



THE FOGHORN

*The Newsletter of the maritime Division of the
Company of Master Mariners of Canada*

MARCH 2005

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*Any opinion or meaning you find
in this newsletter is your own*

ANNOUNCEMENTS

NEXT MEETING

MARITIME MUSEUM OF THE ATLANTIC
2000 Hours, 9th March 2005

Guest Speaker
Captain Flynn
Topic
Mooring Master in China

DUES ARE DUE

Full membership \$ 125.00
Senior & Associate membership \$ 62.50
Please send dues to Captain D. MacAlpine
PO Box 315, Dartmouth, NS, B2Y 3Y5

BATTLE OF THE ATLANTIC SUNDAY

1230 hours, 1st May 2005
Merchant Navy & Norwegian Monuments
Halifax waterfront
We shall remember them

CMMC MARITIME SECURITY CONFERENCE

22 & 23 September 2005
Holiday Inn Dartmouth
'Security of ships, Ports & Coasts'

MINUTES OF THE PROFESSIONAL MEETING WEDNESDAY 9 FEBRUARY ARMDALE YACHT CLUB

At 1800, Capt Ball called the dinner to order with Grace and a tribute to former member and

distinguished Arctic mariner Capt Fournier who recently passed away. A moment's silence was observed. Some 25 members were in attendance.

After dinner at 1905, Capt Ball called the meeting to order. He welcomed a new member, Capt Tony Potts, currently Master of the CGS Edward Cornwallis. Capt Ball also welcomed a new senior member, Capt William Evans.

CANADIAN MARITIME SECURITY AND DOMESTIC OPERATIONS

The Divisional Master then called on Capt Wilson Stuart to introduce the speakers of the evening. They were Navy Commander Russell Stuart and Coast Guard officer Mr. Paul Kendrick. Over the next 50 minutes, these two public sector mariners delivered a very informative overview of the recent developments in Canadian domestic security policy and operations.

Mr. Kendrick described in some detail the "post 9/11" Canadian drive to consolidate the operations of the various marine authorities off our shores. The term he used was "marine domain awareness". He explained how the maritime responsibilities of our federal departments relate and how they have recently developed means to coordinate information and resources.

Commander Stuart then described the newly established Maritime Surveillance Operations Centre (MSOC) in the Dockyard where this coordination actually takes place. He emphasized that federal legislation has not changed and that the mandates of the Navy, the Coast Guard, the RCMP, and the Canadian Border Security Services remain the same. What has changed is the practical level of cooperation which is manifested in this new operations centre. Additionally, there is US Coast Guard participation at the centre with corresponding Canadian manning being worked out for a similar USCG ops centre in New England.

As an example of effective cooperation, Kendrick and Stuart recalled last summer's arrest of a yacht from the Caribbean carrying a very large cargo of illicit drugs for a clandestine delivery on the Eastern Shore. In a coordinated operation involving international police intelligence, DND air surveillance and tracking, Coast Guard transport of police boats and arrest teams, and a Navy frigate for fast intercept, a large marine criminal

engineers, chief officers and first / second engineers, with this number growing by the day. The acquisition spree by owners will also increase the deficiency. Indian owners are asking that Indians on Indian flag vessels be exempt from paying tax. Indians on foreign flag vessels are exempt even if their ship frequently calls at Indian ports. An Indian on an Indian flag ship must be away for at least 180 days to be exempt from tax.

LNG DISASTER AVERTED

The Norwegian island of Fedje near Bergen almost became a test case for heavy damage to an LNG carrier. The results of massive structural damage to an LNG carrier are relatively unknown as there has, so far, been no incidents on which predictions can be based.

The 2004 built, 27,000dwt LNG carrier *MARTE* suffered a complete loss of propulsion in September. Two tugs secured the vessel some 50 to 100 metres from the rocky coast. There were no injuries of damage resulting from the incident. [There was, no doubt, much resetting of pace makers and changing of underwear in many Flag official, Classification Society offices and insurance offices]. An electrical fault in the propulsion system is thought to have been the cause of the power loss.

