.

It's around 4 a.m. on a calm Sunday in October when the boats begin to appear. □ Among the first to be spotted is a monster dinghy, the biggest the crew has ever seen. The rubber vessel is about 15 metres long, crudely reinforced with huge planks of wood and metal screws and carrying three containers of fuel.



It's also holding the most people the *Responder* team has ever seen on such a boat — 170 people in all, including 39 women, two of them pregnant. They've been on the sea for eight hours. You can see the anxiety on these people's faces. Some are trembling.

Working with SOS Mediteranee, a European NGO, the *Responder* rescue begins with the crew handing out life jackets to everyone on board.



The women are evacuated first, some on the verge of tears, and ferried separately on a smaller vessel to the *Responder*. The ship then sidles up to the dinghy, so Romaniuk and other rescuers can help the men up to safety without upsetting the raft's balance.

"Sit down! Hey! Sit down!" Romaniuk yells repeatedly, knowing most if not all of the migrants understand English.

He has seen this go wrong before. He knows from experience that if there is panic or a rush, people will get crushed. If one of

the huge petrol containers is knocked over, the passengers may be severely burned by the liquid or inhale the fumes. People have died this way.

One by one, the male migrants are helped up the ladder onto the *Responder*. They are searched and their belongings are taken away to be checked.

For much more see <http://www.cbc.ca/interactives/longform/news/rescuers> By Nahlah Ayed. Oct. 28, 2016

Underwriters get ready for crewless ships: Autonomous ships are being explored by the cargo industry, giving marine insurers about five years to determine the costs of covering a crewless ship for risks that can occur at sea.

And the lack of historical data typical of any new technology is complicating the process of underwriting the risks of unmanned ships.

"As insurers, we need to get data," said Andrew Kinsey, a former ship's Captain and now a New York-based senior marine consultant at Allianz Global Corporate & Specialty S.E.

"We need a method to safely and effectively implement unmanned vessels and get the data we need," Mr. Kinsey said. He suggested a convoy scenario, where several unmanned vessels would be chaperoned by a manned vessel, "riding herd, like a sheepdog," he said.

An autonomous vessel would be best suited to replace dry-bulk carriers that operate in intercontinental trade, according to three-year research project Maritime Unmanned Navigation through Intelligence Networks, as these ships travel slowly, transporting cargo such as timber or steel in long, uninterrupted ocean voyages.

"The insurance industry has been at the forefront of most pioneering projects now covering drones, satellite launches, satellites in orbit, test flights, remotely controlled underwater vehicles and a number of other automated products," Sean Woollerson, London-based senior partner at JLT Specialty Ltd., said in an email. "But a vessel being operated remotely from onshore will bring unique challenges in the developing of a fully automated complex key component for the supply chain."

Those challenges include pirates, a fire at sea and the time involved reaching the ship if a computer malfunctions. Alan Jervis, founder of Marine, Transportation and Energy Insurance Experts, a consultant to the worldwide insurance, risk management, shipping and transportation industries based in Toronto, points out that a ship is different from other vehicles that may operate autonomously. For one, a cargo ship will be isolated on the ocean. "One of the duties of the crew is to ensure the cargo is inspected, that it doesn't leak or break through and cause a fire," Mr. Jervis said.

Shipping services provider Clarkson P.L.C. puts the number of cargo ships operating now at 9,600. Though none are unmanned, crewless smaller vessels are expected to be in use in three to five years, with larger merchant ships, those carrying oil and heavier cargo, arriving in 10 to 15 years, according to the Royal Institute of Naval Architects, a London-based professional organization whose members work in the design, construction, maintenance and operation of marine vessels and structures.

Europe is prime territory for their use, facing issues such as increased cargo volume and environmental requirements and a decline in the number of sailors. So the Europe Commission funded the three-year MUNIN research project to investigate the possibilities of unmanned ships.

MUNIN, completed in August 2015, used 10 years of global manned ship data to compare risks of manned ships to those of unmanned ships and projected that an unmanned ship would have one-tenth of the risk of a manned ship in foundering and collision, in which human error often plays a role. The analysis also predicted a savings of \$7 million over a 25-year period per ship in fuel use and crew supplies and salaries.



