



Company of Master Mariners of Canada

From the Bridge

The Newsletter of the Company of Master Mariners of Canada

www.mastermariners.ca

November 2011

The Company of Master Mariners of Canada is a corporation established to serve the shipping industry, further the efficiency of the sea service and uphold the status, dignity and prestige of Master Mariners.

FROM THE MASTER'S DESK

Having recently been elected National Master of the Company of Master Mariners of Canada one of the first functions that I was called upon to participate in was laying the wreath on behalf of the Merchant Navy at the National Cenotaph in Ottawa, Canada during our Day of Remembrance on November 11.

In doing so, I reflected on what a great privilege this was, given that being a "baby boomer" Master Mariner participating at a ceremony where so many Master Mariners and Seafarers had suffered through many years of hardship to allow me to fulfill my own career.

In particular, the Battle of the Atlantic was the longest battle of the Second World War, continuing unbroken from the first day of the war, September 3, 1939, to the last day of the war in Europe, May 8, 1945. The Merchant Marine was committed from the first day to the last.

There is no question that the combined uniform services provided untold contributions to the war effort as Merchant Seamen bore much of the brunt of the Battle of the Atlantic. More than 1,600 Canadian merchant mariners died, including eight women.

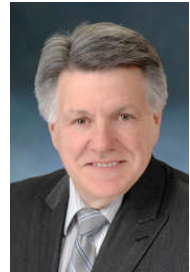
In addition to its central role in the Battle of the Atlantic, Canada's Merchant Marine shipped cargo to ports around the world. Inland and coastal shipping formed an integral part of the worldwide trade network on which the outcome of the war depended.

At the end of the war, Rear Admiral Leonard Murray, Commander-in-Chief, Canadian North Atlantic, said, "the Battle of the Atlantic was not won by any Navy or Air Force, it was won by the courage, fortitude and determination of the British and Allied Merchant Navy."

Merchant mariners would serve once more in wartime, during the Korean War, 1950-1953. Twelve Canadian flag ships helped deliver supplies. There were no casualties.

As these conflicts ended many seafarers who had endured years of hardships had gone on to become professional Master Mariners in their own right including raising families, becoming captains of industry and filling other lofty career ambitions.

As they were fondly known as the "fourth arm" of the service, Merchant Mariners' struggles did not end at wars last shot, many took on Governments to get recognition for their contribution during the war as it was not until the late 1990's that Parliament in Canada finally passed legislation to recognize their contributions under the Veterans Act.



"Only those who have known both can appreciate the true differences of ocean life in peace and war. A death in battle is not the worst way of going; it's often a swift end, the soul ready. But there's no zest for combat when the sailor, trained to cope with hurricane or iceberg, with reef or traffic or fire, must endure his ship's crawling on imposed course in a drab huddle of strangers. All the while there is the suspense of waiting to see which vessel will be the next to burst into flame or a soaring cloud of debris, leaving a gap in the ranks of floating steel. In convoy the active searover must bind himself on voiceless, lightless, crowded passage to strange secret points. He must bear as trained passivity, week after week, entirely dependent on the competence of a thin escort"

For all those Mariners who crossed over the bar in the name of peace, *lest we forget!*

Captain John McCann. National Master.

(Note: It is thought that this was the first time a National Master had laid the wreath at the National Cenotaph. Editor).

CROSSED OVER THE BAR

Captain Ritchie ("Ratch") Burnill Wallace: Ratch sailed off into history on October 16, 2011, but he was where he would have wanted to be, finishing up the cruising season commanding the *Canadian Empress* on the St. Lawrence River.

Born in Toronto on November 7, 1944, Ratch was the only child of Bill, a bookstore owner, and Grace, a librarian and expert thoroughbred handicapper. He attended Humber College, Lakefield College and the University of Waterloo. He began his professional stage career as an actor at the Crest Theatre in Toronto and the Stratford Shakespearean Festival. In 1966, he starred in the pioneering Canadian feature film "The Offering", written and directed by David Secter. His film career encompassed ten feature movies, including "Ragtime Summer", for which he wrote the screenplay and also produced with Deanne Judson. He acted in many radio and television programs and was active in the administration of his union, ACTRA. He spent twenty years on a favourite project, writing a screenplay, and researching and directing the exterior photography for a film based on the tragic final voyage of the Great Lakes freighter *Edmund Fitzgerald*.

On one of many journeys to California, he became friends with the actor, sailor and novelist Sterling Hayden. The bond with Hayden rekindled Ratch's interest in maritime pursuits, and led to marine officer training at Georgian College followed by Great Lakes and North Atlantic voyages in the fleets of Upper Lakes Shipping and Imperial Oil. He obtained his Master Mariner certification in due course and, among other commands, became the Master of the historic 1925 Muskoka Lakes steamship, the *Segwun*. He navigated fast sailing yachts in several Lake Ontario long distance races, and combining his talents for seamanship and business, established Moviemarine, a company providing vessels and sailing personnel for film projects.

During this time, from 1981-1987, Ratch played the role of Kenny Volker, on the CBC television series, "Seeing Things". Ratch thoroughly enjoyed playing the role of this hockey playing, tough-guy-with-a-heart character. From 1992 - 1999, Ratch was the Senior Superintendent at Robert Reford, a General Steamship Agent Company.

In the late 1990's, Ratch moved from Toronto to Victoria, B.C. to be closer to his family and to take a position with B.C. Ferries, as commanding officer of several different ships and later, as an executive responsible for aspects of safety, planning and new construction.

Regarding "retirement" as merely a nuisance, in 2010 he re-joined one of his former employers, Bob Clarke at the St. Lawrence Cruise Lines, operating cruise ships down the St. Lawrence River between Quebec and Ontario. He was happily engaged in this when he suffered a sudden heart attack and died on October 16, 2011.

Captain Wallace was an ebullient, high-spirited and kind man who enjoyed cultivating friendships with a wide cast of characters and then introducing them to each other. He was a man full of integrity, and was generous to those with his time and support. No one was ever boring to Ratch; he was always able to find their story. He thrived on both being a storyteller and having stories told to him. His sense of humour was superb and he could spin many a fascinating tale with a range of theatrical effect. As a leader, Captain and boss, he was highly respected, both personally and professionally. Ratch's motto was "the art of leadership lies in liberating people, to do what is required of them, in the most humane way possible. The true leader removes obstacles that prevent people from doing their jobs." – Anon quote. No one who knew him will ever forget him. He will be very much missed by his hundreds of friends and colleagues across Canada.

He is lovingly remembered by his entire family, including his two daughters and their families: Kate Wallace and Lance Priestley and their three children (Jackson, Ruby and Shane); and Mercedes Calvert and Todd Legault and their children



(Johnny and Jake). He will also be deeply missed by Lissa Calvert, his lifetime companion, and mother to his daughter Mercedes.

Ratch Wallace was a very active member of the Company of Master Mariners of Canada. He was an early recipient of the CMMC Captain Baugh Award. He served as Master of the Great Lakes Division from 1995 to 1999 and then was National Master from 1999 to 2001. He had been National Secretary since 2008.

Following are his Minutes of the 44th AGM, one of the last services Ratch Wallace performed for the Company.

44th Annual General Meeting Minutes of the Company of Master Mariners of Canada held at the Holiday Inn, 111 Cooper St., Ottawa, on Saturday October 1st, 2011, 1500 hours local time.

National Executive: Captains- J. McCann -Deputy Master (Chair), P. Turner -Past Master, J. Gallagher -Treasurer, R. Wallace-Secretary.

Councillors: Captains D. Rose, F. Hough, M. Hubbard, G. Vale, I. Lantz, R. Gates, F. Hough, J. Parsons, T. Brooks, K. Rogers, J. Daniels

Members: Captains J. Greenway (Education Chair, Foundation), D. Jenkins, B. Thorne,

Note: Captain J. Calvesbert, National Master was unable to attend for personal reasons.

1. Acceptance of the minutes of the 43rd Annual General Meeting was proposed by J. Parsons and Seconded by G. Vale. Carried.

2. Business arising: Captain J. Greenway proposed that the Council recognize Captain Tom Brooks, in person at this meeting, as a Life Member elected in the 43rd AGM. The Council enthusiastically applauded Captain Brooks recognizing as well his dedication to the Merchant Navy Veterans on behalf of the Company.

