

Spring 2007



Clasping the Future in Their Hands- The IMO provides support to female maritime professionals

By James Brewer, reprinted from Lloyd's List, January 11, 2007

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Nancy Karigithu, the recently appointed director-general of the Kenya Maritime Authority, is full of praise for the International Maritime Organization. The United Nations body has given her a career fillip she could scarcely have dreamed of when she entered the field a dozen years ago.

Ms Karigithu herself is the subject of much praise from IMO experts and from colleagues directly in her speciality for establishing administrative structures from scratch. Kenya Maritime Authority was set up in 2004 to act as the national oversight body for maritime safety and security and protection of the marine environment and to undertake the regulation of the maritime industry. With an impressive legal background, she has advised on transport in several African countries but owes much of her success to the IMO mission to internationalise expertise. She is one of the shining examples of a little publicised IMO initiative that has had an impact from Sierra Leone to Slovenia, from Samoa to Singapore to southern Africa. At IMO, the women's programme under the title Integration of Women in the Maritime Sector is part and parcel of the technical co-operation programme jigsaw but can sometimes be eclipsed by its bigger brother — or should we say sister?

All the same, the programme and its director Pamela Tansey and supporters have achieved remarkable progress. From a small budget annually, last year \$100,000, the IMO is providing fellowships and support for the establishment of one women's association a year.

This is one of the most immediately human aspects of work at IMO, which contributes mostly to a better society through encouraging safer seas, more effective ship management and security practice and better control of the nuts and bolts of bulkers, tankers and passenger ships. Ms Karigithu says that the programme has been "of utmost benefit" to herself from the practical and technical perspectives, and as a result of opportunities for on-the-job training and fellowship.

Her career spans 12 years, and the programme began for her with training at the International Maritime Law Institute in Malta, where she gained a masters degree in international maritime law. She tells Lloyd's List: "Recently, however, two events under the programme have greatly enhanced my professional competence. "The sponsorship to attend the Women's International Shipping and Trading Association annual conference last September in Singapore was of

great benefit to me both as a woman and as a maritime professional. “The event gave me a rare opportunity to network and exchange ideas in areas of mutual interest with more than 200 senior executives from the international shipping industry and related fields. This network will remain a pool of valuable contacts with whom to exchange ideas and resources in order to enhance my performance in the course of my career, and for this I am truly grateful to the IMO programme,” she says.

Second development was her trip to Australia after the Wista conference. An award by IMO for an on-the-job training attachment with the Australia Maritime Safety Authority in October “provided much needed professional support, coming as it did in the early months of my assumption of duty as chief executive of my national maritime safety administration,” she says. “During the period I gained a wealth of experience that will continue to hold me in good stead for the rest of my tenure at the Kenya Maritime Authority.”

The Australian safety authority “freely shared their experiences”, she says. Interaction with the senior managers and officers from port authorities from all over Australia “provided valuable insight into my new role at the Kenya Maritime Authority and also provided me with a benchmark for a newly established safety authority”, says Ms Karigithu. Clive Davidson, chief executive of the Australian body, gave her valuable resource materials as a reference store for setting up structures and processes in Kenya. A quality management workshop she attended inspired her to start planning a similar exercise in Mombasa. The experiences, says Ms Karigithu, “have enriched my professional life in leaps and bounds and set me way ahead in my chosen field in a much shorter period”. She has been delighted by what she says is the far-sightedness of IMO Secretary-General Efthimios Mitropoulos in supporting the integration programme.

Since IMO published its “strategy for the integration of women in the maritime sector” in 1988 it has been enthusiastically put into practice by Ms Tansey, though it is a fairly small part of her duties as deputy director and head of programme management in the technical co-operation division. “It had never been thought to do such a thing for the maritime sector, although there were precedents at the Food and Agriculture Organisation and Unicef,” says Ms Tansey. “What is happening at IMO now is very much in tune with UN Millennium Development Goal number three, adopted in 2000 — promote gender equality and empower women.”

An action programme approved by the technical co-operation committee in June 1997, is accepted by the IMO as the “primary vehicle for achieving the UN-wide commitment to gender equity and development”. The challenge was how to translate such general aims into the more focused mandate of IMO, which is an international standard-setting forum as opposed to a commercial shipping organisation, to attract women who are interested in forging a career in the maritime sector to national authorities. For a start, the career structure in a ministry runs along different lines to working in a commercial organisation. At some point the two concepts can mesh.