"This is less about pros and cons of a crew and more about how insurers can analyze risk," Tom Hoad, London-based head of innovation at Tokio Marine Kiln Group Ltd., said in an email.

"Undoubtedly one of the benefits is that better informatics means that insurers might be in a better position to calculate risk," Mr. Hoad said of the advanced modeling tools risk managers use to determine risk. "Perhaps one of the downsides, though, is the question of what new risk emerges from not having a crew."

To Mr. Jervis, liability and a credible backup plan if something goes wrong at sea would be paramount to cover the millions of dollars of cargo generally on ships. "There wouldn't be anyone there if there was a breakdown of the computer systems," Mr. Jervis said. "You could have a train break down in the city of Chicago and a crew could come in minutes, but the Atlantic can be a one-week voyage and the Pacific two to three weeks."

When it comes to drone technology in any line of transportation, there is no "one-size-fits-all" approach. "Insurers have to look at every risk on a case-by-case basis and decide what the individual threats are," Mr. Hoad said.

Typically insurers calculate risk by comparing the known volatility of a similar class to the new one, he said. For example, light aircraft gave the industry more data about unmanned aerial vehicles.

But vessels have unique risks, such as pirates. Although the Royal Institute of Naval Architects considers pirates to be "virtually a nonissue for fully unmanned ships," it cites the lack of crew to take hostage and the ease of creating control systems that cannot be operated by non-authorized personnel. "Pirates would need an ocean-going tug to steal the ship or cargo," the organization said in a January statement.

With 23 years in the Merchant Marines, including 13 as captain of five vessels, Mr. Kinsey disputes that, saying an unmanned vessel at sea would be at higher risk of piracy.

Speaking from experience with pirates, he said: "I believe that a human presence on board with active piracy measures in place is an effective deterrent to a pirate boarding." □ Source: Business Insurance. 03/01/2017

<http://www.hellenicshippingnews.com/underwriters-get-ready-for-crewless-ships/>

The "Seaman's Protective Act" and how it will change the game!

CAPTAIN JOHN LOFTUS | Pulse | LinkedIn

<https://www.linkedin.com/pulse/seamans-protective-act-how-change-game-captain-john-loftus>

Submitted by Captain Alan Knight, Maritimes Division

West Coast to receive two new ERTVs: Earlier this week Prime Minister, Justin Trudeau, was in Vancouver and took the opportunity to visit on one of Saam Smit's tugboats. The PM announced that the second of two emergency response towing vessels (ERTVs) promised in the Oceans Protection Plan would also be positioned on Canada's West Coast. The vessels will help the Canadian Coast Guard tow large commercial ships – including tankers – that are in distress and that may pose a hazard to safe navigation, the marine environment, public health and local economies. The exact location of the two ERTVs has not been stated, but it is speculated that one will be located off the west coast of Haida Gwaii and the other in the vicinity of Haro Strait and Boundary Pass. The Canadian Coast Guard issued a Notice of Proposed Procurement / Request for Information and Industry Consultation for Interim Icebreaking and Towing Capability on November 17th.



This is one of many measures included in the \$1.5 billion Oceans Protection Plan that the Government of Canada announced in November 2016, which will make Canada a world-leader in marine safety. The plan is also an important step towards the co-management of our coasts with Indigenous and coastal communities in order to keep them healthy, clean, and safe for generations to come. □ 22 December 2016

http://www.cosbc.ca/index.php?option=com_k2&view=item&id=3076:west-coast-to-receive-two-new-ertvs&Itemid=291

Knowledge is Power

Most of you reading this will have a smartphone onboard with you at the moment. I know this because, each year since 2012, Futurenautics has run the Crew Connectivity Survey, which asks around 3,000 seafarers about their access to, and usage of, devices and connectivity onboard. 2015 was the year in which smartphones overtook other devices to become the most common piece of equipment seafarers have on ships. For the record, the others are laptops, hard drives and other types of mobile phones. Oh, and one guitar. Yeah, I know. I don't think he understood the question.

