

From the Bridge

May 2017



**MASTER MARINERS
OF CANADA**

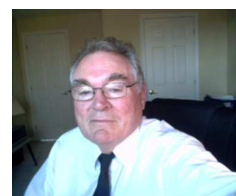
"THE COMPANY OF MASTER MARINERS OF CANADA is a professional organization, representing command-qualified mariners as well as like-minded seafarers, industry and government members, and cadets across Canada. Our work with and for our members is organized around three pillars: awareness, education and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

www.mastermariners.ca

FROM THE MASTER'S DESK

I would like to thank everyone for their good wishes during my recent medical adventures. I am hopeful that this is the end of medical issues and looking forward to celebrating our 50th Anniversary AGM in Vancouver on Saturday September 30th at the Lonsdale Quay Hotel in North Vancouver.

Since the last AGM in Halifax we have made great progress with the Strategic Plan, organizing a Photo Contest, preparing a short promotional video to be rolled out at the AGM, issuing Press releases on the Contest and then the work of the Newfoundland Division on Training Standards for Ice navigation.



Newfoundland Division has been very involved in the development of the Training Standards for Ice Navigation to meet the requirements of the Polar Code. Captain Anthony Patterson is, following the developments of HTW4 at the IMO session in February, in discussion with Transport Canada to develop a TP document that would be the Canadian Standards for training of ice navigators to meet the requirements of the Polar Code and STCW. Captain Patterson is also looking for other members with regulatory writing skills and interested in developing the TP to get in contact with him. He has a very tight schedule and would like it to be presented at the December CMAC in Ottawa.

Both Newfoundland and Maritimes Divisions have recently been involved with the local Nautical Colleges in St. John's and Port Hawkesbury holding very successful Skills Contests and Job Fairs.

There is going to be a revision on the website to centralize the approval and recording of the Professional Development activities under the Educational Chair's administration. At present, it is relying on the Divisional Master and / or Secretary or occasionally the National Master to complete and sign off on, but currently there is no central record of these achievements.

The Baugh Fund is now with the Foundation, but will for the time being still be administered under the Chairmanship of Captain Whitaker. This year we will be offering two \$2000.00 scholarships to second or third year cadet nautical officers at approved schools. To date the Baugh Fund has issued some \$73,000 in scholarships. We hope we can continue to keep the fund running together with the Educational Foundation for many more years to come.

With the assistance of our promotional partner, DUKE, in Saint John, we have redesigned the application forms to suit the level of membership for the applicant. The forms are now bilingual and are available on the website.

Captain McCann attended IFSMA's AGA in Baltimore, MD. His report highlighted the Autonomous Ship controversy. If anyone has any views on the subject, perhaps you could send them in to Captain Whitaker, Editor of From The Bridge. As an Organization, I think we should develop a View on the topic and come up with a Position.

We have been given an opportunity to have input into the Canada / China Free Trade Negotiations, which is a very different approach from the CETA agreement with Europe where the government of the day appeared not interested in hearing the views of Canadian Marine business and Canadian seafarers, but

listened to all the foreign interests wanting access to our coastal trades. Hopefully we can have a positive impact and enhance our local marine industry.

On the 20th of April, Maritimes Division held another Arctic Issues Series Seminar in conjunction with the Schulich School of Law and the Marine Affairs Program, Faculty of Science at Dalhousie University, Halifax. This Seminar had three very qualified speakers, the Chair of Inuit Circumpolar Council which represents the Inuit Peoples of Canada, US, Russia, Greenland and the Polynya Commission, the Vice Chair of the UN Permanent Forum on Indigenous issues from the University of Alaska and the third who has worked on the advancement of the Inuit Language and human rights for the Indigenous People. These three speakers did bring the perspective of the Inuit communities to the impacts of global warming, the increase of ship transits breaking up the sea ice and now the arrival of cruise ships and the impact they have on the local small communities. Captain Duke Snyder, President of the Nautical Institute, followed and stated he was very impressed with the wise statements he had heard and it is vital that Governments, shipping operators should listen to these concerns. Then followed a speaker from DFO, Transport Canada and a former DG of Transport Canada Marine Services on what DFO plans with Transport Corridors in the Arctic. Transport Canada spoke of how TC was planning to implement the Polar Code. The former DG spoke to the Government creating partnerships with the Indigenous Communities and getting them involved in decision making process and the new National Oceans Protection Plan to build on the World Class Tanker Safety Program.

For more detailed information on the above, see Captain Angus McDonald's report on the Seminar on Page 4 in this edition.

Hope you all have a great summer and looking forward to seeing as many of you as possible at the 50th AGM in September.

Sincerely,



National President,
Master Mariners of Canada.



The Battle of the Atlantic Parade and Commemoration Ceremony





on Sunday May 7th at the National War Memorial in Ottawa. The Ceremony is a significant annual event to mark the sacrifice and heroism during the Second World War of sailors and personnel from the Royal Canadian Navy, the Merchant Marine and including personnel from the Royal Canadian Air Force.

The Guest of Honour, Veteran Radio Officer Mr. Hal Roberts, laid the Merchant Marine wreath. Captains Tom Brooks (Deputy Master) and George Legge (National Officer) represented the Capital Division. Captain George Legge laid a wreath on behalf of the Company of Master Mariners of Canada.


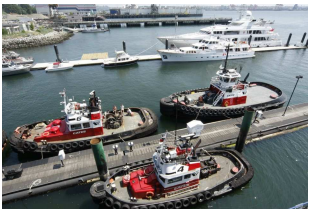


On completion of the wreath laying ceremony all representatives were cordially invited to attend the Battle of the Atlantic reception held in the Canadian Room of the Fairmont Chateau Laurier.

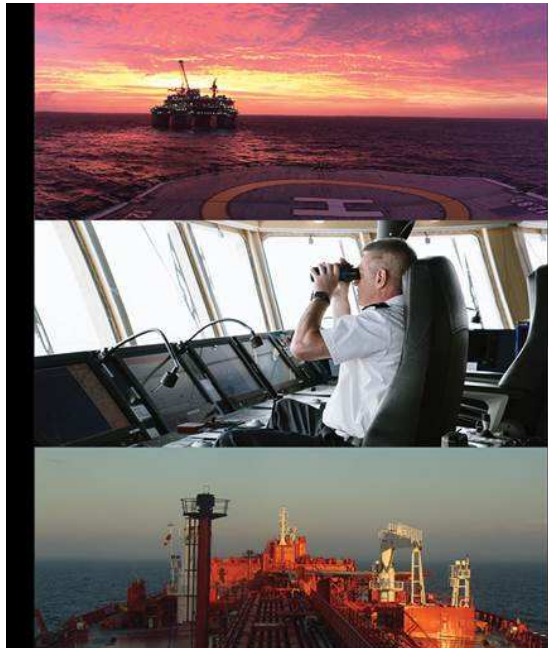

Baugh Fund: The third of the **2016 Baugh Fund Scholarships** was presented to Cadet Theodore Roche at the March meeting of the Maritimes Division held at the Nova Scotia Community College, Port Hawkesbury, NS.

Captain Chris Connor presenting the award to Officer Cadet Theodore Roach	
	 <p><i>The Company of Master Mariners of Canada</i> FOUNDED 1967</p> <p><i>The Captain S.O. Baugh Memorial Scholarship</i> In memory of Captain John and Anne Storey</p> <p>PRESENTED TO THEODORE ROCHE</p> <p>_____ MASTER</p> <p>_____ DATE</p>


For 2017 the Baugh Fund is offering two Scholarships, each worth \$2,000.00.
See <http://www.mastermariners.ca/baugh-memorial-fund/> for full details.

	<p>The 50th AGM of the Company of Master Mariners of Canada will be held on September 30th at the Lonsdale Quay Hotel in North Vancouver, B.C.</p> <p>In the business hub of North Vancouver, located on the spectacular waterfront with downtown Vancouver a glimpse away, the hotel is nestled in nature's backyard, central to the mystic North Shore Mountains. Cypress, Grouse and Mount Seymour offer year round activities with Capilano Suspension Bridge and Lynn Valley a trip into the evergreens. As you go west, you can easily visit Lighthouse Park, Lions Gate Bridge and Horseshoe Bay.</p> <p>Transportation from the airport to the hotel is straightforward. Take a look at: https://www.youtube.com/watch?v=gpxBCFzhCjg</p> <p>For room reservations, contact Dayna Kim at dayna@lonsdalequayhotel.com before August 28th.</p> <p>Tel: 604 986 6111 or Toll Free 1-800-836-6111 Fax: 604 986 8782</p> <p>Lonsdale Quay Hotel http://www.lonsdalequayhotel.com</p>	
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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.