3. Reports from Officers: Capt. Hubbard, Master of the Capital Division, reported that there were 18 members in all categories, mostly "Senior". The Council attended 7 meetings throughout the year and the Division also hosted a summer BBQ in August and a Christmas get together in December. Capt. Hubbard and members attended 8 public events representing the Company including: CMAC, Veterans Appreciation Day (Merchant Navy Vets Display), Battle of the Atlantic Spring Ball, and the "First Poppy Presentation to the Governor General" at Rideau Hall. The Great Lakes Division held 9 meetings or gatherings over 10 months, explained Captain F. Hough, Master. There were speakers on BC Ferry Services operations, the role of fatigue in marine casualties among others. The highlight of the year was a trip by many members to Georgian College in conjunction with the International Ship Masters (St. Catherine's Lodge) to see and enjoy the new Navigational Simulators. There were 63 members in this Division at year's end. The Fundy Division with a complement of 21 members held a full slate of well-attended meetings as well as a Christmas Party at the Shadow Lawn. Capt. McCann, Master, explained that the Division is actively seeking new members and that member Robert Jette Q.C. has recently accepted the role of Company liaison with the CMLA. Maritimes Division, with 103 members was undoubtedly the busiest of all last year. As Hosts of the IFSMA AGA on June 9th and 10th linked with the successful conference "Shipping and the Environmental Issues" June 7th and 8th to put together in 2011, what more can be done?" It was remarkable that there was time for other activities. Happily there were a variety of Technical meeting including one by David de Wolfe on the changing of the method of measuring tides. To say that the Maritimes Division furthered the profile of the Company both internationally and in Canada this June would be an understatement. Capt. I. Lantz represented the Montreal Division, as Capt. Coelho, Master was unable to attend due to business responsibilities. The Division, which has 21 members, is financially sound and plans a "cargo" seminar for late November. Capt. Lantz has been charged with the task to organize more activities for the future, as the Division has been somewhat quiet in this past year. In January of this year Capt. Chris Hearn was elected Master of the Newfoundland and Labrador Division (NL). Unable to attend this AGM Capt. J. Parsons delivered the Master's report on behalf of Capt. Hearn. At this time the NL Division boasts 52 members overall including 4 Cadets and several Associates who were former Cadet members. The Division puts on a well attended monthly Technical speakers program which included: Dynamic Positioning operators qualifications, the implementation of MARPOL NOx and SOx limits, Canadian Navy's anti-piracy contribution of East Africa and the value of the Transportation Appeal Tribunal to seafarers. The development of a Nautical Skills Competition for students and the closing of the Marine Rescue Sub Centre (MSRC) in St. John's are topics of ongoing interest and focus for the NL division. Capt. Don Rose, Master of the 130-member Vancouver Division told members that the Division had a good year with numerous meetings. Notably one meeting was in April aboard the BC Ferry "Spirit of Vancouver Island" which afforded the opportunity for in person communication for members from both Vancouver and Victoria while the ship was underway. Capt. Rose thanked the Master, Officers and crew for their hospitality. Mr. Donald Rousell, Director General of Ship Safety (TC) and Capt. John Yeung from Ship Safety, Regional Offices- Vancouver, gave presentations on new challenges for Transport Canada in changing times and the Marine Personnel Regulations (CSA 2001) Deck Certification changes. Member Gordon Houston, former CEO, Vancouver Port Authority, presented an address on the merger of the ports of Vancouver, Port Fraser and North Fraser. Capt. G. Vale is the Master of the Vancouver Island Division located in Nanaimo. The members hold monthly lunch meetings in the Board Room of the Nanaimo Port Authority. Recently the members were treated to a guided tour of the Cruise Facility and dock by member Capt. E. Dahlgren, Harbourmaster. This sparkling new facility has welcomed Nanaimo's third cruise ship on September 25. The Division has 17 members and is active in the recognition of the Merchant Navy Veterans locally throughout the year.

The National Secretary's report recognized the efforts of the Maritimes Division through the Conference and the IFSMA AGA as a major focus for the Company this past year. Capt. Wallace's report noted the change of CMLA liaison officer from Capt. P. Ireland to member Robert Jette Q.C. of St. John, N.B. The report also mentioned that the Company records since 1967 are all archived at the British Columbia Maritime Museum and can be accessed by any member through the Secretary. Capt. J. Gallagher's Treasurer's

report highlighted that the Company continues to be in good financial shape. Trimming expenses such as small items (i.e. Teleconference expenses) are a key focus. Membership Chair Capt. Y. Kooka reports that there are currently 454 members (in all categories) which includes 23 honorary members and 5 life members. He requested that Divisions send all their cheques to the Membership Chair and most importantly on time (well before August/September). As well he requires member's details sent to membership. Captain John Greenway, Education Chair and Chair of the Foundation described that he maintains close contact with all the Maritime Training Schools, attends CMAC regularly and monitors on behalf of the Company, IMO STCW amendments. He maintains contact with the Director Marine Personnel and Pilotage (TC) and sits on the Standing Committee on Personnel at CMAC. He reported that the Marine Sector Council through HRSDC has not been successful. Capt. Greenway noted that recognized Marine Schools cadet programs continue to be full. Capt. Gallagher presented the Captain G.O. Baugh Memorial Fund operations report whereby two \$1000 scholarships were awarded to two nautical students one from BCIT (PMTI) and the other from Port Hawkesbury. Capt. Greenway reported that the CMMC Foundation awarded two \$2000 scholarships, from a field of 9 applications, to cadets in Nautical Programs in Canada. He thanked Capt. Kathie Rogers for her work over the years as the Foundation's first administrator. Capt. Rogers has retired as she will be out of Canada for the next few years, sailing. The members thanked her with applause. Capt. Greenway welcomed Capt. Jim Parsons of NL division as the new Administrator.

4. The following officers were nominated for election or appointment by the National Council at the 174th NCM.

National Master- Captain J. McCann

Deputy Master- Captain M. Hubbard

Assistant Master- Captain Chris Hearn

National Secretary –Captain R. Wallace

National Treasurer- Captain J. Gallagher

The slate of National Officers was unanimously approved.

All the members present thanked Captain Jim Calvesbert for his service to the Company.

5. Auditors report: Shows the Company holding a current surplus of \$63,271 (Dec 2010). Donations to the Captain G. O. Baugh Memorial fund were in the order of \$1188.75 and the fund has total assets of \$12,623 (Dec 2010).

6. Appointment of Auditor: The Treasurer, Capt. Gallagher, explained that he was satisfied with the work of the current Auditor Scott. A. Webster, CMA, and his report of the Company and the Baugh Fund and then proposed that the AGM appoint Mr. Webster again. This was seconded by Capt. Turner. Carried

7. Date, Location and Time of the 45th Annual General Meeting:

Saturday October 13, 2012 at 1500 hrs local time in St. John N.B.

Captain McCann thanked the Capital Division and in particular Captains Hubbard, Jenkins and Daniels for their work in organizing this very excellent weekend of meetings.

8. Adjournment: Captain G. Vale moved Adjournment of the meeting.

R. Wallace

Time for action of fatigue: If the industry is going to attract the recruits it needs, it should stop talking and putting off the day when ships are manned adequately for the intensity of their trade, says Michael Grey. Goodness knows there is enough work being undertaken on fatigue among seafarers and how it can be dealt with. Useful research projects are being undertaken in the UK, the USA, Sweden and doubtless in other places too. Any amount of evidence has emerged from accident investigators about the contribution made by exhaustion and lack of sleep to all sorts of incidents, from the Barrier Reef to the Irish Sea. But is anything positive actually being done to stop people dropping from exhaustion, or deciding that life lived with matchsticks holding their eyes open is not for them?

A correspondent to the *Nautilus Telegraph*, a 26-year-old Second Officer on a containership, writes with considerable feeling of the regime aboard his ship and the fact that the operational needs of his vessel make it quite impossible for him to live his life in any other state than dog-tired and stressed. It is a balanced letter, written by somebody who is thoughtful and clearly diligent, but who is effectively being driven away by the unreasonable demands of his trade.

His final paragraph, above his signature (*Knackered Sailor*), which understandably protects his identity, is something that deserves to be given wide circulation, and should be read by those recruiting into the industry, shipowners and regulators alike.

"The sad thing about all of this is that with a few changes, this could be an extremely satisfying job. It is up to the powers that be, without the input of shipping companies and their shareholders, to implement the changes necessary to make this an attractive career for young people, and not the last resort option that often is sadly the case."

What we are really talking about is the need for ships to be adequately manned for the intensity of the trade they are operating in. It is surely not something that is beyond the wit of man or regulators to address. But instead, we have been bogged down for years in research projects, which, however valuable, merely put off the day when serious decisions will have to be taken.

Flag states don't help when they compete with each other for the most liberal manning scales (liberal, that is for the employer). A good operator who is aware of the menace of a fatigued crew, then finds he is at a disadvantage when competing with a company operating under a different flag where the crew is smaller. Too many people operate with minima, without any "leeway" to deal with all the events that crop up during a voyage. Fatigue then becomes endemic – par for the course.

The whole situation has been brought about by the simultaneous reduction in crew numbers pretty well across the board, the increase in the utilisation of ships and the intensity of their operation. It might be justified in business terms as sensible cost reduction, leading to extraordinary productivity increases, but it has come at a pretty high human price.

