



**FROM THE BRIDGE**  
*The Newsletter of the  
 Company of Master Mariners of Canada*



**FEBRUARY 2005**

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

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**ANNOUNCEMENTS**

<b>ANNUAL DUES ARE DUE</b>
\$ \$ \$ \$ \$ \$ \$ \$ It is time to pay membership dues to your Divisional Treasurer <b>Full membership \$ 125.00</b> <b>Associate &amp; Senior membership \$ 62.50</b> <b>Seniors must be 65 before the 1 1 2005</b>
<b>NEXT EDITION</b>
Publication 1 <sup>st</sup> May 2005 <b>Submissions by 25 April</b> to The Editor 5 Averill Street, Dartmouth, NS, B3A 2H1 <a href="mailto:Thomask@ns.sympatico.ca">Thomask@ns.sympatico.ca</a> Preferably in electronic form but Typed copy & photographs are acceptable
<b>BATTLE OF THE ATLANTIC SUNDAY</b>
Please attend a Remembrance Service 1 <sup>st</sup> May 2005 <b><i>We shall remember them</i></b>

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**“THE FOUNDATION”**

Background

This article is intended to explain to Members the origin and status of The Company of Master Mariners of Canada Foundation. Some time ago at the A.G.M. in Halifax it was proposed by Capt. Edgar Gold that the Company develop a scholarship mechanism which was not only national but also a true Charity for income tax purposes. This concept was to be almost like an umbrella organization which could grow its' base over

the years in a way that the Capt. G.O. Baugh Memorial Fund could not. In other words, instead of providing qualified nautical students with money to buy some books (\$1000) the Fund would try to support tuition fees and research expenses at a level more in line with corporate sponsors and schools.

It has taken approximately two years for the Foundation to come into being. The National Council set aside \$10,000 for legal fees and costs and appointed Capt. Andy Whitelaw to steward the process towards reality. On October 08, 2003 the Foundation received its Letters Patent and thereby became recognized as being Incorporated under Part II of the Canada Corporations Act. However, this was just the technical beginning. The Foundation then needed to be brought into reality through management and financial support.

Both were forthcoming at the National Council meeting in St. John N.B. on October 30, 2004. Up until then the Directors of the Foundation were Capt. Andy Whitelaw (President), Capt. Peter Ireland, & Capt. Ed Winter and Capt. Kathie Rogers was appointed as the Administrator. On that day each Division, represented by the Master also became Directors of the Foundation. Capt. John Greenway, the current Education Chairman, will eventually take over as President. Capt. Kathie Rogers was elected as Members Moderator.

All present members of “The Company” automatically become members of the Foundation and all have a role to play.

After the new Directors were appointed the stage was set to receive funding. The Maritimes Division presented the Foundation with a cheque from the profits of “Safer Ships, Competent Crews II” and the Great Lakes Division donated the proceeds from the Captain John and Anne Storey bequest fund followed by a cheque from the Montreal Division and an explanation from Capt. Andy Whitelaw that the National would contribute funds remaining from the start up costs. The Foundation has a bank balance of approximately \$ 32,000, which is a healthy start to this important initiative.

The following sections - Mission, Vision and Goals are the keys to understanding the direction and future of the Foundation.

Mission

The Company of Master Mariners of Canada will,

through the Foundation, become known nationally as a leading financial supporter of professional Marine Education and to be recognized as such.

Vision

The CMMC Foundation will financially assist the education of those pursuing an active career in the Marine Industry. Through scholarships, bursaries and grants the Foundation will support research projects, conferences and other initiatives which advance professional education and public knowledge of Marine Industry issues. As a volunteer non-profit corporation any scholarships given out will be free and clear and non-aligned in a corporate manner.

The Plan

At present the plan for the first three years is for the Foundation to undertake the following:

1. Commence a sustainable program by raising funds from the business sector, from individuals and from members either by donation or bequest.
2. Provide scholarships on the national level for a select few excellent candidates enrolled in Nautical Education programs. The amounts of these awards, although not set at this time, will be sufficient to make a real difference for the student.
3. Support Conference concepts with start up capital with a view to realizing investment pay back without interest and a share of any profits realized.
4. Begin a communications plan which will maintain ongoing industry and public awareness of the Foundation's goals and progress. This initiative will tie in with the Company's communications goals.
5. Develop a ten year plan (to include support of research projects) and a long term plan.

In summary, the Company of Master Mariners of Canada Foundation is up and running and open for business. Please contact your local Division Master for ideas on how you can help build the Foundation into what it must become.

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***DIVISIONAL NEWS***

This section will, hopefully, contain news of Divisional activities and outlines of meetings so all members are aware of the Company's activities in the marine community and industry. As the newsletter heads towards being available to a much wider readership on our web page this section will show that we are not an 'old salt's social club.' The more the Divisions put in the less there is of me, which I much appreciate. I will be contacting the Divisions in April to get their input (something I did not get to do this month, too much shovelling), please provide support, copy or ideas to your Council.

To be poitically correct I will start in the east and work across the country, shifting the first to the last in the next edition so every Division has a turn at being first. If a Division has an appropriate 'logo' like Peggy's Cove lighthouse for the Maritime Division, please send it to me, preferably electronically, for inclusion in future editions.

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**MARITIME DIVISION**

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**REPORT OF  
THE PROFESSIONAL  
MEETING  
12 JANUARY 05  
MARITIME MUSEUM OF  
THE ATLANTIC**

Prior to the general session, the Maritime Division Council met at

1830 to review a number of ongoing issues. These included efforts to recruit new members, an informal report on the progress on a number of naval officers pursuing Transport Canada certifications, and agenda items for the National Council teleconference scheduled for the next evening.

An application for a new senior membership was received from Capt William A. Evans. Capt Evans was present and received very favourably. His application was provisionally accepted and his name posted for later formal approval by the Council.

The Company met in full session at 2000 in the MMA theatre. Attendance was light at 15 members, owing to the deteriorating weather. Capt. Ball, the Division Master opened the session with a tribute and moment of silence in honour of Capt Don Williams who recently passed away.

Capt Ball introduced Capt Phil Grandy who, in the following 25 minutes, delivered a most interesting overview of his recent icebreaking experience in coastal Northwest Pacific. With slide photos and other material, he described how a tanker with two supporting icebreakers proved the feasibility of shipping oil and gas through the ice in the Sakhalin Island region of the Sea of Japan, leading to the development of a new export terminal for Siberian Russia. In a very practical and entertaining way, Capt. Grandy including comments on "ice passport" certification for ships, ice data from Radarsat, and complexities arising from dealing with Russian administration. After some questions and discussion, members thanked Capt. Grandy for a very worthwhile and informative brief.

A formal presentation of a cheque for \$2000 was made to John Hennigar-Shuh, General Manager of the MMA. This amount had earlier been approved for a new powered door to provide handicapped access to the Museum. In his remarks of appreciation, Mr. Hennigar-Shuh, an honorary CMMC member, noted the excellent and longstanding cooperation between the Company and the MMA. He also noted the contribution of the Company to maritime heritage in general.

From the floor, Capt John Hurst announced that a mock arbitration training exercise was being planned at Dalhousie University and that it might be of interest to Members. He will pass on more details when they become available.

The meeting concluded at 2100.

J. Reddy

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**MARITIME DIVISION  
ANNOUNCEMENTS**

**NEXT MEETING**  
1800 Hours  
**ARMDALE YACHT CLUB**  
**WEDNESDAY 9 FEBRUARY 2005**  
(Call ahead to AYC caterer 477-7650  
to select menu choice)

**TOPICS**

**Canadian Maritime Security  
& Domestic Operations**

By  
Commander Russell Stuart  
Headquarters Maritime Forces Atlantic

**8 FEBRUARY**  
**MARITIME MUSEUM OF THE ATLANTIC**  
**Opening of the William Hall VC Display**  
**Supporting Black History Month**

**17-20 FEBRUARY**  
Exhibition Park - Halifax  
**HALIFAX BOAT SHOW**

**9-11 SEPTEMBER**  
**ANNUAL NATIONAL MEETING**  
**CANADIAN MERCHANT NAVY VETERANS**  
**HALIFAX - HOLIDAY INN SELECT**

**22-23 SEPTEMBER**  
**CMMC MARITIME SECURITY CONFERENCE**  
*"Security of Ships, Ports and Coasts"*  
**DARTMOUTH - HOLIDAY INN**

**DINE THE LADIES**  
17 March 2005  
Officer's Mess, Artillery park  
Salad then salmon or stuffed roast pork, Fruit cup &  
beverage  
\$ 27.00  
Cash bar & wine  
Contact Captain Duncan at 479-2396 or  
mdun@hfx.eastlink.ca.