NEW ADMIRALTY MANUAL OF NAVIGATION

The British Admiralty has had The Admiralty Manual of Navigation books completely rewritten. Volume 2 goes through the practical application of navigation then goes into the principles behind the practical. Astro



Who called the captain a cook?
Claude at his fund raising lunch at the Mission to Seafarers, flanked by captains Flynn & Wagner

navigation is encouraged and required in the RN, as are visual bearings and radar ranges for navigation even though all RN ships will be ECDIS fitted within a couple of years. Paper charts will also be carried on RN ships for the foreseeable future [as

they are good for making Ludo and other board games for entertainment when on far-off stations]. Astro fixes are now worked out quickly and simply by using a computer program called NAVPAC 2. No more pocket calculators or Marq St Hilaire method [Who dat?], or Long-by-chronometer [what dat?] nor ever the Air

Navigation Tables and plotting sheets in this high-tech age. The RN retaining the old ways may be partly due to the ease with which GPS can be disrupted. Retaining the core skills is considered necessary although many of those climbing the ladder may not think so. Instilling the discipline and attention to detail necessary for navigating on a paper chart while on a coastal voyage will be difficult when the mid twenty year old graduate of a collage has sat in the high backed chair on the Star Wars electronic bridge and played the electronic chart navigation / ship handling game.

The next great ship handler will be an eight year old with good wrist action.

GIANT ALUMINIUM CAN

The *BENCHIJUGUA EXPRESS* has made a 9,500 nautical mile delivery voyage from Australia to her trading area in the Canary Islands. The 127 metre trimaran is the largest vessel built of aluminium so far. She is powered by four diesels driving three jets delivering a total of 44,000hp. The vessel can reach speeds of over 40 knots and can carry 340 cars and 1,350 passengers. The vessel has two azimuthing retractable bow thrusters for better manoeuvrability. The vessel is owned and operated by Fred Olsen, SA.

SHORT SNAPPERS

- + An Indian and a Romanian crew member of the 96,922dwt tanker *TASSELS* died when they fell into a cargo tank. The vessel was docked at New Mangalore, India and the crew members are said to have suffocated [before or after they fell?]
- + The Canadian War museum, which is scheduled to open on 8th May 2005, may not display the three Canadian merchant ship models in its possession. The 10,000 ton Fort / Park ship *FORT VILLE MARIE* model may go the Calgary Naval Museum, leaving the 4,700 ton coastal vessel *MAISSONEUVE PARK* and the 3,600 ton tanker *NIPIWAN PARK* in Ottawa.
- + There are reports of the air cylinders fitted to some Emergency Escape Breathing Devices (EEBD) are unable to keep the pressure in the cylinder. Difficulty has also been experienced in having the cylinder filled in some ports, even large ones. One company has now started to check the cylinders on a daily basis.
- + The International Salvage Union has stated that double hull tankers and large box ships will cause salvors problems. The number of void spaces will cause problems if they get flooded. Salvage companies are also concerned that poor maintenance will lead to gas and explosion problems in these spaces. Removal of bunkers, often 4,000 to 5,000 tonne of heavy fuel oil, will be difficult to pump out. Fires in containers in a stack will also cause problems.

Two tugs from one company passed in line astern through a bascule bridge in Boston's Chelsea River but a third tug of another company had the bridge close on her. The elevated steering position on the top of a steel mast was damaged and had to be removed. The two

leading tugs transited on radio request from the first tug but the bridge operator said he did not hear the request from the third tug. There is conflict as to who said / heard / acknowledge what so the legal people will be rubbing their hands.

+ There are reported to be 19,000 - yes, 19,000 ways of ordering a coffee at Starbucks. Whatever happened to 'hot and strong?'