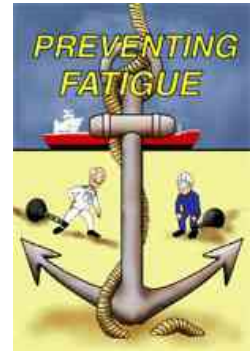
The *Nautilus Telegraph* correspondent spells out what this sort of "life on the wire" is like in terms of 11-hour working days at sea and 13-hour days in port, but with the added exasperation of sleep interruptions for mooring operations. He tells it like it is, suggesting people contemplating such a career ought to be appraised of this reality. "I work, I sleep, I watch films," he writes. It does not seem a stimulating life, and it ought to be better.

Seafaring has always encompassed an element of "go-on, stop-on" about it, but in an earlier age when there was less haste and manning was more generous, there was an opportunity to get some rest and relaxation, along with a bit of fun in shore excursions. A ship, generally less of a multi-lingual hotchpotch, had sufficient people aboard to generate something of its own social life.

Of course we can ignore this letter, dismissing it as a whine from somebody who has become disillusioned. There have, after all, been plenty of similar complaints over the years, as the manning scale has been reduced and ships started to be operated more "optimally". People of a certain age might scornfully suggest that the "younger generation" is somehow lacking in moral fibre, and that a bit of sleeplessness never did them any harm. In this, they would be doing themselves a disservice and misinterpreting the importance of such a message from the people who actually run the ships today. What is the new potential recruit going to be told as he digests the sales pitch about foreign ports, good pay, long leaves and early responsibility in a really interesting job, and asks the killer question about the length of the working week? "Oh it's only about 94 hours "

Maybe it is time we actually did something concrete about the haste with which we expect ships to operate, or at least man them accordingly, so that utter exhaustion is not an accompaniment to the normal job. Perhaps, if we are to attract and retain the bright young officers we hope will enter the industry, and prevent those we have describing the job as "a misery", we ought to stop talking and putting off the day when ships are going to be manned adequately for the intensity of their trade, and not by some ridiculous minima cobbled together between the owner and flag state. **Michael Grey. The Sea – Issue 213 Sept/Oct 2011** www.missiontoseafarers.org

For articles on "Fatigue at sea" read: - <http://www.mastermariners.ca/newfoundland/uploads/09cfasreport.pdf> and <http://www.deltamarinegroup.eu/blog/crew-management/officer-fatigue-at-sea>



MASTERS: A COMPARATIVE ANALYSIS, YESTERDAY AND TODAY: When I started my sea career in the 1940s, the Master still was accorded his traditional status, "Master Under God". Regardless of his personal traits he was given deference due not only by the crew but also by passengers (some would boast, "we are sitting at the Captain's table"), and by the company's Board of Directors. A shipping company entrusted their costly assets and depended on the Master, whom they would know personally, to prosecute the voyage in a timely and effective manner. In those days, on British ships, in which I sailed, and those of other traditional maritime nations, Masters usually had trustworthy, qualified and experienced heads of departments who would see to operational and maintenance matters. Many Masters had help with their administrative affairs from a Radio Officer or a Chief Steward.

When I was Master in the 1960s I still had the position's traditional authority and decision-making power as well as the full backing of the company's Executives with whom I communicated periodically. I was a non-national to them, but they had met me, knew my record and were very supportive.

Today, I am all too aware of the change in a Master's status, not in the minds of his crew, but in the view of port state authorities, including national justice departments and in many shipowners and managers. The Master's authority and decision-making powers have been diminished, in part, by advances in communication technology and in part by a surfeit of Codes and Regulations emanating from IMO - with the best of intentions.

The Master's responsibilities have not been diminished and in the event of his ship or crew being the source of an offence under a state's law, the Master is seized as a hostage and deprived even of his human rights.

There is an unacceptable risk of the loss of livelihood and even of liberty as well as the daily stress of fatiguing attention to details formerly handled by subordinates, no longer employed by owners or managers. These people cut crews to a dangerous minimum while the state maritime administrations and IMO accede to the farcical "Safe Manning Certificate" despite their lip service to "Safe Ships and Clean Seas".

The largest shipping company in the world and other majors, employ technology which monitors their ships' performance and they are quick to communicate any perceived fault. Perhaps this explains a policy trend to phase out European senior officers, replacing them with less experienced but less expensive officers. It is all a matter of money in this heartless, unforgiving, competitive industry.

Members are requested to "think on these things" and to e-mail their thoughts on the subject to The Editor at this address: whitknit@telus.net **Captain Angus MacDonald. Maritimes Division**

Care for crew as well as the environment says InterManager: Modern corporate social responsibility should include measures to care for crew as well as the environment, says InterManager Secretary General Captain Kuba Szymanski.

Discussing corporate social responsibility (CSR) at this year's InterManager Annual General Meeting, Captain Szymanski said: "People talk of 'hugging trees', I say let's hug seafarers first!"

Urging ship managers to embrace crew concerns when implementing a CSR programme, Captain Szymanski asked, "Why do we care more about birds and whales than we do about seafarers?"

Demonstrating the effects of increasing amounts of legislation, former ship's Master Captain Szymanski stripped off an item of clothing for each official law that audience members' could call out – stopping after tearing off his jacket and tie to the relief of amused delegates attending InterManager's AGM in Manila, Philippines this week.

"Educate do not regulate," Captain Szymanski urged international organisations like the IMO and EU, vowing to ensure InterManager members will work to self-regulate to ensure mandatory regulation is minimised. He later explained, "I am all in favour of protecting wildlife and the environment of course but I want to make sure that it is achievable and manageable. I am a great believer in empowering ships' crew and Masters to make sensible and correct operational decisions onboard without fear of unfair criminalisation."

InterManager members, who already sign up to a Code of Conduct, are actively involved in discussions about industry-wide initiatives such as Key Performance Indicators (KPIs) and corporate social responsibility. Captain Szymanski told them, "In my opinion CSR goes hand in hand with the KPI project."

Source: InterManager. 17 November 2011

<http://www.hellenicshippingnews.com/en-gb/News.aspx?ElementId=77fda9cf-896c-4534-8221-a23d72a99283>



Vessel Security: During recent visits to vessels while performing audits, I was struck by how little control most merchant vessels have over their own security. Cruise ships are an exception, as every access point is fully manned and equipped with metal detectors etc.

Consider your home city: you wish to visit a government office, or perhaps a medium to large commercial enterprise.

You arrive, park your vehicle and enter the reception area. You may have had to ring a bell to gain access, or perhaps you had to state your business at the gate. You now inform the receptionist that you are here to see "Mr. Brown". You may have to conduct your business through security glass, or perhaps your name is checked against a list, or you sign



in. Your contact arrives and deals with you, or takes you through one or more locked doors to his office. You conduct your business and leave, thinking little of the inconvenience. You accept that the company must protect their premises and their personnel.

Now apply the same principles to a vessel, alongside or at anchor. You climb the accommodation ladder and find yourself on the main deck, surrounded by a cage. If there is no one there to meet you, you press a button, or lift a telephone, and speak to the OOW. A crewmember appears, checks your ID and asks your business. The vessel officer with whom you have business -not necessarily the Captain - is alerted and you are permitted to enter the vessel, or told when to return. The OOW, who has been watching from the bridge, or from a safe distance, releases the cage gate by remote control and you enter the vessel.

As the OOW can observe from a distance while the AB on watch deals with the visitor, there is little possibility of the AB being overcome or bypassed.

It would also be possible to have all shore officials deposit firearms into a lock box, operated by remote, before being permitted to enter the vessel. It seems that almost anyone can board a merchant vessel when in port.

Every government official, contractor or agent's runner comes on board and everyone wants to see the Captain, or perhaps the Chief Engineer.

There are insufficient crewmembers to mount a gangway watch 24/7, yet if the deck watch leaves the gangway for a moment, port security is likely to censure the vessel.

My question to such port security is: "if your port is secure, why does the vessel have to mount a continuous gangway watch when there are other tasks to do such as tending mooring lines?"

The advantages of such a system, namely a cage barrier at the gangway access, are that: -

- Crewmembers would not have to tend the gangway at all times as access is controlled
- All visitors are vetted before they can access the vessel
- Visitors can be denied access, told to return later, or dealt with through the cage without allowing them onboard, and
- Control is returned to the vessel. The Master (or Chief Engineer) sees only those visitors he wishes and at the times agreeable to him.

Some may object to this proposal. They wish the vessel and Master to be accessible at all times. The cage gives a security control to the vessel similar to that we experience in our daily lives. If we cannot control access to our workplace, and temporary home, then we will never achieve the decision making power we Ship Masters once had and aspire to exercise again.

Captain John Lewis FNI

The above first appeared in *Seaways*, the International Journal of the Nautical Institute.

Government of Canada introduces regulations to require voyage data recorders on large Canadian vessels: OTTAWA — The Honourable Denis Lebel, Minister of Transport, Infrastructure and Communities, today announced that under new regulations, certain large passenger and cargo vessels will be required to have voyage data recorders. Similar to an airplane's black box, the equipment captures critical information to help investigations into accidents at sea.

"The safety of vessels is a priority for our government and we are committed to making continuous enhancements in marine safety," said Minister Lebel. "Should an accident occur, information from a vessel's voyage data recorder can be used to help investigators learn more quickly and more thoroughly the cause and what can be done to help prevent a reoccurrence."