WWW.MASTERMARINERS.CA



**MASTER MARINERS
OF CANADA**


**MITIGATING RISK IN
MARINE TRANSPORTATION:
Are Moratoriums Necessary
in the 21st Century?**

Presented by the Master Mariners of Canada

DATE: FRIDAY, 29 SEPT 2017
VENUE: BC INSTITUTE OF TECHNOLOGY, VANCOUVER BC

Sponsorship opportunities are available now!
For more information, please contact Jim Parsons at Jim.Parsons@mi.mun.ca

WWW.MASTERMARINERS.CA



**MASTER MARINERS
OF CANADA**

CONFÉRENCE :
**ATTÉNUATION DES RISQUES POSÉS
PAR LE TRANSPORT MARITIME :
les moratoires sont-ils nécessaires
au 21^{ème} siècle?**

Présentée (en anglais) par Master Mariners of Canada

DATE : LE VENDREDI, 29 SEPTEMBRE 2017
LIEU : BC INSTITUTE OF TECHNOLOGY, VANCOUVER, C.-B.

Possibilités de commandite offertes!
Pour de plus amples renseignements, veuillez communiquer avec
Jim Parsons à : Jim.Parsons@mi.mun.ca

Rethinking Perspectives on Arctic Issues, 2017: Dalhousie University in the Canadian seaport city of Halifax was the venue for another Arctic seminar organized by the Company of Master Mariners of Canada in conjunction with the University's Schulich School of Law and the Marine Affairs Program, Faculty of Science. About one hundred participants attended this one-day event on April 20th 2017, to hear speakers from the Inuit Circumpolar Council appeal for inclusion of Arctic communities in planning routes for international shipping through sensitive areas of their homeland and to engage them in other issues connected with increased marine traffic. The first three speakers, one from Alaska and two from Canadian Arctic communities, all had experience in relevant international organizations. They gave most interesting perspectives. An anthropologist described the local view of sea ice as an extension of their territory that facilitates trail and social networks as well as essential hunting and fishing. These activities must be considered when corridors for ships through the islands of the Canadian Arctic archipelago are being designated.

The President of the Nautical Institute (N.I.), after he said he was so impressed by what he had heard from the morning's speakers, gave his view of IMO's Polar Code (in force, Jan. 2017), and spoke about the need to train qualified ships' officers as "ice navigators/ice pilots" for Polar voyages. An N.I. course has been developed. When a question about having Inuit ice navigators on ships transiting the Arctic came up, it was explained that in Alaska, local advisors have been brought on board to be part of the bridge team for the duration of the transit. In the Canadian Arctic, there is in Iqaluit a basic course to familiarize Inuit with working on a ship's bridge and providing advice on local conditions.

A professor in Dalhousie University's Marine Affairs Program stated that to Inuit people, sea ice is an extension of the territory and from their perspective there is no clear division of land and water. He said that the communities are all concerned about climatic changes and the sea ice is becoming less reliable. In answering a question about engaging with communities, he advised that one must ensure an understanding of a topic and remember that people who need to hunt and fish to live, cannot understand conservation and restrictions as are practised in the south.

A senior Canadian Coast Guard (CCG) official spoke of CCG's Transportation Corridors Initiative. He opened by stating that the geopolitical landscape in the Arctic is evolving. Resource shipments, tourism interests, single transits: climate change affects all and is having a profound effect in the North. Protection of the marine environment is a responsibility of the Canadian Coast Guard. CCG works closely with Canadian Hydrography Service re updating charted depths; multi-sonar beams may soon be installed on CCG ships. Coast Guard emphasizes pollution prevention; emergency response times are a challenge: CCG looks for sensitive ecological zones and possible alternative routes for ships. They seek response from communities through consultations. This year, CCG is doubling the number of locals as "auxiliary CCG personnel" and supplying more communities with oil spill response equipment and providing response training. Canada is involved in and collaborates with partners through the Coast Guard Forum.

At question time, the speaker was asked about Marine Service Fees for ice-breaking and ice pilot services. The answer was that while such fees are charged south of 60°N. latitude, no fees for services were charged in the Canadian Arctic.

A speaker for Transport Canada, as well as covering his department's plans for the Polar Code, said that they are becoming more involved with Arctic communities. He hoped to have Arctic based inspectors appointed within about three years. He also advocated a Guidance Document for Cruise Ships, which his department could produce. This, it was agreed, would be of significance as it is likely that there will be an increase in such traffic.

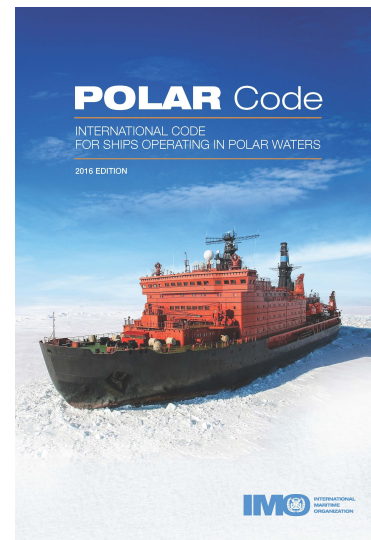
The next speaker, formerly a Director General of the Marine Safety branch of Transport Canada, mentioned that the Government of Canada is creating new partnerships with indigenous communities and involving communities in the decision-making process. A new National Oceans Protection Plan builds on the World Class Tanker Safety Program and involves indigenous coastal communities in its discussions. This speaker had an up-beat view of Canadian government's new Arctic policies and strategies.

This concluded the series of eight informative presentations and after a break a Panel of five (of the 8 speakers) formed and was moderated by Dr. Aldo Chircop, Canada Chair of Maritime Law and Policy at Dalhousie University, Halifax. This is a summary of the Panel Discussions.

A University of Alaska in Anchorage professor, who is also vice-chair of the UN Permanent Forum on Indigenous Issues, emphasized the need to think of the Arctic territory as a whole and she applauds initiatives taken in US and Canada to include indigenous peoples. However, she appealed for some equity in that, people in the local communities should have paid jobs rather than voluntary positions, as Coast Guard auxiliaries for example. She called for a listing of activities in which persons in Inuit communities could and should be involved as well as training required. Compensation should be paid for time spent on such activities. She also referred to Public Private Partnerships (PPP), as in building infrastructure. Inuit people have a wealth of knowledge to be tapped.

The Chair of Inuit Circumpolar Council (which represents Inuit peoples in Canada, Greenland, US and Russia) and is on the Pikiilasorsuaq (Polynya) Commission, suggested that states should allow Inuit to go back to managing and monitoring themselves and then report changes to government. She was pleased to hear today that there is a commitment to move forward with Inuit people.

An Inuit journalist, who has worked for the advancement of Inuit language and culture and has been a tireless leader in the area of human rights for many years, made a comment on the inequitable costs of importing food from southern Canada, because most supplies need air transport. If Canada wants to have true partnerships with its northern peoples, the first step must be to agree on the principles of the partnership. She believes that Inuit could be trained as seamen; they have the knowledge of their environment built in to them. Inuit have a lot to offer and are open to



dialogue and negotiations. We are known as co-operative human beings, that is what we have to take away from this seminar.

Captain David (Duke) Snider, President of the Nautical Institute, based in London, stated that he was very impressed by the wise statements he had just heard from the three Inuit ladies. It is vital that commercial shipping and government-operated ships should work with the Inuit and respect their knowledge. He had been recently in South Africa and Indonesia, where indigenous peoples receive training to fit them for service in international shipping. In South African nautical schools the senior staff are locally trained and experienced. In general, there has to be a change. Back to the Arctic, he posed the possibility of mobile training units to provide seamanship training for young Inuit people that could make them attractive for participating as Coast Guard crews. With reference to all the Arctic states, he opined that indigenous perspectives must be respected; that consultation is not enough. It is inclusion, a need to allow and improve "buy-in" until the Inuit voice is heard and they know their voice is heard. Capt. Snider



referred to the presentation by the speaker for Transport Canada, regarding a Guidance Document for Cruise Ships planning an Arctic Voyage and said that information from the government department is vital. Also, he mentioned the existence of a computer program, which amounts to it being a passage-planning tool that will alert mariners to hazards and areas to avoid.