+ The USCG have been looking for a 14 foot diameter propeller with a length of prop shaft attached to it that was lost from the dredger *McFARLAND* in April 2004. This item was a suspect in the hole in the tanker *ATHOS 1* in the Delaware river in November 2004. As of February this considerable chunk has not been located.

+ Box ships are getting record charter rates for record periods. A 2,200 TEU ship has got an eight year contract at \$25,750US a day. (\$75million plus over the life of the contract). A fast 1,335 TEU ship has got a three year contract at \$24,600 US a day.

+ A French holiday group has dropped plans to purchase the 43 year old liner *NORWAY* (ex *FRANCE*). The project was to use the vessel as a resort in Honfleur but the numbers did not add up, the conversion price of \$268million US being too high.

+ A long time critic of the Alaska Marine Highway System's ferry service has been appointed deputy commissioner of the Alaska Marine Highway System. The fox is in the hen house.

+ A company with building on its mind is Yang Ming Line of Taiwan. It has thirty vessels on its order book ranging from 8,200TEU container ships to 1,500TEU feeder ships.

+ China imported 2000,000,000 tons of iron ore in 2004. The volume imported in January 2005 was 60% higher than for January 2004 despite a government policy to slow imports. China has outstripped the US as the largest user of just about everything but automobiles and oil. It has been stated that ALL the tankers on order now will be required to meet the needs of China for oil imports.

+ Irish Ferries is to tender out its crewing requirements to a third party agent who will supply what is stated to be a "fully qualified EU crew."

+ The *CMA CGM PASTEUR* was safe and snug in a floating dock in Bremerhaven when the wind came up. The dock workers got ashore before the floating dock broke adrift, carrying the container ship and its crew

with it. The crew were evacuated and tugs corralled the dock and hold it in place until things subsided. [Could the tugs claim salvage for the ship if they hooked up after the crew abandoned ship?] A similar storm in this yard caused the cruise liner *PRIDE OF AMERICA*, which was under construction, to



'partially submerge' [sink until the bottom supported the weight].

LEGAL LOCKER

CRUISING BRUISING

Force 4 to 6 winds were forecast for the area around Tunisia when the cruise liner *VOYAGER* sailed. The storm centre moved further south than expected and the vessel was hit by force 9 to 10 winds on the 14 February 2005. The bridge windows were broken and water stopped the propulsion system and knocked out communications but two engines were later restarted. The ship diverted from its destination of Barcelona and anchored off Sardinia with some storm damage and some passengers with 'minor injuries.' The 474 passengers were landed in Sardinia and flown home. The operator, V Ships, said it was taking all humane and economic measures necessary to improve the situation for the passengers. At least four passengers were reported to be still in hospital in Sardinia with broken limbs on the 16 February. The vessel will undergo repairs in Sardinia before proceeding to start its next voyage.

Needles to say some passengers are suing the Captain for negligence as they say he should not have sailed into such poor weather conditions. The owner, operator and captain claim they could not have foreseen the change in the weather [the weather forecasts apparently did not either].

CELL PHONE ASSISTED GROUNDING

The Italian master of the chemical tanker *ATILIO IEVOLI* is reported to have been talking on his cell phone when his 6,239dwt ship ran aground in the west Solent near Southampton, UK. The pilot had departed and the master was on the bridge with the vessel in autopilot. The vessel drifted north of the channel and grounded, floating off at high tide with some bent plates. Poor bridge management and division of tasks between the master, second officer and cadet - and the chief engineer - have been reported to be the cause of the grounding. The chief engineer had been occupying one of the two seats at the navigation console. The second officer had determined the vessel was leaving the channel but could not alert the master to this fact because the master was on his mobile phone.

RECORD FINE AGAINST MASTER

The master of the *TK VENICE* holds the dubious distinction of having the largest fine against a master levied in France. The fine of \$ 133,000 US was for pollution in May 2004. The ship's owner, Adriyatik Gemi Isletmeriligi were ordered to pay a similar amount and an additional compensation must be paid to four environmental organisations. The *TK VENICE* is a 1985 built bulk carrier of 6,596dwt with Halland type cranes. The master has explained that the 'slick' seen was wheat dust blown from the weather deck and hatch

lids. [Did he note protest on arrival as he would have unloaded less cargo than he loaded?]