The *Voyage Data Recorder Regulations* will require, as of January 1, 2012, that new passenger vessels of 500 gross tonnage or more and new cargo vessels of 3,000 gross tonnage or more not engaged on an international voyage be fitted with voyage data recorders. Owners of existing passenger vessels have until July 1, 2015, to install the equipment, depending on their inspection schedule. The new safety measure addresses a Transportation Safety Board recommendation highlighted in its Watchlist earlier this year.

The regulations also implement the voyage data recorder requirements under the *International Convention for the Safety of Life at Sea (SOLAS), 1974* for Canadian vessels engaged on international voyages.

Transport Canada inspectors will monitor and enforce compliance with the regulations, including mandatory use, maintenance and testing of voyage data recorders, through regular inspections of Canadian vessels.

The *Voyage Data Recorder Regulations* were pre-published in the *Canada Gazette*, Part I, on November 6, 2010. After allowing time for comments, the regulations were published in the *Canada Gazette*, Part II, on October 12, 2011.

No. H105/11 - November 3, 2011

<http://www.tc.gc.ca/eng/mediaroom/releases-2011-h105e.htm>

(See FTB November 2010, Page 14: Voyage Data Recorders).

CMMC at SARSCENE 2011: The National Search and Rescue Secretariat (NSS) is a coordination body that links major agencies involved in the National Search and Rescue (SAR) program. Federally the agencies include the Canadian Forces, the Canadian Coast Guard, Transport Canada, Environment Canada, Parks Canada and the Royal Canadian Mounted Police. They are also a link to non-federal ground SAR activities. The NSS holds an annual Search and Rescue Conference entitled SARSCENE. In 2011 the Conference was held in Winnipeg and the Company of Master Mariners was invited to participate on a panel on Arctic Search and Rescue.



This is a new venue for CMMC and it represented an opportunity to raise the profile of our organisation with some important agencies that we do not routinely deal with. The opportunity was taken to outline the purpose of the CMMC and the fact that the increased activity in the Arctic represents increased opportunities for our members. Our interest in SAR is part of a wide ranging interest in ascertaining the risks associated with the opportunities and providing for CMMC members to fully understand how emergency response works in the North.

The presentation outlined in the process used successfully thus far by the CMMC, which is "facilitated panel discussions that are scenario based". A scenario was developed in which an expeditionary cruise ship has a full breach in a remote location. In various sessions we explored issues with respect to search and rescue, oil spill response and communications. In every case we have had interesting findings which can be found on the CMMC website.

The audience was made aware that the Master has a responsibility for the crew, passengers, cargo and ship and is not always well served by authorities or services ashore in aid of discharging these responsibilities. For example, a Master may be in full regulatory compliance but still could be in the Arctic equipped with open lifeboats, insufficient numbers of immersion suits, inadequate medical supplies and a SAR system that is going to take a long time to arrive on scene.

The expeditionary cruise ship is not the most common traffic in the North but was chosen for the scenario as it represents particular challenges for the Master and the response authorities. If preparedness is adequate for such challenging events, other commercial ships with smaller crews should be well served.

Ross MacDonald from Transport Canada presented on the Canadian Arctic Council, the Arctic shipping assessment and changes that have already been made to the use of NORDREG and contemplated changes to the IMO Polar Code.

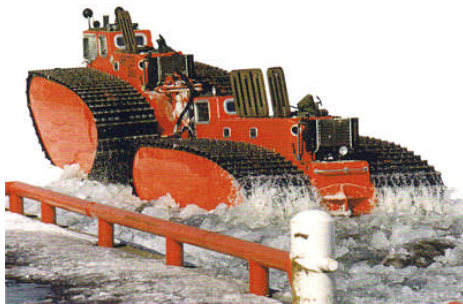
During the question and answer period there was an interesting question regarding the shipboard processes during an emergency. There was much interest in the Master's responsibility to protect passengers and crew by contemplating a wide range of possibilities, including: keeping the ship as seaworthy as possible and remaining on board; moving the ship to an area as a place of refuge; looking for suitable locations to intentionally ground the ship; and, abandoning the ship into lifeboats and rafts.

Interesting sessions were also attended dealing with planning and execution of exercise programs, successes and failures of alerting technologies, the use of private sector responders in SAR response and the utility of SAR roundtables, discussions and workshops as a tool to improve preparedness.

The National Search and Rescue Secretariat were well pleased with the outcomes of the Conference and fruitful discussions were held with the Executive Director and Senior Policy Analysts as to a possible future collaboration between the NSS and CMMC. The NSS was particularly interested in the CMMC views on the best methods of achieving risk reduction for shipping in the North.

Captain Jack Gallagher.

Is your next lifeboat a tracked vehicle? Can you envision a lifeboat that looks more like a tank than a boat? For those who were in the Western Arctic during the heyday of DOME, Beaudril, CanMar and the rest may well remember seeing a strange vehicle called the Arktos being tested. I was surprised to learn that the Arktos is still alive and well. I visited their booth at the SARSCENE Conference in Winnipeg and got an update on where this technology has evolved.



There has been much work done on improving the safety of the vehicle since the early design so that depending on the configuration, it can prevent rollover or be completely self-righting. Several different sizes and configurations are available in a range of sizes. Some of the vehicles are primarily people movers while others are configured for cargo operations. They have also used the Arktos in near shore oil spill clean-up operations.

More interesting was the fact that they have achieved approval by the USCG as a lifeboat. This has opened market opportunities for them in the Arctic particularly with oil platforms. They have devised a launch system that uses the Arktos engine to power the movement of the Arktos from its sheltered storage location to the gravity launch position.

Not surprisingly the Arktos comes complete with a mandatory training program, as these types of operation are clearly not contemplated on the

current MED syllabus. **Stay tuned for future developments.**

Captain Jack Gallagher.

(Captain Gallagher is a member of the Maritimes Division and of the National Executive.)

CMMC Value Proposition: As National Treasurer I like to get asked, "What do I get for my money?" by members. I thought it timely to write a short notice to explain our stewardship of CMMC funds and also highlight what members do get as a result of being members.

The CMMC's largest expense by far is the holding of our Annual General Meeting each year.

Although there are probably cheaper venues to be found, we intentionally move from Division to Division each year in order to wave the flag and make the AGM more accessible to members on a rotational basis. We track the costs of the AGM very closely and it costs less now than it did eleven years ago and each host Division is very enterprising in finding ways to control costs.

This year our host was Capital Division and they found some willing organizations to provide sponsorship, which offset some of our costs!! Well done!! We pack a full slate of meetings around the AGM to maximise the use of our time together. Over a two-day period we hold the AGM, two National Council Meetings, a meeting of the CMMC Foundation and an Executive Meeting. During the remainder of the year, the National Council meets by conference call and conducts routine matters by e-mail.

Across the board, we have been reducing costs. We have shed costs associated with administration, equipment and postage. We have chopped what used to be a high expense for conference calls by taking an annual subscription to a web-based conference calling and document sharing system. We continue to look for every effort to maximize the funds contributed by our members.

On the value side there have been some great successes and more in development.

Division events and meetings: Personally I am very impressed by the range of topics, calibre of speakers and sheer number of events held across the country. If you keep tabs on the website, follow divisional newsletters and keep your ears open, you too will be impressed.

Profile of our profession: As a result of CMMC participating in maritime events, we are now invited, as CMMC, to participate in events, speak at conferences, be involved in studies or projects and be a voice for Masters.

National conferences: Occasionally CMMC embarks on the organizing of a national conference. The latest event was very successful conference held in June of 2011 in Halifax with a theme of "Shipping and Environment" issues. This drew an international group of delegates, speakers and sponsors and was truly a world-class event.

Networking: Every meeting and CMMC event is an opportunity to discuss, learn and network. Additionally, as members of CMMC we often get invited to a number of other events ranging from Port Days to Remembrance Day Services where we mix with the broader marine community.

The International Federation of Shipmasters Associations (IFSMA): For three years the Company has belonged to this umbrella organization. IFSMA has permanent consultative status at IMO, which means we now have a voice at the international level. CMMC may now have our professional views presented at IMO even if they differ from the Canadian delegation. Through IFSMA we have access to a professional and affordable insurance scheme that may be the only protection available for those of our members sailing on foreign-flag ships.

Canadian Marine Advisory Council: This consultative body, which has national and regional meetings, is a forum where the CMMC has direct access to Canadian regulators that issue our certificates, and set standards and regulations affecting our industry. CMMC is represented at every National CMAC and some regional CMACs as well.

Canadian Marine Law Association: CMMC has a long-standing relationship with the CMLA and have membership including representation at national meetings. This allows CMMC to contribute to positions of the CMLA that affect our members and to keep our members abreast of issues arising on the legal side of the business.