Wista Singapore brought the two worlds together for Nancy Karigithu. Her positive experiences have been seen as one of the best examples of ending the isolation of women in their respective professional spheres. Key contacts led by Annie Gruchy, assistant manager in the consulting and training department at the Port Authority of Le Havre, have welcomed women in this context on their courses. IMO provides support and part financing for Le Havre to run a five week senior port management course every year for developing countries only, and 2006 saw the 20th such course.

The first few years of the IMO project saw ad hoc training, including sensitising in-house with the advice of others about the concept of integrating a minority to benefit the whole industry. IMO moved on to hosting sensitisation seminars across the world in partnership with, among others, the Arab Academy for Science Technology and Maritime Transport, the Nautical Training School of Cape Verde, the Marine Training School of Malawi and the Maritime Training College of Veracruz in Mexico. This reinforced the message to people from the higher echelons of ministries in several

regions.

IMO activity in the sphere has gathered momentum to the point that it is now in the third phase, where the whole environment has changed. Far more women attend IMO as delegates, and many of the women who were training have moved higher. So to answer the question, what next?

Ms Tansey and well-wishers are seeking to harness the lessons learnt by means of a professional forum in which women who are moving up the career ladder can exchange and request information, and gain support. The first example of this grew out of a forum in Samoa in October 2003, on the role of women in the maritime sector, leading to the creation of the Pacific Women in Maritime Association. Now a similar initiative is leading to a formal association for professional women in the ports in the West and Central Africa region. By concentrating on ports, it will bring in women from the maritime authorities and the ministries.

This association intends to provide both professional support and finance for training. In all, founding members will be from 20 ports including Dakar, Senegal and Cotonou. Mrs Gruchy of the port of Le Havre has been invited to be a consultant for the West and Central Africa preliminary seminar, as she has met most of the port directors in her training capacity. The programme at the port of Le Havre is an excellent example of partnerships working towards a common goal, says Ms Tansey. She says that demand has to come from the region, as it has done in both the Pacific and African cases. "We are there to facilitate. There is no imposition, otherwise it would never work," she remarks.

For the coming year, Ms Tansey has funding available to run a similar seminar to set up an association for east and southern Africa. Through the Arab Academy for Science Technology and Maritime Transport in Alexandria, it is planned to start an association for women in the maritime sector in the middle of the year, where again IMO will provide a modest level of funding. Requests for parallel treatment are coming in from Asia, where there is a far more established cadre of women professionals in the maritime authorities in Thailand, the Philippines, Singapore and elsewhere. "Women who were involved in our programme 16 years ago are not now merely receiving support but helping us to support the new generation," says Ms Tansey. ✱

Making a difference: (L-R) delegates to Wista's Singapore conference, Mrs Guomei Tang, counsellor (maritime), embassy of the People's Republic of China; Mrs Consolata Wangui Muriuki, maritime officer, Department of Shipping and Maritime Affairs, Ministry of Transport, Kenya; Pamela Tansey, deputy director and head of programme management, technical co-operation division, IMO; Mrs Nancy Karigithu, director-general, Kenya Maritime Authority; Mrs Elizabeth Akiga-gusah, assistant director, Administration and Personnel Services Department, National Maritime Authority, Nigeria.



At 71, pioneering female captain still loves the sea

By Mike Baird
Corpus Christi Caller-Times

Aransas Pass- She admits that her wrinkles are from sun, wind and sea, but a charter boat sea captain she had to be. After decades as skipper of her own fishing boat, Joyce “Capt. Scottie” Kingsley, 71, now shares seafaring skills and stories at Capt. Fred’s Sea Academy in Aransas Pass.

“Far as I know, Capt. Scottie was the first licensed lady captain about 40 years ago in the Florida Keys,” said Capt. Fred Comingore, owner of the maritime training center, which educates and recertifies about 160 students each year for licensing.

He clamped his left mitt around a mermaid pipe and said “she broke the threshold for women as captain, owner and then charter business operator.”

Kingsley was born beside a ferry crossing on River Tay in the village of Wormit, Scotland. She had two brothers.

“Went off to see the world on a cargo ship,” she said while adjusting a black Greek fisherman’s cap. “Only got half way ‘round.”