The Merchant Navy plaque  
will be unveiled on **Wednesday 27 April 2005**  
More details to come

**THINGS TO DO NAUTICAL**

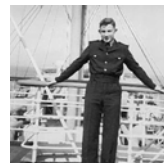
Some events require entry admission, some are free,  
please check with museum or wallet.

Go to <http://museums.gov.ns.ca/news/subscribe.htm>  
to receive timely emails featuring upcoming museum  
events.

Maritime Museum of the Atlantic

- *The Courage to Remember*, the Holocaust 1933 -  
1945 open until 27th February
- The Victoria Cross of William Hall; exhibit and display  
Opening & lustrated talk 1930 hrs 8th February

**CAPTAIN DAVID IAN MCMINN**



Born: Glasgow, Scotland, March 10, 1938  
Died: Dartmouth, NS, January 22, 2005

We are all saddened by the sudden death of one of  
our senior members, David McMinn, in Dartmouth  
General Hospital. Following major surgery in  
December, he was recovering at home when stricken  
by a heart attack.

David came from a seafaring family. His  
grandfather's barque *Isle of Erin* was wrecked with all  
hands lost off the North Ronaldsay (Orkney) coastline  
in 1908. Also lost in this tragedy were his grandmother  
and a baby uncle. Later his father, a chief engineer,  
was lost when the *Empire Citizen* was torpedoed in the  
North Atlantic in 1941. Overcoming the natural  
objections of his mother towards a sea career and after  
attending pre-sea school, he joined Clan Line cargo  
liners as a cadet in 1955. In 1961 he moved to tankers  
managed by London and Overseas Freighters. With a  
Master FG Certificate, he joined the Canadian Coast  
Guard in 1966 and served in the cable ship *John Cabot*  
and icebreakers of the east coast fleet.

After marrying Fiona and passing Part A of Extra  
Master, he came ashore in 1971 in CCG Fleet  
Operations in Ottawa followed by positions as Fleet  
Manager in the Central and Maritimes Regions from  
1975 to 1984. In 1985, he was appointed Director  
General of the Central Region and retired from CCG in  
1996. Moving back to Dartmouth, he enjoyed the  
pastimes of golf and working in the garden. He joined  
the Company of Master Mariners of Canada, Maritimes  
Division in 1997, and was active in Company matters  
doing two terms as Deputy Master. David had much to  
offer and gave freely of his time and ability, particularly  
to the organizing committee of the 2001 Conference,  
Safer Ships – Competent Crews. We will miss his wry  
sense of humour and sound counsel.

A memorial service well attended by CMMC  
members, friends and associates was held in St.  
Andrew's Presbyterian Church on January 27<sup>th</sup>. A man  
of faith and thorough as ever, David had chosen the  
hymns and lessons for his own service. In delivering a  
moving eulogy, Joe Murphy of the CCG commented  
that "David was universally respected in the Coast  
Guard and the marine world as a confident and capable  
executive who refused to let his very senior position  
come between him and the fair treatment of the people  
with whom he served this country so well." The service  
ended with a rousing rendition of the old hymn *Will Your  
Anchor Hold* and a reception followed at the nearby  
Brightwood Golf and Country Club. Condolences go to  
his wife Fiona and son, Ewan, who has continued the  
family tradition and sails as Mate with Upper Lakes  
Shipping.

Captain D. MacAlpine

- Children's workshop, Build a model lighthouse, \$4.00; call 423-8034 to register. 1000 to 1200 hrs 19th March
- Restoration demonstration of the *FRANCONIA* model and restoration of a Stevens Class Sloop, Call 424-7490 for times and dates
- Reading & book signing 1930 hrs on 5<sup>th</sup> April. *Bold Privateers: Terror, Plunder and Profit on Canada's Atlantic*
- Annual Model Makers' Showcase, 1000 to 1700 on 23 April & 1000 to 1600 24 April
- Annual meeting of the NS Lighthouse Preservation Trust and Illustrated talk on *Resurrecting Borden's Wharf Lighthouse*, 1900 hrs 27 April

Natural History Museum

- Does Ungava Bay or the Bay of Fundy have the highest tides? Illustrated talk 1930 hrs 20 April (Food bank donations)

Fisheries Museum of the Atlantic

- 1400 hrs, 12 February; Slide show on Banks fisheries
- 1400 hrs, 12 March; Lecture on the *BLUENOSE*
- Tatting workshop, 1400 hrs 9 April

Spend a night watch on the *CSS ACADIA*, an overnight adventure for grades 4 through 7. Book through Heritage Explorations (902) 830-4953, \$28/student; \$ 8/chaparone, teachers free. Monday evening until June, other nights possible. [May be we could book this for a professional meeting if we are young at heart?]

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**FUNDY DIVISION**

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**LIQUIFIED NATURAL GAS (LNG)**

In Quebec and on the East and West coasts of Canada, projects are proposed, permits are being obtained and ground is being broken for the development of LNG receiving terminals and re-gasification facilities. LNG is a processed fuel that will be used to complement the existing fuels and provide power for energy generating sources. The markets in Canada and the United States exist, and the pipeline companies are eager to receive the gas produced by the facilities. Carriage from gas-rich areas all over the world is by LNG carriers, probably the fastest growing ship design and development at present.

What is Liquefied Natural Gas?

Although Natural Gas occurs in areas such as swamps, commercially it is generally obtained in the same process that is used for crude oil, i.e. drilling. Originally, this was considered as a waste product from the oil wells, and until the cryogenic process was developed, it was mostly burned on site. Natural Gas is over 95% methane (CH<sub>4</sub>) a hydrocarbon occurring naturally. LNG is the product processed for transportation, and is simply the gas refrigerated to a temperature at which it becomes a liquid without putting it under pressure. LNG is carried in tanks capable of withstanding the temperatures of the cooled liquid at normal pressure. This state of change from a vapour to a liquid occurs at -161.4° Celsius.

The liquid, principally Methane, is odourless and

colourless. It has a liquid density at its boiling point of 424.5 kg/m<sup>3</sup>, and is therefore much lighter than water. When Methane boils off, it becomes lighter than air, and the gas at 21.1°C has a Specific Gravity of 0.56. The Flammable limits are, Lower: 5% and Upper, 15%. As a liquid it is not carried under pressure, and in the marine carriage of the product the boil-off product is used for the fuel for the propulsion of the LNG Carrier.

(Processes are being developed to carry Natural Gas under pressure; this is named Compressed Natural Gas, and should not be confused with this product.)

Safety

In the past forty years, the marine carriage of Liquefied Natural Gas has been developed to a state of efficiency and safety that make it enviable to the other carriers of hydrocarbon fuels. There has never been a fatality aboard; a fire in the tanks, holds or decks of an LNG Carrier; or an explosion that can be attributed to LNG.

The first carriage of LNG was aboard the *Methane Pioneer* in 1959, when 5000 tonnes of LNG were transported between Lake Charles, Louisiana to Canvey Island in the Thames. In 1964, the *Methane Princess* and *Methane Progress* commenced carrying LNG commercially from Algeria to Canvey Island. In the past forty years, LNG has been safely transported on more than 33,000 voyages over a distance of some 58,000,000 nautical miles. This does not include the voyages in ballast.

The mild steel used in normal ship construction would become brittle at this temperature. 9% nickel steel or other material capable of withstanding the cryogenic LNG is used in the internal walls of the tanks. In the early days of storing LNG 3.5% nickel steel was used, and this was identified as a contributing factor in the "Cleveland Disaster" of 1944. .

Natural Gas was being used as a fuel in the United States in the early part of the 20<sup>th</sup> century. During the low consumption periods, it became necessary to store the gas, and through cryogenics, peak-shaving was developed. The first Peak-shaving facility in the United States was built in Cleveland 1941. It was this facility in 1944 that gave rise to the "Cleveland Disaster".