The speaker for Canadian Coast Guard stated that there is a need for CCG to have an Inuit recruitment strategy. In Atlantic Canada, CCG has contracts with fishermen to monitor and service some navigation aids; some consideration should be given to train Inuit people to do the same job in their homeland waters. We have an "inclusiveness" policy now and we seek communication with Arctic communities. Our Captains have

been requested to invite on board the Inuit leaders of communities and to listen to the experience of the local community leaders. There is a need for an exchange of knowledge.

One question put to the Panel asked if its members thought Inuit could adapt to working on ships and doing work currently done by people from the Canadian south. One of the speakers answered that Inuit are just like other human beings; our ethnic background does not mean we are unable to learn or make choices for ourselves. Another speaker agreed saying that she had chosen a field that is not all that enjoyable and added that in life, one creates opportunities and succeeds by self-determination.

She commented that there appears to be a desire of some non-Arctic states to be interested in the Arctic, in some cases, as a short cut on a voyage from and to other states. Many Arctic communities do not have an interest in increased shipping or being invaded by crowds of tourists from cruise ships. It is important to have discussions about transit corridors and negotiations about areas of migration and calving for whales; there has to be restrictions and Inuit communities would join with CCG in putting in place preventive measures. Finally, she said; "There is nothing holding anyone back from breathing real life into the words of the United Nations Declaration of the Rights of Indigenous Peoples."

Chairman's summing up: The Chair of the Panel summed up the deliberations. Dr. Chircop said that we are "rethinking" at a time of change. We have heard that we certainly have to rethink shipping from the view of indigenous interests and perspectives in the Arctic. The immense knowledge to which we have been introduced clearly affects our use of the Arctic. We have heard also about an important new initiative – the Pikialasorsuaq - which will be the first to have a totally Inuit-led consultation process and with ideas, which already have been shared with us, that will, hopefully, lead to the first Indigenous-protected area in the Arctic. This, accompanied by the Polar Code, the risk of Oil Pollution, the growth and evolution of thinking in terms of the "corridors" to help focus services to areas where we can promote maritime safety. Clearly it is a time to think about the significance of this change and the need for stakeholders to understand that the growth of shipping through the Arctic as an activity in a homeland. There are interests, values and knowledge that are very important to ensure safety. The vital interests of the people of the North must not be overlooked. It is essential for the enhancement of the governance of shipping in Canadian waters, to have respectful relationships and significant outcomes with the indigenous people.

Captain Angus McDonald. Maritimes Division

Ships at anchor – why and where: Throughout the past winter, the Port of Vancouver's anchorages were full, and ships waiting to load at Vancouver were stacked up at Vancouver Island and southern Gulf Islands anchorages. While the peak winter traffic has eased, ships will still be anchoring away from the Port throughout the spring and summer, though in far fewer numbers.

Why are they there? The simple answer is that almost all are waiting to load cargo at Vancouver. Where the anchorages are and how ships get spotted there, on the other hand, is a complex puzzle. One problem, according to Kevin Obermeyer, President of the Pacific Pilotage Association (PPA), is that ships are getting bigger. He points to the limited number of anchorages for ships of 300 metres or longer, and the growing number of coal and container

ships of this size. In 2016, the number of anchorages in Cowichan Bay was reduced from eight to six in order to establish two more spots for large ships.

Robert Lewis-Manning, President of the Chamber of Shipping of BC, said that about 2,000 ships per year go to anchor in southern BC. He noted that the region encompasses three regulated harbours including Vancouver, plus a large number of unregulated anchorages. He said the Chamber is studying the matter and hopes the recently announced Oceans Protection Plan will help.

The vast majority of ships are destined for the Port of Vancouver. By far the first and most economical choice is to go directly alongside the loading berth. If this is not possible, anchoring in English Bay is the best alternative.

For grain ships, anchoring on arrival is a necessity. This is because the ships must pass inspections by the Canadian Food Inspection Agency (CFIA), Port Warden and surveyors prior to loading, to ensure the ship is clean and ready to load foodstuffs. It's a detailed process and the busy grain elevators cannot permit a ship to be idle under the spout. CFIA will do these inspections in Nanaimo and Victoria, but not in the Gulf Islands.

Contributing to the number of grain ships at anchor are the complicated logistics of the business, with multiple types of grain, wheat, barley, canola and more, each needing to be loaded separately, each with various grades, and all rushed to ship when the harvest is in. Add in a surge in volumes in recent years and waiting times become inevitable.

There are 18 anchorages in Vancouver's English Bay, three of which are on the West Vancouver side. These are numbered 1 to 18 and are for ships waiting to load. A small anchorage to the east, EB Zulu, is restricted to

vessels with a maximum length of 100 metres and a swing radius of 9 metres. Barges frequently occupy it. Beginning in 2015, during peak periods, ships are being ordered out of the anchorages after seven days. This adds costs to the ships for fuel, pilots and launches, while leaving agents scrambling to find a safe anchorage for the vessel.

In Burrard Inlet there are five anchorages lettered A to E, but these are strictly controlled and time-limited by the Harbour Master's office, and are typically reserved for ships handling cargo at anchor, needing repair, waiting a few hours for another ship to finish loading and sail, or for taking on bunkers. Three more anchorages are above Second Narrows for ships going into Port Moody or one of the oil docks.

Chris Wellstoode, the Vancouver Fraser Port Authority's Harbour Master and Director of Marine Operations and Security, explained that the port also has some other very short term anchorages including one off Roberts Bank and another off Sandheads, which are used for ships waiting for a berth or the tide.

He added that a key to using anchorages outside the port limits is that "ships are deemed to arrive in Vancouver when they arrive at one of these anchorages."

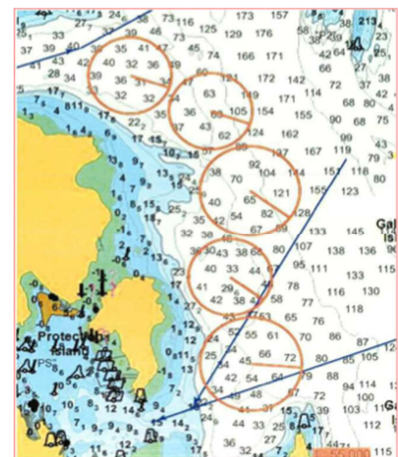
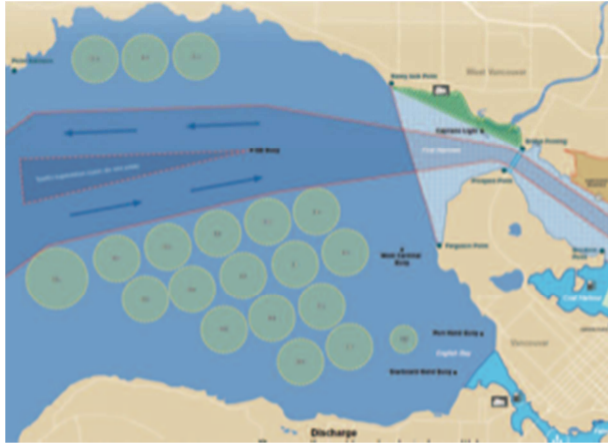
This is very important for charterers and owners, as it affects demurrage and other charter party conditions.

Wellstoode noted that the move in 2015 to limit stays in English Bay to seven days during peak periods has provided some needed fluidity in the system. Some agents are less than enthusiastic, however, claiming the port simply kicks ships out and doesn't care where they go or even if the agent can arrange an anchorage somewhere.