There is something else I know about your smartphone. If it is running Android software and apps then there is a 90% likelihood that it is carrying malware – malicious software that should not be there. If it is an iPhone running iOS, then

that's up to an 80% likelihood. That's malware of which you will be entirely unaware and unlikely to affect your usage of the device at all. It is sitting there quietly, waiting until the phone is plugged into something else, when it will execute and infect whatever machine it has been offered.

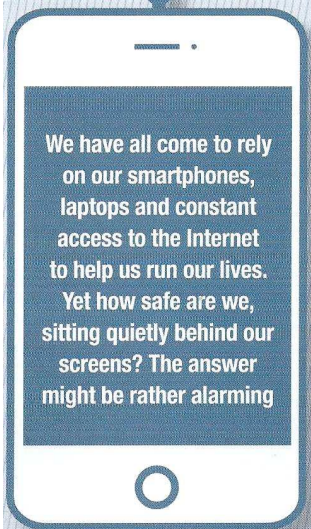
That machine might be a laptop, or desktop PC, or perhaps the ECSIS, because someone was low on battery and needed to charge up their phone quickly. Or maybe that laptop in the engine control room, which was delivered by the manufacturer to run the main engine under strict instructions that it must never be connected to the internet. A laptop, therefore, with absolutely no virus protection or firewall that, being the only open computer on the vessel, has been surreptitiously hooked-up to the FleetBroadband so that the crew can get online.

Password-protected? I also know that there's a 60-70% likelihood that the password you use both for your personal devices and the corporate network onboard will be the same, and that the password in question has an 80-90% likelihood of being either weak, default or quite easily guessable. If a little brute-force cracking doesn't work, then I know exactly where to go next to check out the kind of personal, intimate details about you and your friends and family that will allow me to fashion a very plausible email.

Where do I go for that? Facebook, which I know is the number one social media site for seafarers accessed by around 79% of you while you're at sea. The email, when it arrives, won't come from me. It might come from someone in your IT support unit ashore telling you that they think that someone has been trying to use your login to access the network, but they know it can't be you because HR say you are at sea. It might correctly identify the name of the vessel and its next port of call, and ask for your login credentials in order to investigate. And I know there is a 70%+ likelihood that you will supply them.

But you might not. On the off chance that you're one of the 30% who decides to dig a little further, recognises a spelling mistake in the company name in the email address or just gets a little suspicious, that's still not a problem for our hacker. Financially motivated cyber crime is a US\$1 trillion+ per year industry and it can be very random. Not always though. Sometimes, individuals are carefully targeted because they have access to systems or privileges that others don't.

Navigating officers onboard ship have access to systems that could be crippled, or not, in return for a ransom. The



We have all come to rely on our smartphones, laptops and constant access to the Internet to help us run our lives. Yet how safe are we, sitting quietly behind our screens? The answer might be rather alarming

good news, or bad news depending upon your perspective, is that according to our survey, seafarers have above average technology skills and competence – you guys are pretty savvy. So you're likely to make the hacker's job harder. But not that much harder.

Risky recruiting. For the first time in 2015, LinkedIn appeared as a favourite job search site for deck officers, according to our data. Even if you're happy where you are, there's no harm in connecting with a recruiter on LinkedIn who is advertising the kind of jobs you might be interested in, paying a bit more money. When that recruiter asks you to contact him directly by email to discuss opportunities, you will. Then, when he sends you a positions-listing sheet encouraging you to take a look and let him know whether you're interested in being put forward, you will click on the attached document, download it, and read it. There's no harm in that, right? Other than the fact that the recruiter is me, and contained within the document is malware which, when opened will begin beaconsing to an external IP address that will allow me to install a PHP reverse shell on your system, search, collect, change or remove sensitive data or access systems at will.

Sounds unlikely? I've been reliably informed by one connectivity provider that the volume of unauthorized traffic over its network – that is malware beaconsing IP addresses from ships' networks all over the world – is so great that it's beginning to cause network issues. To the extent that the provider is contacting its customers and trying to help them root out the malware in their systems.