A new tank was added to the facility, constructed with 3.5% nickel steel alloy. (Wartime shortage of nickel.) 20<sup>th</sup> October 1944, the tank was filled to capacity. That afternoon, the tank failed, spilling its contents into the streets and sewer mains in Cleveland. The gas ignited. In the fire a second tank collapsed spilling its contents. The ensuing fires, and explosions originating in the sewers, killed 128 people and injured 225. This has been deemed as a construction failure, and the US Department of Mines has regulated the construction and locations of facilities since that time. It is undoubtedly the most serious incident involving LNG. The US Department of Mines investigated the incident and following the report regulations and standards have been developed to ensure that a similar incident will not occur.

In all, there have been six land-based incidents in which one or more people have been killed, two of which have been identified as construction or

maintenance incidents.

In the marine mode of transportation, there have been no fatalities, and no fires in the tanks, holds or decks of LNG Carriers which can be directly linked to LNG.

In 1977 in Algeria, a large valve ruptured, spraying LNG onto a worker, killing him. The valve was of cast aluminium. It is now required that these are constructed of stainless steel. Although approximately 2000 cubic metres of LNG were released, it did not ignite.

LNG is a hazardous material, but the safety standards, operating criteria and awareness of the facility and marine carrier operators, has reduced the risk for the carriage and storage of LNG to an enviable degree.

The volume of Natural Gas at normal temperature and pressure is six hundred time that of the volume of the liquid at -163° Celsius. It is therefore both commercially practical and safe to carry the commodity in this form.

LNG Carriers

Since the development and construction of the of the *Methane Princess* and *Methane Progress* the vessels have become larger and more sophisticated. The standards for construction have been proven and developed. Classification Societies, Insurance and industry groups such as the Society of International Gas Tanker and Terminal Operators (SIGTTO) have brought about these standards.

Initially the tanks constructed in the ships were of the Membrane type, and fitted into the hold. The internal tank plating was a nickel steel alloy, this was surrounded by an insulation layer of Perlite or similar insulation material and then an outer casing of mild steel. The hull then formed the secondary containment vessel for the LNG should the LNG be released.

The development of the Moss Spherical tanks was popular for a long period following this. The ships fitted with these were recognizable by the domes above the main deck, as they consisted of spherical tanks, double walled and with an insulation layer between the walls. This reduced the hydrostatic action of the LNG within the tanks. However, the geometry of the spherical tanks has limited the size of vessels that could be built.

Existing vessels are capable of carrying 145,000 cubic metres of LNG; on order are vessels capable of carrying 250,000 cubic metres. If spherical tanks were used, the length of the cargo carrying body of the vessel would be in excess of 300metres! The tanks on these larger vessels are of a modified membrane variety, and will have dimensions similar to LOA 345 m, Beam 55 m, load draft 12.5 m deadweight 100, 000 tonnes.

In September 2003 there were 240 LNG Carriers either in service or on order, with the largest having a capacity of 145,000 cubic metres. Since then the number and size of the Carriers has increased, as a direct result of the demand for the cleaner and alternative fuel, Natural Gas.

Summary

The demand for alternative fuels has been dictated by the desire to reduce green house gases, and to reduce the reliance on other fossil fuels, primarily provided by the countries of OPEC. Natural Gas meets both of these criteria. The liquefaction of Natural Gas, the

carriage of Liquefied Natural Gas, and the regasification of the LNG have a well-deserved safety record.

The dreadful events of 11<sup>th</sup> September 2001, have made the politicians and public mindful of what can be brought about by terrorist action. Knee-jerk reactions to the "what-if" scenarios have caused interest groups to identify LNG Carriers as "floating bombs." In reality, from empirical data LNG is a commodity less likely to cause a severe incident than crude oil, petroleum, LPG or even coal. A recent study by the US Department of Energy has identified that the risk of accidental spills due to collision or grounding are 'small and manageable.' The review is due for release early this year.

LNG is, and will be, carried aboard relatively new vessels built to high government and industry standards. The demand for Natural Gas in the world market has caused a demand for new facilities to handle the Natural Gas and LNG, and larger and better-designed vessels to carry the LNG. Safety is a trademark of the industry, and the safety records of the industry support this.

Bibliography

- Safety History of LNG Operations - CH.IV International
- LNG Safety and Security - Institute for Energy, law and Enterprise, University of Houston
- Lloyd's Register-Fairplay, Sea-web.
- MSDS Methane, refrigerated liquid - AGA
- Captain P. Turner
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**CAPITAL REGION DIVISION**

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**NATIONAL REMEMBRANCE DAY CEREMONY**

This year there was a very good turn out for the ceremony at the National War Memorial in Ottawa despite the cold and windy weather.

The Company's wreath was laid by Capital member, Captain Ralph Burbridge. Ralph noted that this year the "active area" appeared more crowded than usual which may have contributed to a longer ceremony than is

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Captains Brian Thorne and Dave Jenkins  
man the display



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usually the case. When it's cold it's very uncomfortable and tiring for the older veterans who wish to muster and take part in the Memorial Parade — a brisk ceremony is welcomed by them.

There were 10 "waves" of 3-4 veterans' organizations

who laid wreaths for a total of 35 organizations. The Company was in the 6<sup>th</sup> wave.

The Royal Canadian Legion did their usual outstanding job in organizing the National Remembrance Day Ceremony.

**NATIONAL CAPITAL  
VETERANS' APPRECIATION DAY**

Veterans' Appreciation Day was held on 9 November during Veterans' Week at Billings Bridge Plaza (The Bridges). This day at The Bridges consisted of a variety of displays from Veterans associations and military museums along with musical presentations and demonstrations from the Canadian Armed Forces.

The Company hosted its traditional display of merchant navy artefacts on behalf of the Merchant Navy. This year the event did not conflict with CMAC and several members were able to participate and spell each other off so that no person(s) had to spend too long on their feet.

This year CBC television visited our site to get our "professional" opinion on a video and song about the merchant navy they wished to show on the 1830-1900 EST news broadcast **Canada Now Ottawa**. Our professionals gave it thumbs up and Captains Ralph Burbridge and Stan Morrison were quoted in the broadcast.

Victoria. There was an excellent turnout of some thirty-five persons. The club itself was very busy and the buffet style lunch was all you could wish for.

The Division is pushing ahead with its planned conference/workshop on June 23/24, 2005. A booking has been made with the Harbour Towers Hotel in Victoria and planning the event is now in full swing. It will take the form of a simulated marine emergency with various interested groups taking part in the exercise. The intent of the exercise is to gain a knowledge of the problems Masters may encounter in interfacing with various authorities and other interested groups.

Vancouver Division was very pleased to receive a donation of some fifty marine related books and VCR's from Mrs. Dorothy Martin following the wishes of her husband, the late Captain Sid Martin. Sid was a long time member and was editor of From The Bridge for many years. The books will be marked to indicate the gift and it is planned to use them to form a library at our office which will be made available to members and other interested parties. We thank Mrs. Martin for her kind gift. Dorothy is an Honorary Member of the Vancouver Division. She took over as secretary after Mrs. Jean Baugh passed on and was made an Honorary Member for her work with the Division over a number of years.

We are commencing our 2005 technical events with an illustrated slide show and talk given by Mr. Francis

*"Marine Emergencies, THE MASTER'S DILEMMA, who is in charge?"*

COMPANY OF MASTER MARINERS OF CANADA SEMINAR

**June 23<sup>rd</sup> and 24<sup>th</sup>, 2005  
Harbour Towers Hotel  
Victoria, BC**

**Objective.** To assist Masters in recognizing and appreciating the authority and responsibilities of government and other Agencies with respect to the response to marine emergencies and to promote efficient and effective working techniques and information sharing between all parties

For further information contact :

Captain David Bremner  
Tel: (604) 738-0161  
email: [theda@telus.net](mailto:theda@telus.net)

Captain Alec Provan  
Tel: (250) 479-9132  
email: [aprovan@shaw.ca](mailto:aprovan@shaw.ca)

**or visit our conference web site for more information**

<http://www.themastersdilemma.cc>

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**VANCOUVER DIVISION**

Vancouver Division held its Christmas Party on December 11<sup>th</sup> at the Mission to Seafarers. It was well attended with forty-one members, wives and friends enjoying an excellent meal. After the meal our caterer, a very excellent singer, regaled us with a few arias and songs. We ended the evening with our member Captain Leun Lampshire-Jones leading a short carol sing on the organ with Captain Andrew Law leading the singing. The South Vancouver Island Group held its Christmas Lunch on December 15<sup>th</sup> at the Union Club in

Mansbridge. He has written a book on the history of Burrard Shipyard & Drydock. This well know facility operated in North Vancouver producing and maintaining many well known ships for many years. Unfortunately times have rapidly changed this industry. The old shipyard is gone and the area is now part of a massive revitalization of North Vancouver waterfront.