Nanaimo Anchorages. There are six anchorages at Nanaimo. The Nanaimo Port Authority offers reduced harbour dues of 5 cents per gt for ships that are destined to the Port of Vancouver. However, the sinking of the tug *Samantha J* in 2014 obstructed a small portion of anchorage No. 1. On this basis, only very small ships, less than 170 metres long, are permitted to use it. Edward Dahlgren, the NPA's Harbour Master and Director of Operations, noted that the NPA is currently in court with the Receiver of Wrecks attempting to have the hulk removed.

Nanaimo's availability of CFIA inspections, proximity to Vancouver and short convenient launch rides, make the anchorage a favoured alternative, and 96 ships took advantage of Nanaimo's hospitality in 2016.

The NPA's two patrol vessels, *Osprey* and *Eagle*, are accepted by the PPA as pilot boats, with the *Osprey* fully fitted out as a pilot boat, complete with rescue rig on the stern for transfers outside Entrance Island. The boats are also used as launches by CFIA inspectors and others. Dahlgren notes these extra duties help keep the boat crews well practised in manoeuvring alongside.



Victoria Area Anchorages. Royal Roads off Victoria, actually in Esquimalt harbour, has five anchorages, and is the third regulated area in the south. Royal Roads is controlled by the Navy through the Queen's Harbour Master, Esquimalt. Commercial vessels are normally restricted to three of the anchorages, reserving two spots for the Navy. Transport Canada harbour dues apply.

Royal Roads is the oldest anchorage in more or less continuous use in BC. Wikipedia notes the Spanish warship *Princesa Real* anchored there in 1790, claiming the site for Spain. The Nootka Sound Conventions soon resulted in Vancouver Island, including Royal Roads, falling under the Union Jack.

Constance Bank, south of Victoria, is the only location outside the compulsory pilotage zone. Even so, the PPA has designated five anchorages. Two locations are for emergency use, while another is used in the spring for Asian gypsy moth inspections, for ships that have been in designated Northern Asian ports where gypsy moths are present. The PPA has limited stays to 48 hours; however, the container ship *Hanjin Vienna* was there for months due to a court order. The ship was recently sold for scrap, and sailed on March 3, 2017. For its final voyage to the breakers it was reflagged and, like most ships en route to the breakers, the name was shortened with a paintbrush to *JIN V*.

Unregulated Anchorages. The other anchorages in southern BC are unregulated. Local agents and sub agents – mainly King Bros. Limited for Plumper Sound and Cowichan Bay, or Island Shipping elsewhere – work with PPA dispatchers to find homes for the ships.

As noted earlier, Cowichan Bay has six anchorages lettered A to F, Plumper Sound has four regular anchorages, A to D (including one for large ships) plus emergency anchorage X. Ladysmith has six smaller ones, with a maximum length of 225 metres. Houston Passage has three small ones for ships up to 200 metres. Trincomali Channel has nine, 1 to 9, including four for large ships up to 310 metres. Pilots require daylight transits between Portlock Point and Trincomali Channel for ships over 240 metres.

Ships anchoring at Cowichan Bay, Ladysmith and the Gulf Islands (except Plumper) sail via Swanson Channel both ways, then via Haro Strait and Boundary Pass. The routing for Plumper is directly to Boundary Pass.

Prince Rupert has taken a proactive approach, designating 30 numbered anchorages including many outside the harbour limits. Dave Charlton, Prince Rupert's Harbour Master and Director of Port Operations, explained that the Port Authority has an agreement with the PPA and agents to be the point of contact for these anchorages. Charlton noted that Prince Rupert has about 330 ships going to anchorage in any given year. Of the anchorages, Nos. 2 and 3 give priority to log loading.

There are also active log loading anchorages at Stewart and Kultus Cove on Northern Vancouver Island. Still listed but not used in recent years are locations at Bella Bella and Kemano Bay.

Given that BC is seeing increased shipping traffic anchoring for longer periods, and is constrained by mixed anchorage jurisdictions, a lack of room for expansion south of Nanaimo, and even occasional complaints regarding noise and lights, it's clear that anchoring will be a concern for a long time to come. However, it remains a vital requirement for the smooth operation of Western Canada's export trades.



Fred McCague. Western Mariner April 2017. www.westernmariner.com

The misfortunes of seafarers aboard ships – False alarms, increasing ship sizes and step changes in technology are just some of the issues at the heart of today's maritime mishaps: Some of us get very concerned when the next-door neighbour's security alarm goes off with a piercing bleep, invariably because a cat has set it off. Hopefully it is a rare occurrence. Aboard ship, false alarms have become something of a perpetual nuisance, as ever-more complex equipment is installed in the bridge and engine control room alike.

But what is more of a safety concern is the problem that if false alarms are too regular, as they clearly are, on the rare occasions when it is a genuine alert, nobody may notice. It is a dilemma facing watchkeepers aboard ship who often find themselves multi-tasking in congested waters, as a contrast to being bored when there is not a lot going on. It is also a fact that people driven to the edge of madness by false alarms very often will override, mute, or even turn the wretched things off, which may subsequently be identified as the 'root cause' of something really bad happening.

Accident investigators have flagged up this problem, but the solution will really only be found when the manufacturers produce rather more reliable equipment that is not driving everyone crazy all the time by 'crying wolf'.



It probably helps us a good deal to read about other people's maritime misfortunes, hence the huge readership of publications like the UK Marine Accident Investigation Branch *Safety Digest*. It reminds people that such misfortunes could quite easily happen to them.

The annual *Safer Seas Digest* of the US National Transportation Safety Board is another good catalogue of other people's misfortunes, designed to instruct. The latest offers a variety of lessons, such as the inadvisability of distractions that take people's minds off the job. A collision, it reports, was caused when the Officer of the Watch allowed himself to be completely engrossed in the task of completing no fewer than three safety forms. It sounds ironic, but it is not hard to imagine how the apparent importance of paperwork skews priorities.

I can recall doing chart corrections in the middle of the Pacific when the steward brought up my afternoon tea and asked if he could borrow my binoculars "to look at that ship". "Help yourself," I replied and then raised my eyes from the chart table to see a fishing boat – almost the only ship we were to encounter on an 18-day crossing – about five miles away on the starboard bow. That was a valuable lesson, although it was one I kept to myself!

Let's talk. Language and communication are also a regular source of maritime mishap, which perhaps ought to surprise nobody in an era when so many ships carry multinational crews. The US publication reports a confused scenario on a large ship under pilotage running aground when the engine did not respond when it was urgently wanted. This was all made a good deal worse when the Master, Officer of the Watch and helmsman all reverted to their own language, leaving the pilot in complete ignorance of what was going on. "Everyone panics in their own language!" – a famous saying that such incidents clearly underline.

Engines, even a cursory look at the casualty columns reveal, seem to be giving a lot more trouble these days, which we are told is a factor of their complexity. It might also be something to do with the requirement to change to cleaner fuels as the ship nears port. 'Fuel problems' is being offered as a reason for the coughing and spluttering that sometimes confound pilots too, as they approach tight corners. The famous 'Murphy's Law' will dictate that when such a problem occurs, it will inevitably be at the most inconvenient time and place.

Then there is the simple problem of ship size, with virtually every type of ship increasing its dimensions, according to the dictates of economics, and with far less room for error in ports that have not increased the depth and width of channels. Even with the ship safely tied up in port there have been cases where the bigger area exposed to the wind have seen bollards, designed for far smaller ships, wrenched out of the quay and the ship blown across the harbour.

Changes in technology, such as the move from paper to electronic charts, will also bring problems in their wake. As anyone who has tried to master a new laptop has found, the learning process may be harder than the salesman suggests!

Michael Grey. *theSea.* Jan/Feb 2017. www.missiotoseafarers.org



Canadian Navy keeps sextant skills ship-shape, even today. The sextant dates back to the 18th Century, and was used for early charting:

Even though we live in the high-tech GPS era when it comes to getting around, it turns out the Royal Canadian Navy still trains with the very low-tech sextant for navigation.

The sextant, a tool that dates back to the 18th Century, uses astronomical objects and the horizon to calculate a ship's position.

According to Lt.-Cmdr. Daniel O'Regan, head of navigational training at the Naval Officer Training Program in Esquimalt, sextant training is kept up as a precautionary measure.