ENVIRONMENTALISTS UPSET AT ASTEROID

A US research vessel, the *MAURICE EWING* [any relative of Bobby & JR of Dallas fame?] was using sound wave research techniques to locate an asteroid when it ran into coral reef about 45km off Yucatan. Although there was no pollution the vessel is expected to face a heavy fine for damaging about ten metres of the coral reef. Environmentalists have been upset with the vessel for using the sound-wave system, which it is claimed, is harmful to whales and sea turtles.

The asteroid is thought to have landed some 65 million years ago [without damaging the coral or the whales and turtles] but it is thought it might have been responsible for the extinction of the dinosaurs.

AIS BROADCAST PROBLEMS

A study by the Nautical Institute [the one in England] indicates there are problems with the information available with the Automatic Identification System (AIS). Members who may have logged on to the www.aislive.com page may have noted vessels doing a considerable speed for a long time while 'at anchor' or 'secured alongside' as their activity. Other vessels are bound for the port they are leaving etc. Other points noted by NI include incorrect length and beam information and the ships Maritime Mobile Service Identity (MMSI) [GMDSS call sign for us older types] in place of the ship's name. Ships have reported problems with other navigation equipment once AIS was attached to them. Gyros give out analog information while AIS sends it digitally, often via a very cheap low quality converter with errors being the result. Poor connections with the gyro feed-in also cause output errors to the AIS [hopefully not to the automatic pilot or steering compass - if still fitted]. As a ship can not see its own information on the radar screen it may be difficult to correct some of the incorrect coded information in their AIS or to check that their voyage data is reset for the condition they are in. Possibly VTS could contact the vessel and tell them to have these things rectified, or would that be considered 'interference from ashore?'

AIS became mandatory on 31 December 2004. [Look out, your Mrs. may want a similar system attached to the car to keep track of where you dock it for an hour or two].

IMO and the British Maritime Safety Committee (and possibly others) are upset at the AIS web page that displays real time movements and data on ships in many ports and waterways of the world. One of the partners in the web page is Lloyd's Register Fairplay. The number of users of the service indicates there is a need for the service but there could be changes to access or the information provided. The information can be obtained by other means so the providers say so removing their web page would only slow any illegal

activity down by a step or two at most.

If you go online at IMO's web site there is some downloadable advice about AIS. SN/Circ.245 advises that 'the AIS should be ideally be connected through an uninterrupted power supply' in the same way ship's radios are powered. This will not, as some thought, speed up the discharge of the batteries in an emergency as the AIS takes so little power to operate. Note SN/Circ.244 is an attempt to provide consistent spelling for the vessel's port of destination which is manually inserted on board fields as part of the AIS signal. Instead of entering the port by name it recommends the use of the UN 'Codes for Ports and Other Locations' - the well known UN/LOCODE which every one has on their desk, if not in their back pocket. A ship bound for Rotterdam from Dubai would enter AE DXB>NL RTM. Pity the poor terrorists who must now obtain the UN/LOCODE to decode part of the AIS information they can get off the internet at www.aislive.com

CLASS B AIS EQUIPMENT

The AIS equipment installed on ships requiring it is called 'class A' equipment, implying there may be other classes in the future. A concept for a 'class B' unit is in the works, unknown to most / many mariners, me included until today.

The class B equipment is intended for pleasure boats and others that do not have to carry the class A units. Its carriage would not be mandated by IMO but some flag states may require it to be fitted in certain areas or on certain size craft. The US is planning on requiring it on boats over 20 metres in length, for instance.

The specifications for these units has not been finalized so it could be a few years before units are available, although manufacturers are developing units already. Some small craft are fitting class A units but the vessel may not have the inputs required to make the class A unit function properly (no heading or speed input). A commercial ship master has asked if he can turn off the class B signals from his display so he 'can concentrate on the ships that really count.'