Views and Positions (in development): As a professional organization we are setting up a process to establish official positions of the Company on important items which may include "places of refuge", criminalization of seafarers" and "requalification for lapsed certificates". If you have areas you think we should be establishing positions on, contact your



Divisional Master and get involved. Once these are developed and approved, the National master, Divisional Masters and all members can, with authority and a common voice, speak to media, regulators and others on issues that affect our profession.

Newsletters: "From the Bridge", "Deck Log", "Foghorn", "Current Events" and "Port Log" are posted on our website for all to read.

Website: The CMMC Webmaster works diligently to keep material up to date, post notices and proceedings for events and ensure timely, relevant information is present.

Support those entering our profession: Through both the Baugh Memorial Fund and the Foundation, scholarships are granted to those studying for deck certification.

Don't get me wrong. We still enjoy a get-together with colleagues, share a drink and tell sea stories but we are doing much more and intend to keep expanding. Our organization is undergoing great changes to benefit our members. We look to seeing you at events and participating in our growth. **Captain Jack Gallagher. CMMC National Treasurer.**

Life at Sea: My ship is the *Maersk Stockholm*, built in 2008 at Hyundai-Samho Heavy Industry in Samho, South Korea. She is registered in Hong Kong, owned by SNC Apolline, Paris, France and operated and managed by Maersk, Singapore. LOA 334m. Breadth 42.8m. Summer draft 14.5m. Load displacement 135,533mt and GRT 91,427mt. Container capacity is 8,400teu of which there are 700 slots available for Reefer containers if required (500 below deck/200 above). Main engine – Hyundai-MAN B&W 68640KW/94 rpm. Fixed propeller, right hand, 6 blades, 9m diameter. Bowthruster 2,500kw. No stern thruster.



I rejoined her in Hong Kong after a few hours in the Panda Hotel, Kowloon, trying to catch up with sleep after a long flight from the UK. It was a brief handover as port stay was short and sailing was in six hours' time. Bunkering was in process, (7,000mt HFO – enough for one round trip) but wouldn't be completed before sailing, so arrangements were made to finish bunkering in the next port, Yantian, all of 68 miles away. Two cadets, a cook and three ABs joined at the same time. Once their documents were checked and they had signed-on the articles, they were set to and those being relieved could be signed off. The

Agent was waiting impatiently to take them to the airport for flights home. Deck, Engine and Victual Stores needed verifying and receiving, and whilst this was all going on, cargo operations were in full swing with 1181 containers to discharge and 679 to load. Not a great day, especially for taking over command! Just to cap it all, we sailed out of Hong Kong into reduced visibility that remained with us for the duration of the Chinese coast. We had calls in Yantian, Ningbo and Yangshan (Shanghai deep water container terminal) in the next five days so there would be little time for rest, let alone time to catch up on what had been happening onboard whilst I was on leave.

Containerisation is very slick. Port times are normally between eight and twenty hours, so turnaround is fast. Watches are not broken and with sailing often during unsociable hours, it can get very demanding for everyone. Although "Hours of Rest" regulations have been introduced to try to enforce satisfactory rest periods for seafarers, this can be hard to enact when the environment within which we work doesn't consider this. It's true that the only time seafarers catch up with rest is at sea!

Fog thickened as we headed north towards Kwangyang in South Korea. I had just left the Bridge to send arrival messages to the Agent in Kwangyang when I was called back due to a large concentration of fishing boats dead ahead. For the next twenty-four hours we zigzagged past small fishing boats, which made poor radar targets, and eventually arrived safely at our destination. After Kwangyang and a four-hour stop over in Yokohama we headed across the Pacific to Lazaro Cardenas in Mexico. Peace at last!

Like most ships, we have a multi-national crew. I am the only Brit, the Chief Engineer is Dutch and the other Officers are from the Philippines, Sri Lanka, China, India, Bangladesh and Burma. All the crew are Indonesian. However, we all get along very well, the working language is English (thank heavens!) which is spoken fairly well and there is a good spirit of camaraderie. The big problem is for the poor cook! He really struggles to invent menus to fit all tastes and more often than not fails!

Alcohol is banned – Company policy introduced a few years ago – so social life is a struggle. We lost the service from the Seafarers' Library and Walport Films who supplied ships with books and DVDs. Instead, we are given \$500 every three months to spend on Crew Welfare and through this we have managed to buy DVDs ashore and start a collection. Weather permitting we have a BBQ on the way out and back across the Pacific, but apart from that there are few social times when we all get together.

Late last year Maersk installed Fleet Broadband on all their vessels, mainly for business communication, but also for crew use, allowing limited Internet browsing, e-mailing and skyping loved ones. I say "limited" as the contract only allows 25GB per month and this soon disappears if using Skype with video linkage or downloading from the Internet. This is against the rules but it's hard to see what goes on behind cabin doors!

Other big changes have been through innovation. GPS has replaced sextants, but we still carry two and Cadets practise sights. But we have no chronometer and when I asked for one the Marine Superintendent answered, "Why do you want that?" Chart corrections are now downloaded from the Internet along with digital publications from the Admiralty and we are steadily moving towards replacing paper charts with electronic displays. Our ECDIS has recently been upgraded and now displays both Raster and Vector charts.

Communication is all passed through the Master, as my office computer is the only one linked for Company business. With the disappearance of Radio Officers and Pursers, much of their work is now done by the Master, so most of my time is spent staring a computer screen, filling in port papers and answering e-mails, instead of doing what I should be doing, managing the vessel! And I thought computers were meant to make life easier.

It's been a good passage from Yokohama with following wind, a slight sea and low swell. We had to head due east from the coast until 200 miles clear of the nuclear fallout from Fukushima before we could start our Great Circle course to Mexico. I've now caught up and have a long list of events and requirements for Lazaro Cardenas and Balboa in front of me. New Chief Officer joining, ABS surveyor to attend, under-water survey by divers, victuals and general storing, and launch of lifeboats and rescue craft. So it all starts again and already I am looking forward to the peace of the return voyage to Yokohama!

I do twelve weeks on and twelve weeks off, and am paired with another British Master. As long as one of us is onboard the Company allows us to arrange things between us. I may complain at times, but it's not a bad job considering you only work six months of the year, and just occasionally the deckchair appears on the boat deck!

Captain John Harbord. Master of *Maersk Stockholm*. Captain Harbord is a Member of the Honourable Company of Master Mariners. (This article appeared in the Autumn 2011 edition of "The Cadet", the official publication of "The Conway Club". It is re-printed here by kind permission of Captain Harbord).

Exporters vent their anger over ships' 'slow steaming': Exporters and importers in Asia-Pacific say their costs are rising because shipping companies are reducing vessel speeds to save fuel costs and improve vessel utilisation. They say maritime carriers should help traders bear some of the higher costs arising from the practice known as "slow steaming".



Many container ships, which can travel at up to 25 knots (46.3 kilometres per hour), are moving as slowly as 14 knots, an industry survey has found. This means that Thai cargoes bound for the US West Coast take up to 29 days instead of 20-22 days like in the past. Shipments to the US East Coast take 43 days, up from 36 days, according to a survey conducted in the second quarter by BDP International, a US-based freight logistics and transport company. The survey found that 92% of the surveyed businesses in the region involved in international trade are being affected by slow steaming.

The most common impacts are the inability to deliver goods on time or difficulties meeting commitments with customers. Some have seen their inventory levels affected because either they cannot get parts in time or they are forced to keep more inventory than in the past. The need to allow for longer time in supply chain deliveries can have a negative impact on a company's cash flow and increase the amount, and hence the cost, of inventory that a company needs to hold, said Arnie Bornstein, BDP's executive director for marketing and corporate communications. Of the 290 senior executives participating in the survey, 37% were from Asia with those from chemicals, consumer goods, retail, healthcare and electronics industries represented. "Nearly every industry is affected by slow steaming," Mr. Bornstein said. "Shippers want carriers to understand what slow steaming is doing to their supply chain, and they want to be treated more equitably in the processes." In Asia-Pacific, 73% of the respondents think ocean carriers should share the cost savings of slow steaming by cutting their rates while 36% want to see these savings use to offset future increases. "Shippers expect to see cheaper rates in return for the trouble slow steaming is causing," noted Mr. Bornstein.

Carriers, meanwhile, have indicated that slow steaming is here to stay, which means the pressure is on import and export companies, as well as supply chain managers, to respond to this new paradigm.

In May, the European Commission commenced investigations into several Asian shipping lines for violating antitrust rules that prohibit cartels and restrictive business practices, said Mr. Bornstein, noting that shipping companies have said they acted independently and in compliance with competition laws.

Aug 1st 2011

http://www.hellenicshippingnews.com/index.php?option=com_content&view=article&id=38642:exporters-vent-their-anger-over-ships-slow-steaming-&catid=44:latest-news&Itemid=64

Slow steaming project focuses on technical challenges: The Slow Steaming Clause for Time Charter Parties was reviewed when the Working Group met in Copenhagen on 14 October. A technical expert from engine manufacturer Wärtsilä joined the Group with the purpose of shedding some light on the advantages and technical challenges that shipowners face when agreeing to slow steam. A solution was found to the technical issues that had been holding up the adoption of the clause.