"It's all about redundancies," he told "On The Island's" Sterling Eyford. "If our electronic equipment went down, and all of that is certainly not infallible, or if there were solar flares or space weather and our satellite signals went down ... we would be able to keep going down the line and be able to keep the ship safe."

Unlike the US Navy, which only [recently picked the sextant back up](#) as a precaution against cyberattacks on GPS systems, Canada's sailors have never put the device down, according to Lt.-Cmdr. O'Regan.

All watchkeepers and navigators on a ship are required to be proficient with a sextant, and they are required to practise sextant use while at sea at least once every 180 days.



"It's a skill set that if you let erode, it's very hard to get back because it's not an easy piece of equipment to use or train on," O'Regan said.

"Once you get good at it offshore, you can get within a nautical mile of where the ship actually is." O'Regan says that when sailors first get their hands on a sextant, they usually think the gadgets are "pretty cool," and O'Regan agrees.

"It sort of makes you part of a navigational community that we're still using the same skillset that the sailors in Captain Cook's age would have used," he said. "There's parts of Canada where Captain Cook and various other hydrographers and cartographers have used sextants to develop those charts. It makes you part of a big club."

Jan 10, 2016. <http://www.cbc.ca/player/play/2681574087>

<http://www.cbc.ca/news/canada/british-columbia/canadian-navy-sextant-1.3396636>

Warm Atlantic waters wage a new assault on Arctic ice from below. A new enemy is undermining ice floating on the Arctic Ocean: heat from below:

Sensors that have plumbed the depths of Arctic seas since 2002 have found warm currents creeping up from the Atlantic Ocean and helping drive the dramatic retreat of sea ice there over the last decade. A new study shows this "Atlantification" of the Arctic Ocean as a new, powerful driver of melting, alongside losses due to rising air temperatures.

The paper shows "a massive shift" in the behaviour of the Arctic Ocean over a short time, says Finlo Cottier, a physical oceanographer with the Scottish Association for Marine Science in Oban who was not part of the study team.

"Here we're seeing an ocean basin changing on a generational timescale—or less," he adds.

Deep below the Arctic sits a ridge that splits the ocean roughly in half: The Amerasian basin sits on the North American side, whereas the Eurasian basin lies north of Europe and most of Asia. Both basins are losing ice fast. Across the entirety of the Arctic Ocean, it's disappearing at an eye-popping rate of 13% per decade since satellite data was available. It has also thinned by 1.7 metres since the 1970s.

Warm Atlantic waters, delivered by an offshoot of the Gulf Stream, have long been known to prevent ice formation north of Scandinavia, on the western side of the Eurasian basin. Satellite data show that, in general, sea ice is much more prevalent in the eastern side of the basin, north of Siberia. But over the last decade, ice has also begun to disappear here, too. It used to persist through the sunny summers, allowing several years of ice growth to accumulate. Now, the ice melts in summer, causing the total time without floating ice in the region to jump from less than 1 month per year to more than three.

To understand this new trend, scientists in 2002 began installing sensors on lines tethered to the floor of the Eurasian basin, called moorings. The team relied on a total of nine moorings, augmented with satellite data and sensors bolted below drifting sea ice and along ice frozen to the shore. When they retrieved data from the moorings in 2015, they



found that the ocean had experienced a dramatic change over the previous decade, especially during the winter.

Between Norway and Greenland in the western Eurasian basin, Atlantic currents flow into the Arctic at a depth of 200 to 250 metres, about 4°C warmer than the surface water. In winter, cold air cools surface waters until they fall and mix with the warm waters below. That creates an overall warmer, well-mixed ocean over the top 250 meters, and one with little sea ice.

On the eastern side of the basin, however, the warm Atlantic waters were kept at bay—until recently. The currents lurked at a depth of about 150 meters, but they didn't mix much with surface layers, because of a barrier called the cold halocline layer

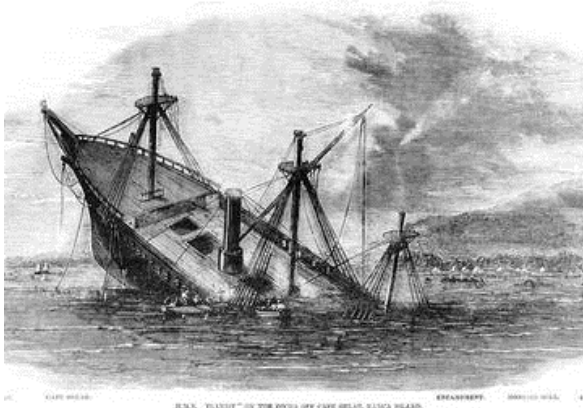
(CHL)—a boundary between salty deep waters and fresher water on top. Summer ice, as it forms, rejects salt, leading to the creation of dense, salty waters just below the ice. Those waters are heavier, and as they fall they create a highly stratified ocean. "Previously this monster, Atlantic warm water, was well covered from the surface" by the CHL, says Igor Polyakov, a physical oceanographer at the University of Alaska in Fairbanks, who led the study. "The new data show this layer has disappeared in winter."

The result, he says, is an increased "Atlantification" of the Arctic, **where the eastern side of the Eurasian basin is becoming more like the western side**, the team reports today in *Science*. The top of the Atlantic water, according to one mooring, had risen from a depth of 140 metres in the winter of 2003–04 to a depth of 85 metres just a decade later. Without summer sea ice forming to establish the CHL, he says, the ocean mixes more—and less ice forms.

On the eastern side of the Eurasian basin, say Polyakov and his colleagues, air temperatures were the main culprit for ice melting in the 2000s. Now, however, they believe air temperatures and warm waters share the blame about equally. Polyakov says a positive feedback loop is underway, in which less summer sea ice will lead to warmer winter waters and even less summer ice in subsequent years. One unknown is how the addition of massive flows of freshwater from Siberian rivers, bolstered by thawing permafrost, could affect the system, says study co-author Eddy Carmack, an oceanographer with Fisheries and Oceans Canada in Sidney. That new freshwater could encourage more sea ice to form on the basin, unless winds wash the new water away. **By Eli Kintisch Apr. 6, 2017**

<http://www.sciencemag.org/news/2017/04/warm-atlantic-waters-wage-new-assault-arctic-ice-below>

Can a Ship 'Flounder'? The difference between 'flounder' and 'founder'



'Founder' means 'to sink' or 'to collapse' or 'to fail.' 'Flounder' means 'to struggle to move' or 'to proceed clumsily.'

The English language does not care if you are happy or sad. It is oblivious to your shrill entreaties for an orderly and sensible vocabulary. As proof of this supreme indifference we need look no further than the words *founder* and *flounder*, for no language that cares about its speakers would ever allow this kind of semantic cruelty to exist.

What is so hard about *founder* and *flounder*?" some of you are asking, perhaps with a *supercilious* cast to your voice (we can hear you, by the way); "ships *founder* and people *flounder* ... easy peasy, lemon squeezy." The English language scoffs at your feeble attempts to interject a rhyming Briticism into a discussion on usage.

Putting aside the fact that both of these words function as nouns (*founder* as "one who establishes" and *flounder* as "flatfish"), let's look at how the verb senses have come to be often confused.

Founder is the older of these two, dating back to the 14th century, and has a useful *etymology*: it can be traced to the Vulgar Latin *fundus* meaning "bottom." The reason that this is useful is that one of the main contemporary senses of *founder* is "to send (a ship) to the bottom."

No one is entirely certain where *flounder* comes from, although there is speculation that the word, which began to be used at the end of the 16th century, came about as an alteration of *founder*. The earliest senses of these words were somewhat related; *founder* was first used with the meaning of "to become disabled," and *flounder* was first used to mean "stumble."

The problem is that these words look and sound almost identical, and each one has meanings that would work quite well in an essay titled "Things That Did Not Go the Way That I Had Hoped." The difference that is observed by most usage guides is that *founder* carries a stronger sense of completed failure (its synonyms are *sink*, *collapse*, and *fail*) whereas *flounder* has more of a meaning of "struggle" or "act clumsily." One way to look at it is that you can *flounder* for a while and then eventually *founder*, but you cannot *founder* for a while and then *flounder*.