CORAL DAMAGED

The 4,056TEU *MSC DIEGO* has been cited for anchoring in a no anchor zone in the Sanctuary's Tortugas Ecological reserve off Florida. Divers found about 1,000 coral colonies crushed or overturned in a 1,175 square metre area (slightly smaller than an Olympic size swimming pool). The P&I club has hired divers to reattach the coral colonies.

CRIMINALIZATION OF MARINERS TO INCREASE

Look for more shipmasters and mariners to be treated like criminals in European Union waters. The EU Parliament voted strongly in favour of a Directive on Ship-Source Pollution which effectively means anyone found responsible for an oil spill could be prosecuted. Industry objections did not change the vote even

though this exceeds the Marpol convention standards.

The legislation also opens the door to a European Coast guard dedicated to pollution prevention.

SHIP MAY HAVE BEEN IN HOT WATER

The Italian ro-ro *REPUBLIC DI ROMA* has been fined \$200,000 US for pollution off the French coast. A slick was observed for 10 km behind the vessel. The chief engineer claimed the 'slick' was hot water from a defective boiler. The slick was seen with infra red binoculars so what was seen may be debatable.

PUFFING, POTTY & PETROLEUM PROBLEMS

PORT GOES LOW SULPHUR

The Port of Tacoma has received a \$115,000US grant to provide its fleet of thirty straddle carriers with diesel oxidation catalysts. The port has also switched to ultra-low sulphur diesel fuels for its vehicles.

THE BUCK STOPS ON BOARD

(except in salary situations)

TEEKAY Shipping of Vancouver is threatening it may move its headquarters from Vancouver to another country if pending amendments to Canadian environmental legislation are not changed. The senior managers are concerned that the new legislation will make them liable for an oil spill caused by a ship's crewmember. The minimum fine of \$500,000 Canadian for an indictable offence in Canadian waters. The proposed legislation may also extend the jurisdiction beyond the 12 mile limit to the 200 mile Exclusive Economic Zone if it is enacted as is.

SUEZMAX BUMP-UP

The *GENMAR KESTREL*, at 15,000dwt collided with the 147,253dwt *TRIJATA* in the Mediterranean. The *KESTREL* won the oil spill title with 860 tons spilt while the *TRIJATA* lost 440 tons.

UNWANT SHORE LEAVE

It is expected that the master of the *KATERINA* will plead guilty in a US court to charges of tampering with the oil record book of his ship. The 25,000dwt bulk carrier was detained in September but was released without 13 of its crew after a bond was posted. [Possibly the growing shortage of seafarers might see the ship remaining impounded while the crew is released - got to keep the wheels of commerce grinding] The 13 are expected to be removed from the US once the court proceedings are ended. The master also faces an obstruction of justice charge. The owners pleaded guilty and are to pay a fine expected to be \$500,000 US. The detained crew members have been housed and fed by charities in the Long Beach area. [At least they got ashore, unlike so many].

The secretary general of the IMO has asked the

CALL THE MATE



SAFETY FIRST

If you look closely you will see the child between these two well protected adults is more likely to suffocate than be injured in an accident

secretary of homeland security in the US to let mariners ashore in US ports. The US is concerned with the authentication of documents relating to individual seafarers and fraudulent documentation.

DECK LOG

At least the snow blower had a rest during most of February. When it was purchased last year due to advancing years of the operator, I said that with my luck it would now no longer snow because I had a snow blower. My luck has turned, but not for the better.

The criminalization of the mariner continues while management may jump flag and or country to avoid any actions which may be taken against them. There should be some IMO backed 'anonymous whistle blower hot line' where mariners can report any management imposed pollution violations. Oil water separators which are not repaired or slops which are not offloaded at appropriate ports and are then pumped overboard are a couple of instances that would spring to mind.