The clause is designed for tankers, dry bulk and container vessels and it introduces a two-tier approach to slow steaming, either "slow steaming" or "ultra slow steaming". "Slow steaming" is when service speed is lowered according to the charterers' request, but where the vessel can safely steam without the use of the vessel's engine auxiliary blowers. According to the advice received from several engine experts, all vessels, provided that they have been well maintained,

will be able to lower the speed until this point without requiring modifications or the keeping of extra spares and without suffering damage to the engines and other parts of the vessel.

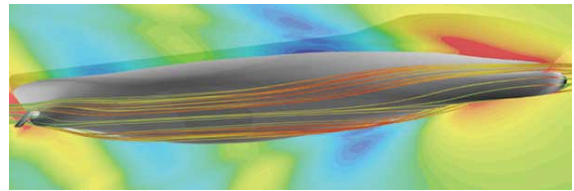
"Ultra slow steaming" is when the vessel's service speed is lowered even further, such as is seen with the super slow steaming initiative developed by the container trade. If owners agree to ultra slow steaming the vessel may need modifications and the keeping of extra spares, the costs of which need to be negotiated between owners and charterers. An additional paragraph has been drafted for the use of those owners and charterers who want to engage in ultra slow steaming. This paragraph has to be specifically agreed - if not agreed, the default position is that the charterers are allowed to request slow steaming down to the point where the speed will require the running of the auxiliary blowers. The demand for slow steaming or ultra slow steaming varies between trades and the two-tier approach makes the clause more flexible and allows it to be used both in the tanker and dry bulk as well as the container trade.

The Slow Steaming Clause for Time Charter Parties will be put up for adoption when the Documentary Committee meets next time in November 2011 and following this meeting, the Working Group will focus on developing a draft slow steaming clause for voyage charter parties.

https://www.bimco.org/News/2011/10/20_Slow_steaming_project.aspx

Fuel saving is now integrated in Easeacon: Easeacon is launching a unique method to save fuel: optimized engine fuel consumption with water ballast recommendations as integrated parts of the loading computer system.

"It is amazing how many ships sailing with trims that are catastrophic to their fuel consumption and CO2 emissions," says Christian Schack, Force Technology, a Danish expert in model testing and member of Green Ship of the Future" <http://www.greenship.org/>. Trimming ships correctly has a substantial effect on the amount of ship engine fuel consumption, whether on local or global trades. Resistance curves from model tests demonstrate just how much you can save by knowing how to carefully plan your cargo and water ballast.



However, knowing the optimum trim of a ship is not enough, as you may not have the necessary water ballast capacity. Running optimization routines in an Easeacon loading computer can provide you with the best obtainable trim for sailing with the minimum fuel consumption. You can calculate manually or run a series of experiments on the stability and loading computer to validate whether the ballast solutions are keeping the ship safe. But it takes time - a precious resource in today's highly competitive conditions. The Easeacon loading computer system merges the model test resistance curves with strength and stability calculation to provide validated ballast solutions. It provides a list of ballast solutions optimized for fuel savings in compliance with governing criteria. With just 1% reduced fuel consumption, a mid-size container vessel saves over \$200,000 per year. Source: Marine Alignment 14-08-2011 <http://www.maritimedanmark.dk/?id=11595>

Piracy a serious threat to Canada, lawyers told: The first pirates Capt. Steve Waddell encountered weren't wearing puffy shirts, tri-cornered hats or as much dark eyeliner as Disney's Jack Sparrow. Instead they were decked out in Gucci watches and ill-fitting Armani suits, claiming to be Somali fishermen aboard a small, open-decked skiff Waddell and his crew confronted in the treacherous seas off the Horn of Africa. "I'm not sure why they considered that pirate attire," said Waddell, who in 2009 commanded the frigate *HMCS Fredericton* on one of Canada's first anti-piracy naval missions to the region.

A Canadian boarding party confronted the skiff, confiscated guns and gasoline from the group, and sent them back to the Somali coast. Waddell watched as the Somalis high-fived each other, happy to be released, as they motored away from the warship.

"That's the reality of anti-piracy operations off Somalia," Waddell told an audience of lawyers with the Canadian Bar Association in August. He and other experts, who spoke at the bar's annual meeting in Halifax, say piracy is a serious, resurgent security issue that threatens the economies of all trading nations, including Canada.

Worse, solutions to the problem remain far from clear.

Among the thorny questions facing maritime and military lawyers is "how should modern-day pirates be treated by Canadian forces and other state authorities: Are they criminals or foreign combatants? Can naval crews legally detain them, and if so, should they be accorded prisoner-of-war rights under the Geneva Convention? What about child pirates in the service of a pirate warlord?"

Once pirates are arrested, should they be brought for prosecution back to Canada, where a pirate might make a refugee claim?

"Off the Horn of Africa, nine out of 10 pirates captured are released, because no state is willing to prosecute them," says Simon Barker, an Ontario lawyer who specializes in Admiralty law. Barker says when most Canadians consider piracy they imagine only the Hollywood stereotypes. To prove his point Barker took to the conference stage here wearing, along with his suit and tie, a skull-and-crossbones bandana on his head.

But kidding aside, he and other experts say Canada and other rich countries must get serious about the threats of piracy in the 21st century.

Pirates increasingly threaten commercial shipping in the South China Sea, off the coast of Nigeria, in the Red Sea and in the Indian Ocean off Somalia.

The UN's International Maritime Bureau (IMB) says there were 489 pirate attacks around the world in 2010, a 20% increase over 2009. So far this year, there have been 310 attacks, plus 487 crewmen taken hostage and seven crewmembers killed by pirates.

The U.S.-based One Earth Future Foundation says the total costs of piracy to the global economy — factoring in lost cargoes, paid ransoms and piracy-insurance fees — are as much as US\$12 billion per year.

"In today's world, this is an unacceptable situation," says IMB director Pottengal Mukundan.

Mukundan says that while NATO and other naval forces from China, Russia and India are mounting serious efforts to patrol dangerous seas, pirates are simply growing bolder.

He says there has been a rapid rise in oil tanker hijackings this year off the coast of Benin, where pirates are siphoning off entire oil cargoes into smaller vessels, and then ransoming off crews for millions of dollars.

Somalian pirates are now operating from large "mother ships," far offshore in the Indian Ocean, a vast area that's difficult for foreign navies to patrol and secure.

"How do you police a region like that with 24 warships?" Waddell says. "That's like taking 24 police cars and trying to patrol all of Canada. It's impossible."

Hugh Williamson, a professor of maritime law at Dalhousie University, says piracy ultimately requires political and economic solutions. "You can't solve piracy at sea," he says. "The solution to Somali piracy will be setting up a stable government ashore where criminal gangs can no longer operate."

While the problem may seem distant for Canadians, Waddell calls piracy a "critical issue for Canada."

"The products on Canadians' grocery shelves don't just come from within, they come from abroad, and with piracy disrupting trade, pushing up insurance rates, and forcing commercial mariners off the water because they no longer want to risk their lives — these are issues that will ultimately affect what we see on our shelves here, and how much we pay for them. We should get a little bit smarter about it."

<http://www.montrealgazette.com/news/canada/Piracy+serious+threat+Canada+lawyers+told/5262958/story.html>

Canadian explorers have drawn a blank in the latest hunt for the remains of Captain Sir John Franklin's fatal expedition, 160 years after he took 129 men deep into the Arctic. But will the mystery of the doomed crew ever be unravelled?

In 1845, Capt. Franklin, an officer in the British Royal Navy, took two ships and 129 men towards the Northwest Territories in an attempt to map the Northwest Passage, a route that would allow sailors to travel from the Atlantic to the Pacific via the icy Arctic Circle.

Stocked with provisions that could last for seven years, and outfitted with the latest technology and experienced men, the two ships - *HMS Erebus* and *HMS Terror* - were some of the biggest, strongest, vessels ever to make the journey.



But the men vanished into the frozen Arctic, leaving a few clues but no explanation as to what went wrong.

The first search party set off in 1848 and searches involving teams from Canada, the UK, and the US have continued ever since. Last week, representatives from Parks Canada announced the results from their search this summer, which proved unsuccessful.

"What people have been looking for has changed. We've given up looking for survivors; we've given up looking for bodies. Now we're just looking for any answers," says William Battersby, who wrote the biography of James Fitzjames, the Captain of the *Erebus*.

"The extraordinary thing is that despite all this effort, after 160 years and by thousands of people, we still don't know where the ships are, and what happened on the expedition, or what happened to most of the men."

Scattered remains: Explorers have found rock cairns with messages from sailors who abandoned ship. They've taken oral history from Inuit people whose ancestors saw the ships get stuck in giant ice floes. In several cases, they've dug up the bones and preserved bodies of the ship's crew. But they've found no ships, no logs, and no sign of Franklin himself.