Vancouver Division ended the year on a good financial footing and the Divisional Council is looking towards updating the communication facilities at our office in the Mission to Seafarers. We hold our technical events in the basement and we find that our

speakers require more sophisticated systems than our old reel projector and screen. We are also considering the showing of VCR's & DVD's during our brown bag lunches. It is hoped that this might attract a few more members to attend these gatherings.

Submitted by Captain D.J. Bremner, Master

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### "MARINE EMERGENCIES - THE MASTER'S DILEMMA – WHO IS IN CHARGE?"

(The Incident Response System - relationships which develop during the response to a marine emergency between the Master, Owners, Responders and inter-related Government Agencies.)

**Objective.** To assist Masters in recognizing and appreciating the authority and responsibilities of government and other Agencies with respect to the response to marine emergencies such as fire, collision, foundering, grounding, oil-spill, etc., and to promote efficient and effective working techniques and information sharing during marine emergency situations.

**Participants and Responsibilities.** Serving Masters and Chief Engineers, Owners, Agents, Insurers (P&I, Salvage Association), Provincial and Federal Governments (Provincial Emergency Program, Transport Canada, Coast Guard, Environment, Transportation Safety Board), Responders, Equipment Suppliers, First Nations, Pilotage, Classification Societies, Fire and Police Departments, Port Authorities.

**Location.** Harbour Towers Hotel, 345 Quebec Street, Victoria, BC. V8V 1W4

Website: [www.harbourtowers.com](http://www.harbourtowers.com)

**Date.** 1300hrs.Thursday 23 June 2005 to 1630hrs.Friday 24 June 2005.

**Format.** Each participant will take on the role that he/she plays in real life as a member of a group representing each Sector of the industry – Master/Senior Officer, Owner, Agent, Insurer, etc. Each Sector will elect a spokesperson, leader, second-in-command and recorder from among its members and will participate in a dramatic table-top exercise involving inter-agency response to a Marine Emergency. Participants will be assigned to sectors on Thursday afternoon and each Sector given the opportunity to establish its role and authority in dealing with a Marine Emergency. This will be followed by cocktails, dinner and address by a keynote speaker. Following breakfast on Friday morning a dynamic table-top exercise will be held, involving the response by each Sector of the industry to a realistic marine emergency impacting various authorities and agencies with responsibility for coastal waters of British Columbia. An analysis of the exercise will take place during the afternoon, followed by a short session dealing with conclusions and recommendations resulting from the exercise.

**General.** It is hoped that participants in this event will take advantage of the favourable hotel rates provided by Harbour Towers Hotel to remain in Victoria for the



BC's Veteran's car license plates now available.



Alan Shard's personal plate, at 20 years of age it must be due a stiff quadrennial survey despite its well maintained appearance.

weekend following the Conference, when the city will be hosting an international "Tallships Event" in the Inner Harbour, located close to the Hotel.

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### CANADIAN MARINE ADVISORY COUNCIL (CMAC) NOTES - November Meetings

Notes from members made at the Canadian Marine Advisory Council committee meetings held in Ottawa in November 2004. As some one

said, "If you like sausages and regulations you should never see either of them being made."

### WORKING GROUP: MARITIME LABOUR STANDARDS

The meeting was chaired by Donald Roussel, Director Personnel Standards and Pilotage.

Following the normal opening remarks and with the adoption of the agenda as tabled, the Chair asked the WG to first give consideration to item #4 the work of the ILO at a preparatory technical meeting in preparation for a Maritime Labour Convention which is expected to be convened in late 2005 or early 2006.

The Canadian delegation consisted of representatives of seafarers, ship owners, Transport Canada and Human Resources and Skill Development (HRDC).

The meeting noted that the shipping industry is "the world's first genuinely global industry" and as such should be covered by a modern Maritime Labour Standard which will combine and bring up to date elements of 36 ILO Conventions, 23 Recommendations and one Protocol.

The WG noted;

- numerous overlaps with IMO Conventions,
- a lack of flexibility inconsistent with the varied activities of the industry,
- the fact that Canadian standards for the protection of seafarers are, in most cases, higher than those proposed in the drafts being considered at this time.
- the questions of tonnage and voyage limitations have yet to be resolved, and
- there will be another opportunity to discuss this matter

in more detail at the November meeting of CMAC.

Drafting of the Convention will begin in February 05 and another meeting of the Tripartite Group will be held when the final draft is available and will again be attended by this Canadian delegation while a final meeting to establish the Canadian position at the Convention will be held at CMAC in November.

It was noted that a definition of seafarers is still under consideration, particularly with regard to support workers who are not members of the regular crew. The meeting expressed the opinion that all such workers will have to be defined as passengers if they have not taken basic safety training and been assigned safety duties.

With regard to social protection of seafarers it was pointed out that provincial governments will have to participate if Canada is to ratify this convention.

#### **STANDING COMMITTEE ON PERSONNEL**

This was a well attended committee with between forty and sixty participants as small delegations juggled their priorities with other committees.

Chairman Donald Roussel opened the discussion by directing attention to Voyage Classification.

Co-chair Naime Nazha explained the new class limits as follows:

Foreign	Unlimited
Home Trade 1	Near Coastal 1
Home Trade 11	Near Coastal 11
Inland Waters 1	Near Coastal 11

All other classifications will be classed Sheltered Waters.

Sheltered Waters will be; not more than 1mile off shore in lakes, rivers and harbours, to be further identified by Regions after risk assessment following national guidelines.

Captain Lanteigne, Canadian Shipowners' Association objected to the reclassification of Inland 1 on the grounds that this will require changes to the fleet and crews representing the greatest portion of the Canadian merchant fleet. While appreciating the desire for maximum harmonisation he reminded the chair that international inland waters are exempted by SOLAS '54.

Captain Nazha stated the regulations will not refer to Inland Waters which disappeared in the Certification Regulations some years ago.

The meeting then began to examine the tabled draft of the MARINE PERSONNEL REGULATIONS.

Mr. Roussel acknowledged that a full review was not possible within the limited time available and asked members to forward any other comments to Patricia Sommerville at T.C 11 Floor 330 Sparks, Ottawa K1A 0N7 or mail to: [sommerp@tc.gc.ca](mailto:sommerp@tc.gc.ca).

The Draft Regulations can be viewed at <http://www.cmac-ccmc.gc.ca>

The Medical Regulations are under appeal at the moment so there was not much point in beating them about yet again.

The Marine Medicine Program has been managed by Civil Aviation Medicine branch since it's inception and this will not change.

Heather Parker, Risk Management Facilitator gave a slide presentation on Marine Medicine Risk Assessment which took account of several CMAC discussions in

recent years and, perhaps for that reason there were no questions from the floor.

There is no change in the regulations for now but anyone requiring more information can visit the CMAC web site or contact Ms. Parker at: [parkerh@tc.gc.ca](mailto:parkerh@tc.gc.ca) Under Agenda ITEM 7. Regional Issues

BCFC asked the ISM lead auditors' duties should be accepted as qualifying for revalidation and this was favourably received.

Phillip Nelson Council of Marine Carriers (CMC) noted that the 25mile restriction poses a problem for the West Coast towboat industry and tabled a joint letter from CMC, Canadian Merchant Service Guild (CMSG) and British Columbia Institute of Technology (BCIT).

In essence the proposals by the West Coast tripartite group (two of which are lead by former TC senior managers) are that: NC 2 be expanded to 200 miles and the Master 150t be limited to sheltered waters only.