This would tend to bear out our survey findings, because 43% of you reported that you had sailed on a vessel that had become infected with a virus or malware. Yet 88% of you claimed never to have received any advice or training around cyber security or hygiene.

There is a lot of numbers here. For most cyber criminals, it's a numbers game. Every single one of the scenarios I have outlined above has taken place on a ship or shore-based office. The guy who plugged his phone into the ECDIS was responsible for malware wiping every single electronic chart on the vessel.

Unlike the majority of seafarers, people who run shipping companies, and particularly shipping associations, are often far from technology-savvy. They have failed to understand that technology dependence leads to cyber risk and have not adequately addressed the issue at board level in the same way they would address any other type of risk. It is a risk to you because their networks and their vessels are your home and hold a wide range of data about you. For example, the data on your phone alone right now is worth around \$14,000 to a cyber criminal.

The truth is that attackers no longer target infrastructure, they target people. So if you are one of the thousands of seafarers who have been given no cyber hygiene support, training or advice then I suggest you ask for it, or seek it out.

There's one other thing I know about you. Properly trained and resourced, you are a line of defence more solid and impregnable than all the firewalls and privileges your IT department can muster.

I know that. The cyber criminals know that. Now you know it too.

Author: K. D. Adamson, Futurenaautics
Futurenaautics' Crew Connectivity Survey
can be viewed as a PDF online at
www.futurenaautics.com/crewconn15



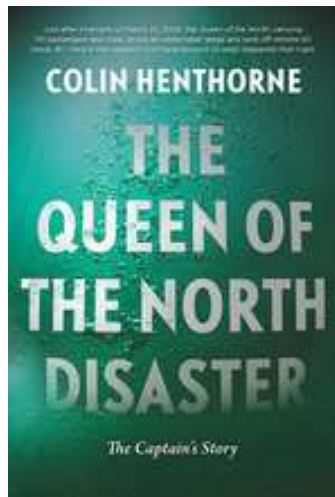
June 2016.



A free publication by The Nautical Institute in association with the Royal Institute of Navigation

The Queen of the North Disaster. The Captain's Story by [Colin Henthorne](#)

The Captain of the *Queen of the North* reveals a first-hand account of what really happened the night of the ship's sinking and examines the aftermath of the disaster.



Few recent events in British Columbia have seized the public mind like the 2006 sinking of the BC Ferries passenger vessel *Queen of the North*. Across Canada, it was one of the top news stories of the year. In BC it has attained the status of nautical legend. Ten years later, questions are still being asked. How did a ship that sailed the same course thousands of times fall victim to such an inexplicable error? Was the bridge crew fooling around? Why doesn't anybody in the know come forward and tell the truth?

Nobody knew the ship, the crew and the circumstances that fateful March night better than the *Queen of the North*'s long-serving captain, Colin Henthorne, and in this book he finally tells his story.

For more read <http://www.harbourpublishing.com/title/QueenoftheNorthDisaster>



Also, listen to an interview with Captain Henthorne at:

<http://www.cbc.ca/radio/thecurrent/the-current-for-november-7-2016-1.3836930/captain-of-queen-of-the-north-recounts-heartbreaking-night-ship-went-down-1.3836970>

"How inappropriate to call this planet Earth when it is quite clearly Ocean."

-Sir Arthur C. Clarke.

"I love sleep. My life has the tendency to fall apart when I'm awake, you know?"

-Ernest Hemingway

"When a man sits with a pretty girl for an hour, it seems like a minute. But let him sit on a hot stove for a minute and it's longer than any hour. That's relativity."

-Albert Einstein

Do you have any article for inclusion in "From the Bridge"? If so please send it to me at whitknit@telus.net or by mail to 509 – 15111 Russell Avenue, White Rock, B.C. V4B 2P4.

Let me know if you have any comments too. I'd like to hear from you.

Sincerely, David Whitaker FNI

Remember that earlier editions of "From the Bridge" can be found at <http://www.mastermariners.ca>

P.S. The Maritimes Provinces have had a lot of snow this winter. If you don't believe me take a look at: <http://www.cbc.ca/news/canada/nova-scotia/giant-snowman-1.3991016>