She held out her hands, spreading her fingers.

“No two the same direction,” said Kingsley, thumbing a brass lighter to spark a previously snubbed out cigarette. “It’s not arthritis; I had to whip many a man for a mate’s position in the early days on those docks, and I was beat up a lot. But, bet you, I won ‘em all.”

Determining whether Kingsley was actually the first woman licensed by the U.S. Coast Guard would be a daunting task, said Mike Bell, a spokesman for U.S. Coast Guard sector Key West.

Kingsley’s initial registration would have occurred before records were kept on computer, Bell said.

A Jan. 29, 2003, article in the Daily Key West Citizen reported that Capt. Scottie Kingsley was the “Upper Keys only female offshore charter captain.”

The story ran after she was asked to leave the Holiday Isle marina, which she had called home for more than 30 years. The request came a day after Kingsley returned her 1968 38-foot Hatteras fishing boat to port using only one of two engines after taking on water during a charter.

Retiring sea captains do not get parties or gold watches. Kingsley wears her golden treasures around her neck- a conch shell, sailfish, and dolphin, earned in boating tournaments or received as gifts from longtime customer friends.

Kingsley has had breast cancer for six years and has not received the double mastectomy, chemotherapy and radiation treatments that doctors have recommended.

After seeing an orthopedic surgeon, she was told to endure a pain in the hip until she could not stand it.

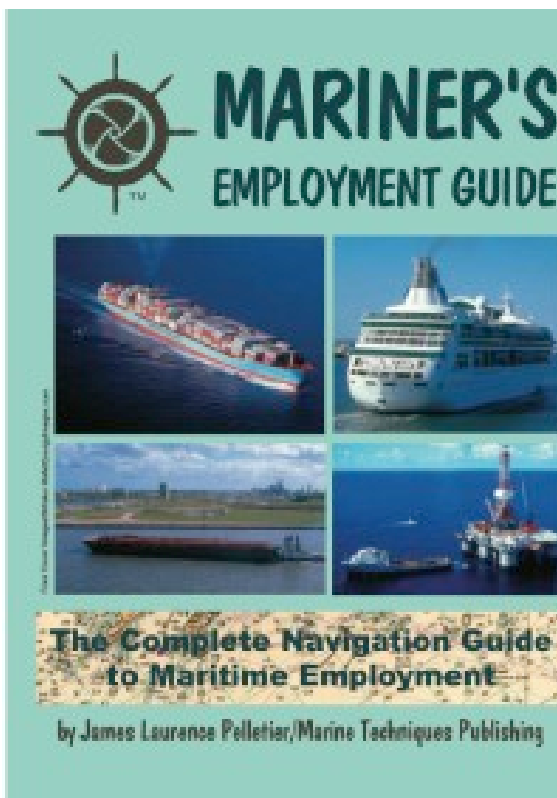
“It’s mind over matter,” she said, “and at this age it doesn’t matter.” ✨

Book Review- Mariner's Employment Guide 2007

by James Laurence Pelletier U.S. Merchant Marine Staff Officer and Marine Engineer
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We have not actually read this publication yet, but it sounded like something our members might find useful. I am including a few book jacket comments and information from the cover. If any WMA members have used it we would be interested to hear what you think of it.



The only complete navigation guide to maritime employment. It takes you through a step-by-step process that is listed in both layman and nautical terms. Pelletier fully describes the merchant service, giving its history, its present situation, and projections for the future. The book clearly explains the full spectrum of the merchant marine, from small passenger vessels that carry six or less passengers for hire to large passenger vessels that carry thousands of passengers, from towboats that ply the waters of the Western Rivers to freighters, crude oil, chemical tankers and containerships, that cross the seven seas, from crewboats working in the Gulf of Mexico "oil patch" to supply boats that service oil and gas rigs worldwide. Merchant marine employment, as the Guide's nucleus, is handled in a very thorough manner however, the book also covers shipyard careers, marine biology, oceanography, ocean engineering, geology, geophysics, naval architecture, commercial diving, commercial and sport fishing, marine surveyors, commercial yachting and more. . .