The Master 3000t certificate be increased to 5000t and the qualifying service while holding a first mate certificate be on vessels of 100t or more instead of 150t (the draft proposal actually shows 500t), to compensate for this admitted degradation the group proposes that candidates should be required to complete a comprehensive record of service, voyages, duties and experience and a beefed up examination.

Combine the Master 150t and First Mate 500t Domestic in one certificate. (note; this can be achieved with minor adjustments to the examinations and course requirements.)

Holders of existing certificates should retain all their current rights and privileges.

Chair pointed out that a candidate for Master 500t can accumulate sea service on vessels of 25t on voyages beyond sheltered waters and can then up-grade the Master 3000t Near Coastal without any further examinations on proof of 36 months on vessels of 500t beyond sheltered waters and asked if this concession does not meet the West Coast needs.

Captain Stewart CMMC asked how these proposals, if accepted might effect Canada's inclusion on the White List of compliant administrations? Hypothetical of course as these are proposals only from one region and one industry and the question is moot.

BCFC raised the possibility that a ship may be equipped with more liferafts than there are crew members and this led to extended discussion on qualifications for persons in charge of lifeboats, rafts and platforms which was eventually referred back to the Working Group for review.

Some delegates were unhappy that the latest Regional CMAC recommendations were not included on this agenda. Chair replied that however helpful this might be to all concerned the time line made it impossible and these reports will be considered along with the present discussion and brought forward in May as necessary,

It was noted that all reference to ship will be replaced by vessel and presumably will be neuter gender as sexism continues to be cleared out of the TC vocabulary.

Please ignore this editorialising and be advised that

the Marine Personnel Regulations will again be the main item of business in May 05 in preparation for RIAS and SEA in July 05.

Contributed by members of the Capital Division

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### **POET'S CORNER**

#### **RUM, SODOMY & THE LIFEJACKET**

It is almost two hundred years since Admiral Nelson's naval victory over the French and Spanish in the battle of Trafalgar. To kick-start the celebrations, an actor dressed as Nelson posed for pictures beside the River Thames at Greenwich. But before he was allowed to board an RNLI Lifeboat, safety officials made him wear a lifejacket over his 19<sup>th</sup> century admiral's uniform.

You are the officer of the watch, keeping a good visual [what is that?] lookout and listening intently (on the lee side of course) on the quarter deck of the recently named British Flagship H.M.S APEASEMENT as Admiral Lord Nelson and Captain Hardy stroll up and down as they approach the enemy fleet.

"Order the signal, Hardy," commands Admiral Nelson.

"Aye, aye, sir," Replies Captain Hardy.

Hold on, that's not what I dictated to the signals officer.

What is the meaning of this?

Sorry, sir?

England expects every person to do his duty, regardless of race, gender, sexual orientation, religious persuasion or disability. What gobbledegook is this?

*Admiralty policy, I'm afraid, sir. We're an equal opportunity employer now. We had the devil's own job getting "England" past the censors, lest it be considered racist.*

Gadzooks, Hardy. Hand me my pipe and tobacco.

Sorry, sir. All naval vessels have been designated smoke-free working environment.

In that case, break open the rum ration. Let us splice the main brace to steel the men before battle.

*The rum ration has been abolished, Admiral. It's part of the government's policy on a healthy life style.*

Good heavens, Hardy. I suppose we'd better get on with it. Full speed ahead.

*I think there is a four knot speed limit in this stretch of water.*

Damn it, man, we are on the eve of the greatest sea fight in history. We must advance with all dispatch. Report from the crow's nest, please.

*That won't be possible, Sir.*

What?

*Health and Safety have closed the crow's nest, Sir. No harness. And they say that the rope footucks do not meet regulations. They will not let anyone up there until a proper scaffolding has been erected.*

Then get me the ship's carpenter, without delay, Hardy.

*He is busy knocking up a wheelchair access to the fo'c'sle, Admiral.*

Wheelchair access? I have never heard anything so absurd.

*Health and Safety again, Sir. We have to provide a*

*barrier-free environment for the differently abled. Differently abled? I've only one arm and one eye and I refuse even to hear mention of the word. I didn't rise to the rank of admiral by playing the disability card. Actually, Sir, you did. The Royal navy is under-represented in the areas of visually impaired and limb deficiency.*

Whatever next? Give me full sail. The salt spray beckons.

*A couple of problems there, too, Sir. Health and Safety won't let the crew up the rigging without crash helmets. And they don't want anyone breathing in too much salt - haven't you seen the adverts?*

I've never heard of such infamy. Break out the cannon and tell the men to stand by to engage the enemy.

*The men are a bit worried about shooting anyone, Admiral. Post traumatic stress, you know.*

What. This is mutiny.

*It's not that, Sir. It's just that they are afraid of being charged with murder if they actually kill anyone.*

*There's a couple of legal aid lawyers on board, watching everyone like a hawk.*

Then how are we to sink the Frenchies and the Spanish?

*Actually, we are not.*

We're not?

*No, Sir, The Frenchies and Spanish are our European partners now. According to the Common Fisheries Policy, we shouldn't even be in this stretch of water.*

*We could get hit with a claim for compensation.*

But you must hate the Frenchman as much as you hate the devil.

*I wouldn't let the ship's diversity coordinator hear you say that, Sir. You'll be up on a disciplinary.*

You must consider every man an enemy who speaks ill of our King.

*Not any more, Sir. We must be inclusive in this multicultural age. Now put on your Kevlar vest, it's the rules.*

Don't tell me, Health and Safety. Whatever happened to rum, sodomy and the lash?

*As I explained, Sir, rum is off the menu, and there's a ban on corporal punishment.*

What about sodomy?

### **COMPANY WEB PAGE**

**A new website for the company is up and running on its maiden voyage**

<http://www.mastermariners.ca>

**The format is user friendly with National information and there will be pages for each Division to add their own information and notes.**

**From The Bridge and the Foghorn will be posted on this site and can be accessed and downloaded by those members on the internet. In future a notice of each new publication will be sent to those who have provided an e-mail addresses.**

**A printed copy will be available via the postal system to**

*I believe it to be encouraged, Sir.*

In that case, kiss me, Hardy.

Picture fades to black

Captain Angus McDonald read this at the December meeting of the Maritime Division. With his flare for comedic timing, different accents and acting the parts it must have been well worth the price of admission.

It has been pointed out that Nelson never wore an eye patch as his bad eye looked normal. The patch was added by artists to show he had the problem.

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## **MARINE NEWS, WEATHER & SPORTS**

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### **IF YOU HAVE A LATEX FETISH READ ON!**

Someone must have convinced IMO that the waters away from their vacation beaches are cold and mariners all to often die of cold-shock long before hypothermia ends their suffering. As a result all cargo ships will have to carry one immersion suit per person the ship is certified to carry by 1 July 2006 or their next survey after that date. Vessels making voyages in warm climates only may be exempt. If you go for a cruise on a passenger ship you will only get a lifejacket - so stay 'south' where the water is warmer than 10° to 15° C. It made no sense that regular callers to Canada and other cold water ports in winter did not have to provide immersion suits for all hands.

A communiqué from one of the classification societies about the IMO 78 meeting stated, and I quote, "fast rescue boats should not, in general, be used for rescue." I have not found a verbatim to get the reason for this odd statement.

The requirement to 'swing out' and or 'launch' lifeboats at drills has been reworded so mariners do not have to be in the boat at such times. This is to protect them from lifeboat hooks that fail to hold onto the falls. May be IMO should have the hook problem resolved as well. Comments have been made by lifeboat manufacturers and others about the lack of training in the maintenance and operation of the various release systems. More on this in the next issue.

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### **WAITING FOR MY SHIP TO COME IN**

Captain Alan Shard sent the call sign of an interesting web page where you can see who is in port, at anchor, moving, approaching or departing it in real time, complete with identification as to name etc. It is linked to the AIS system on the ships so could be of great help to honest and interested people as well as terrorists. You can see ships in Vancouver, many East Coast ports in Canada and the US, the English Channel and North European ports and seaways and some in the Mediterranean. The web page is operated by a private company so there is apparently little or nothing governments can do to prevent terrorists or other protest groups from tapping into the information to target ships of their choice.