In subsequent years, a rough sketch of the troubles emerged. During the first winter, the crew disembarked, travelled south to hunt. Franklin left a reassuring message in a rock cairn, signed "All well". A month later, he was dead.

A year later, the crew returned to the cairn and updated the note. By that time, 15 sailors had died.

"If it had just been that, it would have been one of the biggest disasters of Arctic exploration," says Ted Betts, a Toronto lawyer and author of the blog *Franklin's Ghost*. But it wasn't just that.

From that time on, things only got worse. The men, sickened from scurvy, tuberculosis and lead poisoning, got weaker and weaker. They reportedly abandoned ship in 1848, only to meet a cold death elsewhere.

In 1859, an explorer sent by Franklin's wife travelled to the spot where the ships had been abandoned. He didn't find the *Terror* or the *Erebus*. Instead, he found a small whaleboat, full of books, chocolates, and the skeletons of two sailors.

The boat, says Russell Potter, professor of English at Rhode Island College, was pointed towards where the abandoned ship once sat.

They're immortals who are trapped between life and death". William Battersby. Researcher and author. "Maybe they weren't trying to get away, but to get back to their ship and die in comfort," he says. "It's a very poignant arrangement."

Two other locations offered a concentrated amount of remains, says Battersby. "They do seem to be associated with men who just abandoned ship, gave up hope of ever being rescued, and sadly, gradually, cannibalised the bodies of their comrades." A few fully preserved corpses have been found in the snow as well. But the bodies of others, including Franklin, are missing.

"They simply disappeared. They never had a date of death, a place of death. They're immortals that are trapped between life and death. Are they ghosts? How long did the last one live? We just don't know."

Desolate and desperate

For Ron Carlson, a Chicago architect and licensed bush pilot, it's easy for him to understand why, after all these years, the ships are still missing - and how desolate the last days must have been for men on that doomed ship.

"It's vast. When I flew, I could look out over Victoria Strait and see 50 miles of ice pack in all directions," he says. "It's like the surface of the moon, but without any marks."

The broad and punishing size of the search area dwarfs the high-tech equipment and meticulous research used by the Parks Canada team, and the other explorers before them.

The fate of the ships inspired artwork, music and literature, including this sketch by Owen Stanley

"Both of the ships were caught in the ice for two years but slowly drifting south in a very large body of water," says Marc-Andre Bernier, chief of underwater archaeology services at Parks Canada.

That could mean that the ships are hundreds of miles apart. "For us, it's just as important to know where they're not," he says, "so that future searches can start fresh".

For sailors on the *Terror* and *Erebus*, the barren landscape and dim prospects possibly only added to an increasing sense of foreboding.

"It seems very clear from several sources that the men on these ships suffered from terrible lead poisoning, which leads to depression," says Battersby, who read the records from an earlier trip by the *Terror* to the Arctic.

"The account of the *Terror's* voyage of that year says how bad the atmosphere was, how demoralised people were and how depressed they all were."

Battersby believes that the ships themselves, which had an internal pipe system to melt ice and provide fresh water, were the source of the poison. Finding the ships could prove this theory. It would also bring to a close a search first launched in the time of Queen Victoria. But it wouldn't end the mystery.

"It's really just the beginning," says Betts. The papers, artefacts, and infrastructure will provide a whole new raft of information and leads - and more fodder for followers of the Franklin expedition's sad fate.

<http://www.bbc.co.uk/news/magazine-14847091>

Sept 8th 2011



Arctic Cruise Company sues over stranded ship: The Canadian government is facing a multimillion-dollar lawsuit from the owner of a cruise ship that became stranded in the Northwest Passage last summer, CBC News has learned (see FTB November 2010, Page 9).



Adventurer Owner Ltd. of Nassau, Bahamas, is seeking at least US\$15 million for costs related to its cruise ship, *MV Clipper Adventurer*, running aground on Aug. 27, 2010, according to a statement of claim that has been filed with the Federal Court.

The *Clipper Adventurer* was ferrying 128 passengers through the Arctic passage when it struck an uncharted rock shelf in Coronation Gulf, near Kugluktuk, Nunavut.

No one was injured, but the passengers and crew were forced to stay on the stranded ship for almost two days [until a Canadian Coast Guard icebreaker arrived](#) to take them to Kugluktuk.

The passengers were customers of Adventure Canada, a tour operator that had chartered the

Clipper Adventurer for the Arctic cruise.

It took more than two weeks before the cruise ship was refloated on Sept. 14, 2010, according to Adventurer Owner's statement of claim. The company claims that the ship was seriously damaged, and it was taken to a shipyard in Poland for repairs in November and December.

The damages Adventurer Owner is seeking from the federal government includes \$12 million in repair and salvage costs related to the ship's hull, \$2.6 million for loss of business, and \$350,000 in other costs.

The company says the federal Department of Fisheries and Oceans failed to inform mariners about the rock shelf, which the department has known about since September 2007, according to the statement of claim.

The nautical charts the *Clipper Adventurer's* captain had on board indicated there were 29 metres of water in that spot, when there were only three metres, the company claims. Federal officials "failed to put in place and maintain, or to take reasonable steps to put in place and maintain any reasonable system for disseminating such information," the company's claim states in part.

None of Adventure Owner's allegations have been proven in court. The federal government has not yet filed a statement of defence. A court motion indicates that lawyers have asked for more time.

The *MV Clipper Adventurer* cruise ship is shown in this Canadian Coast Guard photo from Aug. 29, 2010, the day when the ship's passengers were rescued. (Canadian Coast Guard/Canadian Press.)

<http://www.cbc.ca/news/canada/north/story/2011/07/13/arctic-cruise-ship-lawsuit.html>

Navy: Don't neglect fleet after new ships built. Coast Guard officials also worry there will be a long wait after latest orders are filled. The Royal Canadian Navy is struggling to keep its largest warships operational, in particular its aging destroyers and supply vessels, says the commander of the Navy's East Coast maintenance yard. The Coast Guard, meanwhile, will be forced to nearly double, over the next five years, the amount of time it spends repairing and maintaining its own aging fleet. Such deficiencies reveal how critical it is, say senior Navy and Coast Guard officials, that Canada not repeats the mistakes of the past after a massive new federal shipbuilding program gets underway in the coming weeks.

"We are champing at the bit to see what the National Shipbuilding Procurement Strategy is going to bring," Capt. Richard Gravel, the Navy's East Coast fleet maintenance manager, said at a defence industry conference in Halifax.

The federal government is expected to announce this fall the winning industrial bidders for \$35 billion in shipbuilding contracts, to be carried out over the next 20 to 30 years, the largest shipbuilding program in Canada since the Second World War.



Ottawa is in the process of evaluating bids from three large yards: Vancouver Shipyards, Irving Shipbuilding in Halifax and Davie Yards in Quebec City, which is partners with the Canadian engineering company SNC-Lavalin and Daewoo Shipbuilding of South Korea.

Two of those yards will be chosen for two contracts: an estimated \$5-billion package to build a polar icebreaker and other non-combat vessels, mostly for the Coast Guard, and a much larger \$25-billion contract to outfit the Navy with new destroyers, supply ships and Arctic/offshore patrol vessels.

But Gravel and other interested parties say while the enormous infusion of orders is welcome, it would be a serious mistake to spend the next few decades building new ships, only to neglect federal shipbuilding once again after the latest contracts have been fulfilled.

"If I were king for a day, we'd be rolling out a [naval] ship every couple of years in this country, in perpetuity. That's what I would be doing," said Gravel. "We need a self-perpetuating process, so that we don't need to reinvent the wheel and go through this boom-and-bust situation."

When Ottawa took delivery of its last order of large ships in the 1990s - the Navy's 12 Halifax-class frigates - the shipyards that built them were either decommissioned or forced to survive on repair-and-upgrade work from various public and private customers.

Years of neglect by successive governments also mean the Navy's three command-and-control destroyers, and its two supply ships, all products of the 1960s - and some still powered by steam engines - are long past their life expectancy.

"We're having a lot of trouble keeping those vessels going," says Gravel.

The Coast Guard hasn't had a major new ship constructed for almost a quarter of a century, says Derek Buxton, a senior Coast Guard procurement official. Seventy-one per cent of its large ships are past their life expectancy, and 89 per cent require "significant refurbishment or repair," he says.

By Richard Foot, Postmedia News. Sept 9th 2011

<http://www.vancouversun.com/health/neglect+fleet+after+ships+built+Navy/5375725/story.html>



More Great Lakes bulkers on order: Canada Steamship Lines (CSL) is exercising its option for building two new self-unloading dry cargo vessels, bringing to four the number of ships on order in its major fleet-renewal program. The Montreal-based Great Lakes-Seaway carrier has two self-unloading Lakers currently under construction at Chengxi Shipyard in Jiangyin, China, scheduled for delivery in autumn 2012. The newly ordered options will enter service in the spring of 2013. CSL has indicated that it has further options for four additional vessels for delivery during 2013.