"The Mariner's Employment Guide is an excellent informational tool for anyone wanting to learn about the maritime industry. I will make it available in our library for our students, faculty and visiting guidance counselors to use as a valuable resource." *Captain Richard G. Youcis, Director of Career Services and Cadet Shipping Program at Maine Maritime Academy - Castine, Maine*

"This edition is an outstanding example of a well-thought-out and well-laid-out reference manual. It is representative of every area of the maritime industry and will aid both the beginner and the Master that may be on his 5th issue. All areas including maritime history, service requirements, and differing vessel types and sizes. Practical topics range from Coast Guard procedures to employment opportunities with pay scales. Information is backed up with reference links for each area covered. This manual is a "must have" for every reference library. I highly recommend it to those seeking guidance in this field. *Captain Carl Moore, Marine Operations Coordinator at the Louisiana Technical College, Young Memorial Campus - Morgan City, Louisiana and Approved by: Mr. Gregory L. Garrett, Regional Director*

Ellen MacArthur- Success of a Decade...

The landmark beginning to Ellen's sailing success came down to her victory in the 1998 Route du Rhum [Class 2, 50ft boats] in the colours of Kingfisher plc. This led to everything that followed, but its necessary to wind the clock back another year to 1997 when Mark Turner's and Ellen's paths crossed on the road to the Mini Transat race. [Mark Turner and Ellen are co-owners of the OC Group that includes the Offshore Challenges Sailing Team.] Mark was attempting to hold down a full-time job as well as trying to prepare for the race – a solo sprint across the Atlantic in tiny boats, just 26-foot - so recruited Ellen to prepare his boat, at the same time she was preparing her own. In the race, Mark finished 12 places ahead of Ellen in fifth but he knew that Ellen's sailing ambitions and determination went beyond his own. Hanging up his oilskins in 1998, the pair joined forces to form a remarkable partnership that is still thriving today, a decade later...

“MacArthur and Turner arguably run one of the slickest and shrewdest operations in sailing, founded on a love of the sport and hard graft.”

Tim Jeffery, sailing correspondent, The Daily Telegraph

ELLEN'S SAILING CV IN SHORT:

2006: Asian Record Circuit, 12 new crewed records

2005: 2nd place Transat Jacques Vabre

2004/05: Fastest solo circumnavigation of the globe setting a new world record of 71 days, 14 hours, 18 minutes and 33 seconds

2003: Jules Verne attempt on the non-stop fully crewed round the world record (not completed, mast failure in Southern Ocean)

2002: 1st place Route du Rhum IMOCA Open 60 Class

2001: IMOCA World Champion

2000/01: 2nd place Vendée Globe

2000: 1st place The Transat

1999: 1st place Round Europe race IMOCA Open 60 Class

1998: 1st place Route du Rhum Open 50 Class

1997: 17th place Mini Transat race

MAJOR ACCOLADES 2001-2006:

2006: Voted 'Favourite European' by French population

2005: Winner Top Gear's 'Star in a Reasonably Priced Car'!

Ellen MacArthur, cont.

2005: BBC Sports Personality of the Year runner-up
2005: Laureus Sports Awards, Alternative Sports Award
2005: Listed in Time Magazine's 100 Heroes and Icons
2005: DBE awarded at Buckingham Palace by the Queen
2001: MBE awarded at Buckingham Palace by the Queen
2001: BBC Sports Personality of the Year runner-up
2001: Sunday Times Woman of the Year

Some interesting numbers 1998-2006:

- * Number of miles sailed by Ellen during the Kingfisher sponsorship: estimated 245,000 nautical miles – approximately 10 times around the world
- * Number of months at sea alone: 12.5
- * Estimated worldwide media coverage valuation: over £150million
- * Out of the five major solo ocean races during the campaign, Ellen has won three (Route du Rhum 1998/2002 and The Transat in 2001 – formerly the Europe 1 New Man Star] plus a second place in the non-stop round the world Vendée Globe race 2000/01.
- * Ellen holds five WSSRC ratified speed records including the solo round the world record in a time of 71d 14h 18m 33s
- * Spontaneous awareness of Ellen MacArthur [Feb 2005]: UK 77%, France 68%
- * Number of television viewers of Ellen's solo round the world record finish across UK, France, Germany totaling around 90 million *

Shipping Out showing in Anacortes, Washington on June 11th, 2007

WMA member Claudia Cimini has arranged for the Anacortes chapter of American Association of University Women (www.aauw.org) to sponsor a showing of Maria Brooks' documentary. There will be a panel featuring several WMA members to answer questions following the film.