If you are internet connected go to [www.aislive.com](http://www.aislive.com) and follow the links and instructions. You will have to register then you can connect at any time by clicking on the bookmark you make once you are 'in.'

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## **ONE THROUGH THE WINDOW**

A 15 meter wave smashed the wheelhouse windows and disabled the 25,000gt passenger vessel *EXPLORER* (ex *OLYMPIAN EXPLORER*) 650 miles south of Adak, Alaska. There were about 1,000 passengers on board, 681 being students spending a semester at sea. Engines have been restarted and USCG cutters have replaced merchant vessels that stood by the ship.

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### **NAUTICAL WEB SITES**

Some nautical web pages sent in by Captain Shard for your surfing pleasure.

CANADIAN SITES:

Newsletter of the Nautical Institute;

<http://www.nauticalinstitute.ca/bowwave/Jul'03/jul'03.htm>

CMNVA, Southwestern Ontario:

<http://www.cmnfourtharm.com>

Veterans Affairs Canada;

<http://www.vac-acc.gc.ca>

Merchant Navy Data Base;

[http://www.vac-](http://www.vac-acc.gc.ca/general/sub.cfm?source=history/secondwar/atlantic/merchant_search)

[acc.gc.ca/general/sub.cfm?source=history/secondwar/atlantic/merchant\\_search](http://www.vac-acc.gc.ca/general/sub.cfm?source=history/secondwar/atlantic/merchant_search)

National Archives of Canada; -- Archiva Net (good for searching ships)

[http://www.archives.ca/02/0201\\_e.html](http://www.archives.ca/02/0201_e.html)

Naval Museum of Alberta;

<http://www.navalmuseum.ab.ca/>

Naval Museum of Québec;

<http://www.mnq-nmq.org/enter.html>

Maritime Museum of the Atlantic;

<http://museum.gov.ns.ca/mma/>

Vancouver Maritime Museum;

<http://www.vmm.bc.ca/index.htm>

North Vancouver Museum and Archives;

<http://www.district.north-van.bc.ca/nvma/>

Naval Museum of Manitoba;

<http://www.naval-museum.mb.ca>

Rob Fisher's Canadian Merchant Ship Losses of WWII;

<http://members.rogers.com/robber/merchant1.html>

Canadian War Museum;

<http://www.warmuseum.ca/>

Canadian Navy of Yesterday and Today;

<http://www.hazegray.org/navhist/canada/>

Jervis Bay -- Ross Memorial Park;

<http://www.saintjohn.nbcc.nb.ca/~JervisBay/index.htm>

War Amps of Canada;

<http://www.waramps.ca/waindex.html>

Video "Sail or Jail"

<http://www.waramps.ca/video/sail.html>

The Lifeline of the World;

<http://www3.ns.sympatico.ca/sailorjail/>

Leslie H. Russell, Merchant Seaman;

<http://users.uniserve.com/~lrusse/welcome.html>

Canadian Convoy Signalmen of WWI;

<http://laing.cc/convoy/>

Gordon Mumford's Website;

<http://www.gordonmumford.com>

Royal Canadian Legion;

<http://www.legion.ca/>

HMCS *Sackville*, the "Last Corvette";  
<http://learning.ns.sympatico.ca/sackville/html/contents.htm>  
 HMCS *Haida*, Historic Ship;  
<http://www3.sympatico.ca/hrc/haida/>  
 The Canadian Letters and Images Project: In Their Own Words;  
<http://www.mala.bc.ca/history/letters/>  
 We Will Remember: War Monuments in Canada;  
<http://www.stemnet.nf.ca/monuments/index.htm>  
 Marine History Information Exchange Group;  
<http://post.queensu.ca/~listserv/wwwarch/marhst-l.html>  
 Shipsearch Marine;  
<http://www3.ns.sympatico.ca/double-h/index.htm>  
 Sinking of the *Montrolite*;  
<http://www.bmts.com/~arcon/>  
 The Memory Project;  
<http://www.thememoryproject.com/>  
 UK SITES:  
 Tom Purnell's Convoy HX72 & the Sinking of the "Canonesa" by U-110;  
<http://www.canonesa.co.uk/>  
 Harry Tate's Navy;  
<http://www.harry-tates.org.uk/>  
 International Maritime Research;  
<http://www.Maritime-Research.Co.UK/>  
 Merchant Navy Association;  
<http://www.mna.org.uk>  
 Merchant Navy Association, Walton-on-the-Naze, Essex Branch;  
<http://www.freewebs.com/mnawalton/index.html>  
 The Original Merchant Navy Association;  
<http://www.btinternet.com/~mna/>  
 The Commonwealth War Graves Commission;  
<http://www.cwgc.org/>  
 The Public Records Office;  
<http://www.pro.gov.uk/>  
 The War Pensions Agency;  
<http://www.veteransagency.mod.uk>

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### **SHORT SNAPPERS**

+ In October 2004 the *SAIPEM 7000* lifted a record weight of 12,100 tons when she fitted a single integrated deck to the platform jacket of a gas well. The location was 110 km off the Libyan coast where the gas is piped ashore then mixed with gas and oil from other wells and then piped to Sicily. The job took four hours.  
 + Alaska is seeking a \$50.00US head tax on cruise line passengers entering Alaskan ports.  
 + The tea clipper *CUTTY SARK* may be raised in her Greenwich UK dry dock and then the plan is to have her sailing on a 'wave' like glass canopy to be built over the dry dock. The hull will be suspended on Kevlar straps so people can walk around and under the hull. There will be restoration and replacement work so no structural work on the vessel will be required for 50 years. Improved [video & interactive?] presentations, refreshment rooms etc will be provided to make it an even better experience. The 25 million Pound [about \$65 million Canadian) project depends on 11.75 million Pounds coming from the Heritage Lottery Fund.  
 + The master of the 500 ton *SHINTSUNETOYO MARU*

fell asleep at the wheel, ran into the shore and demolished three houses. The insurance claim should be interesting. Chalk up another "chair" casualty.  
 + The *ALLSEASS PROVIDER* has been sold, the ship looks like a LASH type, and has been renamed *CALAMITY JANE*.  
 + A tonnage sharing arrangement between J. Lauritzen and NYK Reefer which could involve 80 ships. This could involve new building or acquisition of other companies.  
 + The USCG is testing a variety of fixed fire extinguishing agents on their test ship *STATE OF MAINE* in Alabama. High expansion foam, new gases to replace Halon 1301, pyrotechnically generated aerosols (dry powder to flood the space so there is less than 12% oxygen in it) and water mist and water spray systems. They are developing protocols of use to IMO when fire fighting systems are on the table.  
 + More debris has been found in the Delaware River near where the *ATHOS I* was damaged. A 3 metre cube block of cement and a derelict anchor have been found with paint marks from the *ATHOS I*'s hull on them. This is in addition to the 4.6 metre long cast-iron pie found previously. The clean up cost stands at \$94.5M US and may top \$100M. The owner's liability is \$45.5m US but Tsakos has said they will pay the full costs. About a quarter of the lost oil has been recovered.  
 + The St Lawrence Seaway extended its season until 31 December. It usually closes 20 December. The 2004 season opened on 25 March. There was a 5% increase in traffic in 2004.  
 + The German Hydrographic Office is to take over sponsorship of the Sri Lankan Hydrographic Service as part of their aid following the tsunami. The tsunami destroyed Sri Lanka's only hydrographic vessel and the central facilities. The *KOMET* may be sent to the region to survey the main ports and entry channels.  
 + Following the Tsunami salvage and insurance companies must be wondering when the first grounding on new and uncharted shallows will take place. The upheaval of the earth's surface under water could cause problems and the silt build up from the run off will have changed the channels and depths of many ports and coastal areas.  
 + The *AURORA* of P&O failed to make the start line for its round the world cruise from England. It had propulsion motor problems on the 9th January while on route to pick up its passengers. It failed sea trials on the 11<sup>th</sup> and was not working well on the 19 / 20th January 2005. The vessel returned to Southampton and will be taken out of service for about a month to fix the problem. Passengers were offered a refund.  
 + There were some one hundred or more ports in the Philippines issued with a 6 month ISPS Code certificates of compliance. Almost half have failed to comply with the standards or apply to renew the certificates for the required five years..  
 + Hamburg Sud are to put six new vessels under the German flag and increase the number of Cadet berths from 10 to 24. This is an effort to assist in providing deck and engineering officers for the next generation.