But can a ship *flounder*? There are certainly many instances in which writers have used this word to describe the actions of a seaborne vessel where they would have been better off using *founder*:

When the Titanic struck the ice and floundered and sank, the band played "Nearer, My God, to Thee."—*Bulletin of the National Federation of Remedial Loan Associations*, 1918

However, there are also numerous cases where writers have used *flounder* to describe a ship that is in fact struggling, or moving ineffectually, and in cases such as this it would not make sense to use *founder*:

The storm had broken, and the fragmentary clouds were flying like lightning over the sky, while the sea, as far as the eye could reach, was one vast expanse of heaving, tumbling mountains—their basis a bright pea-green, and their ridges white as snow. Over and around these our good ship floundered like a mere toy.—*Naval Journal*, 1848

He forgets that this big ship floundered around for a good many days without sighting anything but water.—George Barr McCutcheon, *West Wind Drift*, 1920

It should be noted that most of these examples come from a hundred or more years ago, a time when people had not yet begun to worry about whether they were misusing these two words. So yes, a ship may indeed *flounder*, but this may well be one of those cases where you would do well to simply find another word—(*galumph*, *careen*, *bumble*)—rather than have to explain why you chose a word that many people will reflexively assume was chosen in error.

In case this still does not make sense to you, we will offer up yet another example of how these two words might be used in different contexts: If you are gamely trying to work out which one of these two words you will use in your "Things That Did Not Go the Way That I Had Hoped" essay, but still cannot figure it out, then you are *floundering*; if you have given up in disgust and have decided to consult a thesaurus for some alternatives, then you may be said to have *foundered*.

<https://www.merriam-webster.com/words-at-play/can-a-ship-flounder>



Noisy Salish Sea off British Columbia threatens killer whales: scientists: An international group of marine scientists wants the Canadian government to take steps to cut underwater noise in the Salish Sea off the southern coast of British Columbia.



The scientists, including five from B.C. and others from as far away as Australia and the United Kingdom, say increased noise from shipping and other industries threatens the critically endangered southern resident killer whale population.

In a letter to Prime Minister Justin Trudeau and his Ministers of Fisheries, Environment and Transport, the scientists urge the adoption of targets to reduce shipping noise by three decibels over the next decade and 10 decibels within 30 years. Industrial noise has been linked to reduced foraging among southern resident orcas, which the

scientists say already have difficulty finding enough salmon, their main food source.

The letter says constant vessel noise also masks or alters the calls of killer whales, affecting communication and inducing chronic stress, while the continuous hum is also associated with harm to fish and invertebrates of the inland waters of the south coast.

As of January, the scientists say there were only 78 southern resident killer whales and, because of noise, toxic contamination and other challenges, their long-term survival is threatened, unless a plan is developed to improve and restore conditions in the Salish Sea. **The Canadian Press. April 12, 2017.**

<http://www.ctvnews.ca/sci-tech/noisy-salish-sea-off-b-c-threatens-killer-whales-scientists-1.3365863>

Where is the Salish Sea? Take a look at "From the Bridge- August 2010, Page 11.

<http://www.mastermariners.ca/wp-content/uploads/2016/03/FTB-10-08.pdf>

Industry Insight. A fresh perspective: This article appeared in the April 2017 edition of BC Shipping News <http://www.bcshippingnews.com>. Rhianna Henderson AMNI was the recipient of a CMMC Baugh Fund Scholarship in 2015 and a NI-BC Branch/Vancouver Transportation Foundation Scholarship in 2016.

"Industry Insight" is a regular feature of the BC Shipping News.

While this space is usually reserved for senior executives from a variety of sectors within the shipping industry, we realized that we were missing an important perspective – that of the future generation of leaders. Meet Rhianna Henderson, a 23 year-old Cadet in her third year of a four-year Nautical Sciences Program at the British Columbia Institute of Technology (BCIT) Marine Campus. Given BCIT's strong reputation for producing high-calibre officers for the cruise industry - indeed, you'll remember our interview two years ago with BCIT grad Wendy Williams, Staff Captain of Royal Caribbean Cruise Line's *Anthem of the Seas* – we are pleased to correct this oversight and provide a unique view of the challenges, opportunities and experiences of someone at the beginning of their career. And from all I gather of Henderson, she's in for quite a career.

BCSN: Tell me about the Nautical Sciences Program and the courses you've taken to date to prepare for work at sea.

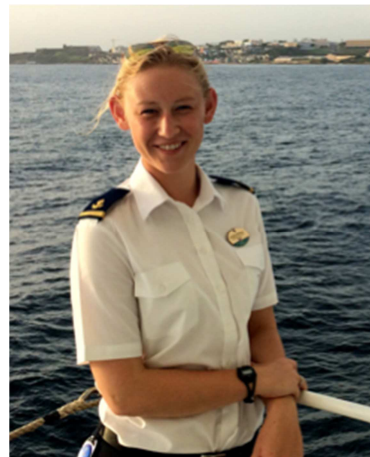
RH: I'm in my third year of a four-year co-op program. We go to school for six months of the year, then go to sea for the remainder of the year to gain sea time for our Watchkeeping Unlimited Certificate. The way the program is set up is that every year we complete on average 16 courses, which are levels of each course. Each year we take the next level of the course in order to continually advance and maintain our academic skills.

All of the courses are directly relevant to what we will learn and do of board the ships. I have taken Ship Stability, Ship Cargo, Ship Construction, Chartwork, Terrestrial Navigation, Celestial Navigation, Physics, Math, Engineering Knowledge, SEN 1 & 2, Meteorology, Regulations Navigation Safety, Oil Tanker Familiarization, Ship Security Officer, Seamanship and all safety training, including Basic Safety, Marine Advanced First Aid, Survival Craft and Fire Fighting.

BCSN: Which ships have you sailed with so far?

RH: In my first year as a Cadet, I was employed by BC Ferries <http://www.bcferrries.com>, sailing on board the *Northern Expedition* and the *Northern Adventure*, serving the Northern Routes of British Columbia. The *Northern Expedition* is a Ro-ro-passenger vessel measuring 150 metres in length, and the *Northern Adventure* is a passenger vessel measuring 117 metres long. We sailed between Port Hardy and Prince Rupert, and Prince Rupert and Haida Gwaii. I was on board for five and a half months.

My second sea phase this past year was with Royal Caribbean <https://www.royalcaribbean.com> on board the *Oasis of the Seas*. She is 362 metres in length and weighs 225,000 tons, one of the largest cruise ships in the world, carrying 8,800 people (crew and passengers combined). I spent seven months sailing the Eastern and Western Caribbean routes.



BCSN: *What was your role on the ship and what kind of tasks and duties were expected of you?*

RH: As a Cadet, it's my job to learn and participate in as much as possible in the time on board. On the cruise ship I spent my first two months working on deck with the deckhands under the command of the Chief Officer. We were responsible for the maintenance of the ship, including chipping and painting, replacing flooring, entering tanks for cleaning, painting & inspection purposes and small maintenance projects that were assigned.

There were some very hard, long and hot days in the Caribbean sun but every Cadet needs to learn about the tasks of crewmembers who will one day be under our charge, to appreciate their job and gain their respect.

After a couple of months I was assigned to the bridge, mostly working with the 1st Officer Navigation, where I was trained on the bridge equipment, helped with paperwork and passage planning, and all the duties involved in being a Bridge Officer on a cruise ship.



I worked with the 1st Officer Lifesaving learning about the lifesaving equipment on board and the maintenance that is required to ensure the survival crafts are to standard. I worked with the Fire Fighting Officers as well, checking fire fighting equipment on a monthly basis; and I was also tasked with being on the bridge for every arrival and departure throughout my time on board, including attendance at the arrival and departure briefings, and sometimes even preparing the brief and presenting it to the other bridge Officers and Captain. After the briefing I would either fill out the logbook as we departed, or would go down to the bow or stern mooring decks, shadowing the Officer and doing the communication for the Bridge in sending mooring lines and securing or letting go the lines and proceeding to sea.

In addition to these tasks I spent two weeks in the engine room working with the engineers to become familiar with the machinery. While there I got the unique opportunity to help pull apart one of the diesel engines that was to have its crank shaft replaced later in the year. Learning the machinery and how the engineers work is crucial for a well-rounded understanding of what it takes to run the ship and how the action of Bridge Officers can affect the machinery throughout the voyage.