When: June 11, 2007, from 7-9 pm.

Where: Anacortes Cinemas, located one block west of Commercial Street, on "O" at 5th.

Admission Fee: \$5.00 (All proceeds will go to the AAUW scholarship fund.)

Contact: Claudia Cimini at claudia_cimini@yahoo.com

Accommodations can be provided for anyone from out of town.

Scholarships Available for Women in Maritime Careers

WMA has recently become aware of a scholarship that is available for women who are seeking careers in the maritime industry. The source of this money is The Brier Foundation, created by Pinky Brier. Pinky was a pioneer in the aviation industry and through perseverance and hard work, she made a name for herself and achieved financial success. It was always her desire to help other women who wanted to work in transportation, and in 2004 she set up a foundation to provide scholarships to women in the fields of maritime and aviation. The foundation is managed by her niece, Sandy Pinkert. The foundation is rare in that it recognizes that maritime education is not always college accredited. Although a portion of the money goes to maritime academy students, the Brier Foundation also funds hawsepipers, This is especially timely considering all the new U.S. Coast Guard requirements for training. For more information, visit the Brier foundation web site at www.thebrierfoundation.org, e-mail pinkyflies@thebrierfoundation.org, or call 1-866-746-5913 (1-866-pinky1flies)

BRIER FOUNDATION SCHOLARSHIPS FOR WOMEN IN MARITIME TRANSPORTATION.

REQUIREMENTS:

Undergraduate – a Junior or Senior enrolled in a Maritime Academy in a program leading to a career at sea.

GPA of at least 3.25

Graduate – enrolled in a Maritime graduate program in the field of navigation, bridge officer, or naval engineering leading to a career at sea.

GPA of at least 3.25

Non-Academy Merchant Mariner – enrolled in a maritime school for a Merchant Marine License or Merchant Mariner Document

REQUIRED IN THE APPLICATION PROCESS:

Transcript if applicable

Proof of USCG accepted qualifying sea service – if applicable

Essays

Letters of recommendation – 3 professional and 2 personal (not immediate family)

Copy of licenses or certificates currently held – example: maritime document

Signed scholarship agreement

Join the WMA - Women's Maritime Association

Send to: Women's Maritime Association
PMB 743
1916 Pike Place #12
Seattle, WA 98101

WMA dues are \$35.00 annually. Please pay at the beginning of the year, or if joining later, prorate dues at \$2.90 per month and add \$35.00 for the next full year. For Canadian and other foreign memberships, please pay in U.S. funds and add an additional \$4.00 annually for postage.

Yes, I want to join WMA. Enclosed is _____.

I am renewing my membership. Enclosed is _____.

Please fill out the following information being sure to indicate if you'd like to be listed in the next WMA directory. The directory is sent **only** to individual members.

NAME: _____

ADDRESS: _____

CITY/STATE/ZIP: _____

PHONE _____ YEARS IN MARITIME INDUSTRY _____

EMAIL ADDRESS: _____

EMPLOYER/SCHOOL: _____

JOB DESCRIPTION: _____


Would you like to be listed in the next directory? _____

We want your photos!

WMA is looking for photographs of women working on their vessels to use on the opening page of our web site: www.womensmaritimeassoc.com.

Please e-mail any digital photographs to info@womensmaritimeassoc.com, or send snail mail to:

WMA
PMB 743
1916 Pike Place #12
Seattle, WA 98101



The Women's Maritime Association is an informational and support network of seafaring women and men. Established in 1980, WMA is based in Seattle, with members from all over the United States and several other countries. Our membership includes women who work on ferries, tugs, fishing vessels, tankers, deep sea merchant ships, yachts and delivery vessels, as well as women who are seeking employment in the maritime and fishing industries, or who are students in maritime training programs.

WMA's purpose is to promote communication among women and men in maritime industries. Our newsletter provides a forum for exchanging information on employment, health and safety, training, and the achievements of our members. As a network, WMA provides mentoring and leadership, historical references, humor and camaraderie.

Check out our MSN group for our own Job Board, General Message Board, Picture Album, Calendar and More!

Our Web site has a new look!
Check it out-
www.womensmaritimeassoc.com

Return to:
Women's Maritime Association
PMB 743
1916 Pike Place #12
Seattle WA 98101