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**BOOK REVIEWS**

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**THE RIGHT KIND OF BUOY; A portrait of the British sea apprentice, 1830-1980****David Thomas**Phaiacia ISBN 0-9541981-1-5; Obtainable on line from: [www.marinesociety.org.uk/books/0047.html](http://www.marinesociety.org.uk/books/0047.html)

Price: £24.75

For anyone like myself, a product of an apprenticeship at sea, *The Right Kind of Boy* comes under the title of essential reading. Whether you approach this book from an academic, merely curious, or unashamedly nostalgic standpoint, this book will in that order, inform, entertain and simply delight. Subscribing, as I do, to all three categories this has been a triple treat for me. Nevertheless, lest I present an impression of jolly adventures in the ripping yarns genre, I would hasten to add this is a serious work of scholarship and although as with any historical account, it covers the good and the bad, the highs and the lows, the tragedy and the comedy, there is a tinge of sadness in it all. As good a yarn as it is, as the subtitle indicates, there is an end. An end preceded by a period of decline, as any termination inevitably does, and thus the sense of tragedy eventually dominates.

David Thomas is obviously saddened by the nature of the demise and is at pains to point out that the eventual decline was simply not one of a diminishing requirement, mirroring the gradual loss of the British fleet, but a far more fundamental one of declining social values. Values of self-reliance, endurance, respect for authority and simple professional pride, values which were as much responsible for producing the fleet itself as those stalwart young men who helped to man it.

Did these attributes simply wear out with time, gradually passing their 'use- by date'? The author is in no doubt as to the answer. It lies, as he sees it, in the catastrophic loss of confidence in, and respect for authority, following the First World War. This in turn developed into an anti-authoritarian, liberal mentality, which among other social egalitarian changes, resulted in the remodelling of the British education system.

Undermined and denigrated as elitist by successive social engineers in the 40s and 50s, the three-tiered system of grammar school, technical school and secondary modern school, which gave so many people like myself from the wrong side of the tracks a start in life, was eventually given its final *coup de grace* by a Labour government under Harold Wilson in 1964. To be replaced by the comprehensive, essentially anti-discipline, anti-authority and to use the author's words, 'promoting a (flawed) conception of equality at the expense of quality'. Thomas suggests it was only a matter of time before any vocational training system fed from such an adulterated source was bound to suffer the consequences. On the one hand a 'product' no longer prepared to accept the discipline and the self-discipline of a seafaring life, on the other hand an industry increasingly uncertain of its role in the world. + Cosco, the Chinese company placed an order for the

first 10,000 TEU vessel. Four have been ordered from Hyundai heavy Industries in South Korea for delivery in 2008. The contract is for \$509.6M.

No doubt some will argue with this bleak assessment but I suspect it will strike a chord with many of my generation. Those of us who owe their careers to an 'elitist' exam at 11 and a training environment that not only trained us to be professionals but enshrined a value system within the terms of our indentures, which has stayed with us all to this day. If nothing else, David Thomas has produced a book that has increased one person's pride in his upbringing and feeling of privilege that he was fortunate enough to be part of it before it all came to its sad end.

On my 'to do' list next week: frame my indentures and hang them in my office.

Reviewed by Roger Syms FNI

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**LEGAL LOCKER**

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**LORD NELSON STRUCK THE BRIDGE**

The Sail Training ship *LORD NELSON* was making a voyage to London and it was decided that a passage through Tower Bridge, a turn in the Pool of London and a passage back through the bridge to her berth would be good publicity.

As the ship made its way up the river the master thought the pilot had given notice for the bridge to open for the passage of his ship. The Pilot thought the ship or it's agent had given notice. Notice to have the bridge opened must be given in writing seven days before the opening and approval is returned in writing. Unfortunately notice had not been given so the bridge control room was unmanned. Efforts to call the bridge to have it opened were unsuccessful and the flood tide and a known problem with the port engine made turning downriver difficult so the vessel ended up broadside on against a bridge abutment. It was quickly towed off and went downriver to its berth. [Not the publicity they had expected].

Needless to say the investigation recommended regular meetings between the pilots and the bridge control room staff. VTS must confirm that the bridge lift has been arranged and is to take place. Early and clear communications between the ship and bridge must be established [difficult if the bridge operator is doing other tasks away from the control room as was the case when the *LORD NELSON* was approaching]. The master and pilot must establish a point at which confirmation has to have been received that the bridge will open before they go beyond that point. They must predetermine an abort point at which they must take predetermined actions if the bridge is not open. [The passage plan will next require the master and pilot to predetermine what actions to take if: a) a double decker bus continues over the raising bascule as happened in 1950s; b) the bascules lower between the masts during transit, similar

to what happened on the Welland Canal to the *WINDOC*; c) any other eventuality a Hollywood script writer could think up. Having discussed all this and put it to paper as they will never remember it all (and it would be beneficial to have it documented for the investigation, court cases, media, etc.) they will have missed the tide or have crashed into the bridge. Or died of old age.]

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### **EXECUTIVES ARRESTED FOR MARINER DEATHS**

Bad weather off the Algerian coast on 13<sup>th</sup> November 2004 caused at least one vessel to sink and another ran aground with the loss of 16 lives. Five executives of the company have been arrested. The charges are serious negligence and failure to assist persons in danger.

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### **DRUNK IN CHARGE**

US boarding party found the Hungarian master of the small Panamanian bulk carrier *GENERAL LEE* under the influence of alcohol. He was said to have smelt of alcohol and failed six sobriety tests conducted on the ship. He admitted to having four light beers and part of a fifth the evening before the boarding. He has accused the USCG of being heavy-handed but he has been fined \$3,000US and banned from US waters for a year.

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### **SUEING, AFTER THE SHIPS HAVE BOLTED**

As is the American way, a man is to take legal action. He has sued the US government on behalf of his wife for the diminished value of his home because the US reserve fleet (now called the ghost fleet) is anchored in the James River. The court questioned if it had the authority to hear the case. As the fleet is to be disposed of 'as quickly as possible' the case is a little late. Presumably the home looks out over the fleet or has had its shore line contaminated by one of the eight oil spills from the fleet since 1999. [If it is *his* home why is he not the one suing the government?]

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### **SHIP LIABLE FOR ACTIONS OF CREW ASHORE**

Celebrity Cruises have been found liable for the sexual assault of a female passenger by a male steward. A lower court decision was overturned at the appeal process. The female was a passenger on the *ZENITH* in 1999 when a waiter assaulted her ashore, but in sight of the ship at one of the port calls. The court described this as "an essential part of the cruise experience" (port call) so the ship was responsible for the actions of the crew.

There have been at least 109 sexual assault cases reported on cruises from the US since about 1999.

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### **ERIKA - TRIAL & TRIBULATIONS**

A prosecutor's office stated it was in favour of a new expert investigation in the *ERIKA* case to better understand the true responsibility of the charterer, TotalFinaElf. To date two expert investigations have

been conducted, one ordered by a French court and the other ordered by the charterer. One of the investigations determined that the charterer's representative should have seen cracks in the vessels weather decks while the other determined that the vessel was heavily corroded but this was impossible to detect. [Try to match the results with who ordered the study]. Seventeen parties have been sued, including the master, owner, ship manager and class. This new request / order could set due process back three to four years.

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### **STATISCS CAN MEAN ANYTHING**

A report by the Cruise Lines International Association reported that eleven million people will cruise from on US vessels in 2005 compared the 10.4 million in 2004. 2004 was an 11.4% increase on 2003. The 'departure port close to home' concept being one of the factors behind the increase over last few years. The Euro / US Dollar exchange has made European vacations unattractive. The thing that bothers me about the report is the CLIA's statement that 'occupancy rising to an average of 105% from 102.6% in the previous year.'. Does this mean there are two people in a single bed (I would never think of three in a double bed) or that the vessels are overloaded? [This is why this item is in the Legal Locker section].