Every crewmember on board was assigned a duty for emergency drills. I was assigned to the Rapid Response Team, which was a small team of eight crewmembers who are the first to respond to a fire or other emergency. We are the ones who try to fight the fire initially while also setting all the fire hoses and preparing the forward control point for the fire teams. Once the fire teams are on the scene, we make sure all of their fire equipment is properly in place and they are ready to fight the fire safely. I think I learned the most in this position – I had an up-close view of the Chief Officer Safety's actions to prepare and then fight a fire as well as what it takes to run a successful drill. I participated in every drill the ship carried out, including fire, damage control, man overboard, security threat and navigational emergencies.

BCSN: *I'd like to hear about your personal experiences – what were some of the challenges or most rewarding tasks?*

RH: As a whole, working on a cruise ship was the best experience I could have had while in training. It exposed me to the type of career I want to pursue and I was able to travel to new places on one of the most beautiful ships in the world. I met some really talented Officers, people who became my mentors and friends throughout the seven months as well as an amazing group of friends who worked in different departments. I now have lifelong friends around the world, which was not something I expected to gain.

I was able to refine my navigation skills and learn about the way passenger ships are run in a safe and supportive environment. Being a Cadet allows for the opportunity to learn and participate in as much as possible – it's almost as if I needed to clone myself to be able to see everything happening around the ship on a daily basis.

The greatest challenge of being on board a ship for that length of time is maintaining sanity and enthusiasm. Working seven days a week, 10 hours a day for seven months can take its toll. And being a woman in a male-dominated industry presents some challenges, as it would in any industry. It sometimes felt like I wasn't being taken seriously in my position. I was the first female Cadet the ship had ever had so it was a learning curve for everyone and they really tried to be as supportive as they could. As a Cadet you are constantly trying to prove yourself – it's almost one long, continuous job interview for a future position with the company. Not putting too much pressure on myself and enjoying the experience was a constant battle, but one I survived.

I would have to say the most rewarding task for me was being singled out by the Coast Guard during a Port State Inspection as a member of the Rapid Response Team that did exceptionally well. I caught a few mistakes that could have affected the outcome of the fire drill. As a Cadet, you work so hard, keeping your head down and expecting no recognition and then to have that hard work acknowledged was unexpected and almost overwhelming.

Another rewarding task was being part of the team that prepared the vessel for a helicopter evacuation in a medical emergency involving a child. To see a helicopter approach the ship and watch the child and his family be lifted up and taken to the hospital was something I will never forget.

BCSN: *Was the experience what you thought it would be before you started?*

RH: The luxury and brilliance of the cruise ship is something I don't think anyone can prepare for when you first join a ship. It's as if you have walked into a different world. Work wise, I expected it to be as tough as it was but didn't expect to find it as rewarding as it I did. I was also surprised at the amount of people and how friendly every crewmember was to each other. For a ship with 6,500 passengers and 2,300 crew there were lots of opportunities to meet new people and have life outside of work. I think that is something that makes working on cruise ships so fantastic.

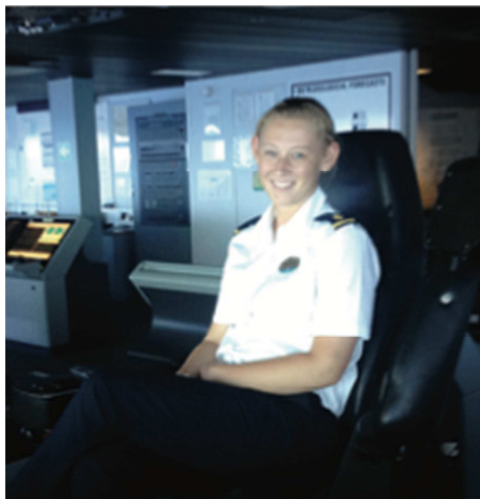
BCSN: *Which courses helped you the most in preparing for work on the ship?*

RH: The program at BCIT focuses more on the shipping industry as a whole – cargo vessels, tankers and container ships – so some courses aren't relevant for a cruise ship, but every course has something that is applicable to any type of ship, especially the stability and navigation equipment courses. All of the emergency duty training we go through is definitely useful as are the leadership courses.

BCSN: *Do you have any advice for other students?*

RH: I think the most important thing every Cadet needs is an open mind. And don't be afraid of making mistakes. After all, being a Cadet is the time to make these mistakes when there are multiple Officers watching over you and teaching you the right way to do something.

You need to be able to put aside your pride, accept the criticism as constructive and not personal. Use every moment of being a Cadet to learn every inch of the ship and everything it takes to be an Officer because once you're certified you won't have that chance.

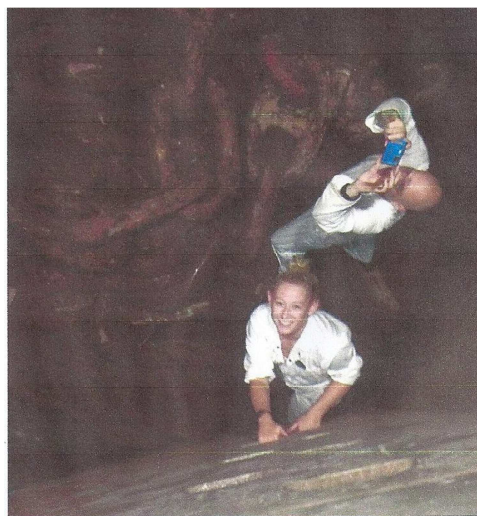


Joining the Cadet program was the best thing I could have done. There are highs and lows and times that you wonder why you signed up to be away from your family but the pros of the career will always outweigh the cons. I love my job and I don't think many 23-year-olds can say that these days.

BCSN: *What are your future goals?*

RH: I have completed all of the seetime required and can now sit my Watchkeeping Oral Exam in the summer. Once I finish my third-year academic portion at the beginning of July, I will sit my oral exam and become a certified Watchkeeping Officer. I plan on returning to Royal Caribbean as an Officer in the near future and working through the ranks. I will be returning to school in Spring 2018 for my final term of school, which will give me the schooling I need to sit my Chief Officer's Exam after gaining another year of seetime. Long term, I hope to return to BC Ferries in order to continue to work on ships while also having a family I can see more often.

BC Shipping News. April 2017. <http://www.bcshippingnews.com>



As a cadet on board the Oasis of the Seas, Henderson got to explore every aspect of working on a cruise ship.

From the BC Shipping News, May 2017: Letter in praise of the future generation.

I recently read the article on Rhianna Henderson, a third-year Cadet in the BCIT Nautical Sciences Program, and found it very interesting and reassuring. I can relate to her situation somewhat having graduated from the Canadian Coast Guard College 40 years ago as a young Engineering Officer, but the marine industry has changed significantly since those of our vintage graduated from their respective colleges.