The 35,500dwt self-unloaders will measure a Seaway maximum 225.6m by 23.8m wide and feature custom hull design for increased cargo lift, EPA Tier 2 compliant main engines, and automated cargo-handling equipment.

CSL sister company CSL International (CSLI) also has three Panamax vessels on order at Chengxi. All ships will share similar design and technology, and collectively be known as Trillium Class vessels.

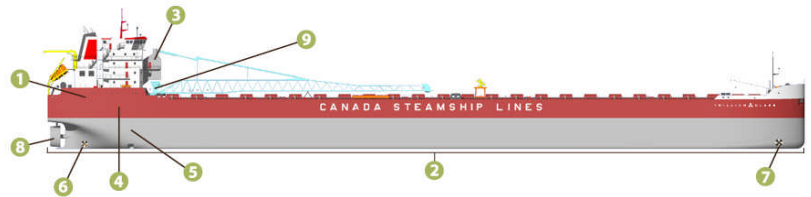
"This is a major investment in our company, in our customers and in Canada," said Tom Brodeur, vice-president of marketing at CSL. "These ships will introduce a new level of operational efficiency and environmental performance to the Great Lakes-St. Lawrence Waterway, while providing jobs for Canadian seafarers for the next 25 to 30 years."

CSL and CSLI are divisions of the CSL Group of Montreal, which claims to be the largest owner and operator of self-unloading vessels. With offices in Canada, the US, the UK, Norway, Australia and Singapore, the group delivers more than 80 million tonnes of cargo annually for customers in the construction, steel, energy and agri-food sectors.

<http://www.motorship.com/news101/more-great-lakes-bulkers-on-order>

Trillium Class Features: The Trillium Class vessels will boast technology that will provide them with industry-leading benefits and advantages. Here are just a few features planned for CSL's new Laker:

1. EPA Tier 11 Main Engine
 - Increases fuel efficiency
 - Reduces nitrogen oxide
 - Reduces particulate matter
2. Custom Hull Design
 - Increases cargo lift
 - Increases fuel efficiency
 - Increases manoeuvrability
3. Latest generation Self-unloading Equipment
 - Increases spill protection
 - Decreases noise
4. Power Takeoff Generators
 - Powered by main engine
 - Reduces fuel oil consumption
5. Fuel tank Cofferdams
 - Increases spill prevention
6. Variable Speed Fixed Pitch Stern thruster
 - Increases manoeuvrability
 - Improves safety
7. Variable Speed Fixed Pitch Bow Thruster
 - Increases manoeuvrability
 - Improves safety
8. Water-lubricated Stern Tube Bearing.
 - Eliminates oil lubricant
9. Advanced Systems Motors
 - Reduces electrical consumption



<http://cslcan.ca/trillium/features.html>

Smithsonian study shows limitations of ballast water exchange: Ecologists from the Smithsonian Environmental Research Centre (SERC) have found that U.S. ports on the East Coast and the Gulf of Mexico are significantly less protected from invasive species than ports on the West Coast.

Invasive species, such as the notorious zebra mussel, are introduced across oceans and along coastlines via ballast water in ships' hulls. In 2004, policymakers thought they had found a solution: have cargo vessels exchange their ballast water in the open ocean, at least 200 nautical miles from land. This method, called "open-ocean exchange," flushes out or kills potential invaders by exchanging coastal water for water from the deep ocean.

But some ships do not use the practice and many more cannot without veering drastically off course. In perhaps the most comprehensive study to date, Whitman Miller and a team of scientists from SERC looked at all international ships entering the contiguous U.S. over three years. Published today in the journal *BioScience*, the study analyzed approximately 105,000 vessel reports from January 2005 to December 2007. While most ships opted not to discharge their ballast water at all, a substantial number continued to dump unexchanged or improperly exchanged water into their ports of entry.

Not all coasts are affected equally. The Gulf of Mexico and the East Coast received much larger fractions of unexchanged ballast water than the West Coast. Roughly 5% of the ballast water discharged on the West Coast had not undergone open-ocean exchange. By contrast 21% of the discharged water in the Gulf and 23% on the East Coast went unexchanged.

Much of the problem comes down to simple geography. Depending on a ship's transit route, it may not have the time or space to conduct open-ocean exchange. A mere 24% of the ballast water discharged by ships journeying to U.S. ports along coastal routes, from Central or South America, for example, underwent open-ocean exchange. In contrast 91% of



ballast water discharge by transoceanic shipping was exchanged in the open ocean, where ships have more opportunities to manage their water properly. Because so many of their incoming ships do not pass through the open ocean, ports in the Gulf and East Coast receive more potentially harmful water.

The vast discrepancies point to the need for another solution, ecologists say. If ships could treat their ballast water on board without having to journey to the open ocean, every coast would be safer.

"The Gulf of Mexico coast receives more overseas ballast water discharge than the East or West coasts, and most of this water is either unexchanged or exchanged inside coastal waters," said Miller. "Given the geographic constraints of shipping, and the complexity of the invasion process, it is clear that we need to move to onboard ballast water treatment technologies that will allow ships to operate anywhere in the world without fear of releasing harmful invasive species."

November 5, 2007

http://www.marinelog.com/index.php?option=com_content&view=article&id=1542:2011nov00045&catid=1:latest-news&Itemid=107

Would this happen in Aviation? I am a marine Pilot. I was allocated to board a coaster at the Pilot Station at 0200 hours. The weather conditions were excellent for the time of year, partly cloudy, very clear visibility and just a slight breeze.

From the pilot launch we could see the ship silhouetted and I thought straight away that something was not quite right. She had no navigation lights on.

On reaching the bridge, I introduced myself to the Master and had the Pilot/Master exchange after which I just asked him if he would check his navigation lights. He gave me a "funny look" and went over to the port side of the bridge consol. I then heard a muffled curse and the sound of switches being activated. Nothing more was said and we carried on with an uneventful pilotage.

But it got me thinking – the navigation light panel was quite large and each individual switch lit up when activated. The ship appeared to be in extremely good condition with a North European Master and a general mix of other nationalities as crew. It shows that on a supposedly well-found ship fundamental errors can occur.

CHIRP Comment: Readers may perhaps be not too surprised to read that errors and omissions in routine tasks do sometimes happen on ships. However, we would be horrified (or worse) if this were to happen on a plane on which we were travelling. So what's the difference between the two industries? We observe, for example, that the disciplined use of checklists is ingrained into cockpit procedures. In contrast there appears to be a reluctance to use checklists consistently in the shipping industry, despite the obvious benefits as demonstrated by this report. We would welcome your comments.

CHIRP Maritime Feedback Issue No. 29. 2/2011 – Summer. www.chirp.co.uk

Following is an extract from a Federal Government Press Release dated November 18th: Pierre Poilievre, Parliamentary Secretary to the Minister of Transport, Infrastructure and Communities, met with American industry and political leaders in New York City to discuss Canada's concerns about the economic and environmental impacts of upcoming unachievable New York State requirements for ships' ballast water.

He said, "The meetings focused on the benefits of acting now on Canada's international approach to ballast water management. Years of technology development have produced safe, internationally approved technologies to shield our shared waters from invasive species." "Canada values the long-standing co-operation we have enjoyed with the U.S. in managing our shared waters. The time is now to work together to find a compatible approach to ballast water regulation that is practical and protective to the satisfaction of all regulators," Parliamentary Secretary Poilievre said.

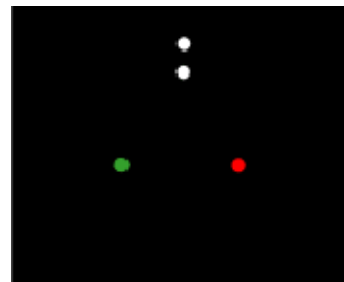
Mr. Joseph Curto, president of the New York Shipping Association, said, "The New York Shipping Association shares the position of the Government of Canada on the ballast water regulations in the State of New York."

<http://www.tc.gc.ca/eng/mediaroom/releases-2011-h1111e-6537.htm>

More information on ballast water can be found at: www.tc.gc.ca/eng/mediaroom/backgrounders-b11-hs007-6535.htm



Decal seen on the rear window of a car in a Motorway Service Area at Gretna Green in Scotland.



That completes the November 2011 edition of "From the Bridge". Remember that the 50th Anniversary of the Canadian Coast Guard is just two months away, on January 26th 2012. If you have stories to tell about the Coast Guard please send them to me. I need stories on other subjects too of course.

The next edition of "From the Bridge" will be issued in late February. The deadline is February 15th for sending contributions to me. Remember I can be reached at -

13375 14A Avenue, Surrey, B.C. V4A 7P9

or at my new E-Mail Address: whitknit@telus.net

It seems a little early but we did receive one Christmas card today – so I wish all of you the very best for Christmas and the New Year. **David Whitaker.**

For a trip on the British Columbia Ferry, Northern Expedition, from Prince Rupert to Port Hardy, take a look at:

<http://www.youtube.com/watch?v=Z6m3Eht-ix0>