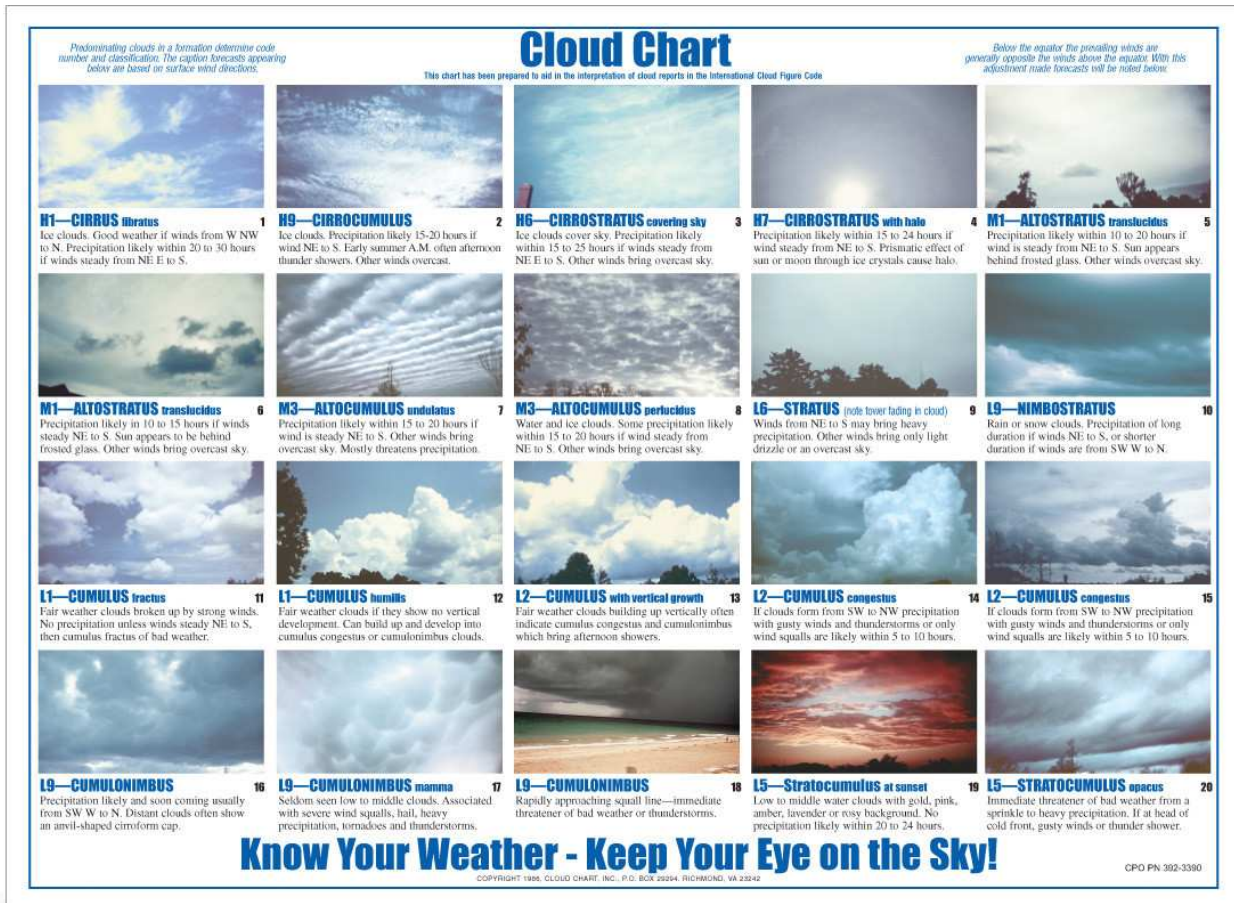
Ms. Henderson seems to understand and embrace the fact that a successful ship requires all departments to work closely together and she is determined to understand the interrelationship between all departments and the entire crew roles and responsibilities. I think our industry is in very good hands if future officers like Ms. Henderson are at the helm and in the control room – we just need many more of them.

Regards, Ed Gerrow, Nanoose Queen's Harbour Master, Esquimalt.

Clouds: Are you or were you on a "Volunteer Weather Reporting Ship"? I was a very long time ago and if memory serves me right, we made and recorded weather observations at sea every six hours. During the daytime hours we coded them, passed them on to Sparks, and he transmitted them to the appropriate receiving station. The Met Office never got to hear what weather we had at midnight until they received our logbook at the end of the voyage. Besides information about the temperature, relative humidity, the wind and the state of the sea, we included information about

the cloud cover – how much, how high and what type!

For type we referred to a cloud chart. Here is an example of such a chart. I am sure there are more cloud types shown here than on the chart I used. In fact it was updated 30 years ago.



Well, it has been updated again. Asperitus?! Flammagenitus?! Fluctus?! No, those are not new spells from the world of Harry Potter. They are three of the dozen new cloud types added to the WMO Cloud Atlas, in its first update in over 30 years! You can see them all at: <https://www.theweathernetwork.com/news/articles/cloud-atlas-leaps-into-21st-century-with-12-new-cloud-types/80685> There is one you need not look for at sea. It is Cataractagenitus. This is a cloud generated by the spray from a large waterfall.

These rare wave-like asperitas clouds have long been seen by cloud enthusiasts but never formally classified, until now. Photograph: Joanne Kelly/WMO
<https://www.theguardian.com/science/gallery/2017/mar/23/stunning-new-cloud-formations-captured-in-updated-atlas-in-pictures>



Ballast Water Management: The Federation recently attended a ballast water conference in Long Beach where we were a member of a panel discussing the differences between the US, Canadian and IMO regulatory regimes governing ballast water. Given the upcoming entry into force of the IMO Ballast Water Convention on September 8, 2017, key issues of discussion at the conference included the need for a sufficient number of ballast water management systems (BWMS) to be approved under both regimes (the USCG testing protocol and the IMO's revised G-8 guidelines) and concerns regarding a possible "retrofit bottleneck." On the question

of BWMS availability, some (optimistic) assessments indicate that up to twelve systems could receive USCG type-approval prior to the end of the year, based on the existing queue.

For its part, the US Coast Guard has further tightened its extension policy, on the basis of the existing three type-approved BWMS. As indicated in a marine safety information [bulletin](#) issued earlier this month, shipowners must ensure that any requests for extensions are supported by detailed documentation (including installation plans, communication with manufacturers confirming efforts to match the vessel with an approved BWMS, etc.) in order to successfully demonstrate their inability to acquire and/or install BWMS by the required compliance dates.



http://us15.campaign-archive1.com/?u=eb9dce0557d4888c2d337d777&id=18a2a158c0#April_Ballast

Shipping Federation of Canada. April 2017

The voice of ocean shipping since 1903

International Convention for the Control and Management of Ships' Ballast Water and Sediments

(BWM): The Ballast Water Management Convention, adopted in 2004, aims to prevent the spread of harmful aquatic organisms from one region to another, by establishing standards and procedures for the management and control of ships' ballast water and sediments.

[http://www.imo.org/en/About/Conventions/ListOfConventions/Pages/International-Convention-for-the-Control-and-Management-of-Ships%27-Ballast-Water-and-Sediments-\(BWM\).aspx](http://www.imo.org/en/About/Conventions/ListOfConventions/Pages/International-Convention-for-the-Control-and-Management-of-Ships%27-Ballast-Water-and-Sediments-(BWM).aspx)

Much research has gone into the question of how to manage ballast water. According to a letter found in the September 1970 issue of "Sea Breezes", the Master of one ship a hundred years ago apparently found a way.

"When the German 3-masted barque *Mabel Rickmers* arrived at Portland, Oregon in June 1900 from Kobe, Japan, her skipper, Captain Bandoler, realised a handsome sum of money from the sale of the ship's ballast.

Before the vessel sailed from Kobe he filled his ballast tanks with mineral water from the nearby famous 'Tansan Springs'. So much of this water is wasted anyway that it costs no more than any other water.

On arrival of the ship at Portland he proceeded to pump this Tansan water into the river, but several persons seeing that it was going to waste and knowing about its therapeutic value, bought a lot of it and had it bottled, and the happy skipper realised some \$1,700 from its sale.

The Japanese attribute wonderful powers to Tansan water, which they assert will almost bring a dead man to life."

A.O. Anderson. Washington, D.C. <http://www.seabreezes.co.im>



In Kobe, Japan, Englishman John Clifford Wilkinson established the Clifford-Wilkinson Tansan Mineral Water Co., Ltd., using the mineral springs of Takarazuka to produce sparkling carbonated water. In 1889, while hunting near the mountains of the Hyogo Prefecture, Wilkinson had serendipitously stumbled upon the Tansan Springs, from whence he sourced the soon-to-be-acclaimed "Tansan" brand of aerated water.

<https://banterfromthebatcave.wordpress.com/2015/04/09/tansan-caps-amazing-story/>



Do you use Facebook? You don't have to be a Facebook member to read the Company's pages. Click on the Facebook symbol at the bottom of the **CMMC Home Page** at www.mastermariners.ca 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 join Facebook but you can ignore that.

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



That completes this edition of "From the Bridge". Do you have any contribution for the August edition or any comments about this one? If so, please send them to me at whitknit@telus.net.

This symbol is telling us that Canada is 150 this year. Did you know that the Company of Master Mariners of Canada just had its 50th Birthday? May 11th 1967 was the day the "Letters Patent" incorporating the Company was signed.

David Whitaker FNI

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