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### **PUFFING, POTTY & PETROLEUM PROBLEMS**

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### **BAD TIMING OR BAD PROCEDURES**

The Greek owners of the *ROSA TOMASOS* (built 2003) have been fined \$12,000 by a Washington State Court for a 1.8 tonne spill into the Columbia River. The spill occurred during bunkering when one crew member was assisting loading stores on the other side of the vessel and the engineer was delivering an oil sample to the Chief Engineer. The loading rate was not slowed when the tank(s) reached 80% capacity, the monitoring system was also ignored. [Fine appears low for such a big spill when compared to others].

### **BELCHING FUNNELS**

Some ship owners are connecting their ships to shore power when ships are docked in California. This is so they can reach exhaust emission standards. Low sulphur fuel and other measures will be used on new tonnage. Vehicles working on the docks are also subject to tightening standards, as are trucks involved with road transport.

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### **FRENCH HIT LIST**

The master of the TK tanker *VANCOUVER SPIRIT* had been charged and fined for polluting French waters in 2001 but the fine was not paid. The French detained another TK ship, the *AEGEAN SPIRIT*. As the fine was directed against the master of the *VANCOUVER SPIRIT*, who has since retired, the French had to release the *AEGEAN SPIRIT* and seek payment from the absent master..

The 62,800dwt bulk carrier *CAPTAIN DIAMANTIS* made a short call in Marseilles to pay a EUR500,000 bond. The vessel was seen by the French trailing a 3 km oil slick in July but refused to proceed to Brest. The owners had tried to make arrangements for inspections outside France without success. The French were upset the captain at the time of the 'spill' was not onboard at the time of the vessel's visit to the French port, no doubt they had a nice warm cell ready for him.

A prosecutor has requested a \$323,000 US fine for pollution from the *OPDR CASABLANCA* which trailed a 6.5km-long slick in July of 2004. The ship was ordered to Le Havre and released on bail set higher than the requested fine. The master claimed there were 'technical defects' in the oily water separator.

The European Maritime Safety Agency has ordered four emergency oil pollution response vessels. They are to be positioned in the Baltic, Western Approaches, Atlantic Coast and Eastern Mediterranean.

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### THE NEW BUZZ WORD IS 'SOXECA'

The MARPOL 73 / 78 Annex VI (Air Pollution from Ships 1997) comes into force in May 2005. [I had it in red ink on my calendar] You can belch a sigh of relief as neither Canada nor the US have not signed onto this one. The Canada Shipping Act 2001 will, however, reflect many of the MARPOL provisions, including the reduction in sulphur emissions to below 4.5%. There are special areas in Europe called SOx Emission Control Areas (SOXECAs, what else would they be called) where sulphur emission must be below 1.5%.

A comparison of ship emissions compared to road emissions showed that a container ship on a specific short sea voyage would require 96 trucks to carry the same load. In total the emissions from the ship were less than those from the trucks, unfortunately, the ship would pump out 100 times more of the dreaded SOx than the trucks.

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### US OPERATIONS

The Cyprus-flagged 17,832dwt bulk carrier *JOHN G. LEMOS* was found to have a bypassed oily water separator and falsified log books when it entered Portland, Oregon harbour. The owners, Pacific and Atlantic Corporation quickly pleaded guilty and have paid \$500,000US as a criminal fine and \$250,000 to the Columbia River Estuary Coastal Fund. The company was placed on probation and must bring all its fleet up to environmental standards.

Someone has commented that vessels should log all illegal dumping outside US waters and not have the by pass in position in US waters so they can not touch you.

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### A ROAD LESS TRAVELED

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#### T.S.S. EURYBATES (2)

After the cargo was discharged in Liverpool, the ship was handed over to Messers F.C. Strick & Co., on charter to load for the Persian Gulf. The loading ports were to be Bahrein, Abadan, Khoramshar and Basra. This was entirely new area for Blue Funnel ships, and

we left Liverpool on 1<sup>st</sup> March 1944. At this time the Mediterranean had been opened up to convoy traffic and we were under escort as far as Port Said. With Malta freed from enemy action, the allies had complete control of the sea lanes. Fortunately there were no air attacks during the outward voyage.

Once past Port Said and into the Red Sea, the weather became hot and nobody was looking forward to the Persian Gulf with the hot season approaching and no air conditioning in the ship. The engine room became an inferno and there was always a heavy cloud of fumes given off by the engines. We had a crew of Liverpool seamen and Chinese firemen in the engine room.

When passing Oman at the entrance to the Gulf the temperature rose to 129 degrees Fahrenheit in the shade, and consequently there was little or no work carried out on deck.

Bahrein was the first port of discharge and the cargo consisted of 700 drums of Tetra-Ethyl-lead. Liverpool had provided leather gloves for the labourers but this was really insufficient. However as the labourers were all barefooted little notice was taken about protecting this part of the anatomy. Inevitably there was some leakage which was mopped up with sawdust. A good stiff breeze in Bahrein made life somewhat bearable.

Basra is about 60 miles up the Shatt-al-arab River on the west bank in what was at that time known as Mesopotamia. The heat there was almost unbearable at 135 degrees Fahrenheit. When going into the Gulf I told the crew that I would work them from 5-8 am and then 3 to 5 pm to carry out the normal tasks of keeping the ship clean and in a sanitary condition. I had a deputation from the sailors that they wanted to knock off at 4 o'clock. The deputation was lead by a Liverpoolian old 'sweat.' The first day in Basra I put them up the funnel to paint it down. At the end of the day they came back and asked for the hours I had stipulated, and in fact some of them were 'kippered.' After that there was little work done at all and keeping the crew healthy was a big concern. There were U.S. Liberty ships in the River and the whole crew was being taken to hospital. The routine when tied up, whether alongside or to buoys, was to hang a wire hawser over the bow and stern so if the ships had to be moved the tug could come and take hold of the wires.

Although the ship was up the Gulf for a month it seems almost torture to watch the dirty waters of the Shatt-al-arab flow past every day with the blazing sun in the sky. At night there was little relief and there were frequent sandstorms which were just a fog of very fine sand dust which clogged up the nostrils and left everything covered with yellowish dust.

To alleviate the heat awnings were rigged around the accommodation and doubled up so hoses could be used to circulate the water. This effectively reduced some of the heat specifically at night and provided some relief. Eating was almost impossible and the best antidote to thirst seemed to be a mixture of soda water and milk. The crew of course demanded their steak and kidney pies and the usual trappings but goodness knows if they did in fact eat what was cooked. The

cooks in the galley had a rough time but they kept up to their work very well.

After discharge in the Gulf ports a full U.K. cargo was loaded in Basra and Khoramshar. One item was 1,600 tons of army stores which consisted mainly of tentage. A huge army hospital had been established in Basra as that was the area where it was anticipated that Rommel and his army would be finally stopped. Fortunately that happened in Africa. Rommel had planned to meet with Japanese after their drive through India. It was a relief to have the Suez Canal remain in allied hands.

The other item was a large shipment of cases of dates. These cases had been stacked in the desert for many months and were not in very good condition. I had been requested by Strick to tally all the cases on board with my own personnel as there had been systematic shortages from the Gulf. When loading was completed the boat bosun, as he was called, and the person in charge of the loading came to have his bill signed for the full quantity of cases. My tally showed 2,000 cases short. With his bills he passed me an envelope with 200 Pounds Sterling. Needless to say it was not acceptable. Later when the cargo was discharged our tally was reasonably correct. A lot of the cases had been loaded from lighters. At this stage the dates were not 'crawling' but did so later and the whole ship had to be fumigated in Liverpool before the

dockers would handle them.

The last call in the River was to Abadan for fuel oil. The night there was one when the whole place was blotted out with



a severe sand storm. There was an ENSA party who were giving entertainment in Abadan and we were all invited. How they managed to put on the show in the heat was unbelievable but never the less excellent. Sitting in the audience you had perspiration dripping down your back.

It was a great relief to finally leave the Gulf and head for Port Said.

The Red Sea, normally hot, seemed quite cool after the Gulf. There was quite a bit of unused space in the ship and this was filled up in Port Said with dried fruit, tobacco and hides. The latter were most likely camel hides. These also had their own natural aroma and in all about the dirtiest cargo imaginable.

The trip through the Mediterranean was in convoy and quite peaceful until approaching the Malta Channel. Early in the middle watch aircraft dropped parachute flares around the convoy, sinister orange coloured, but apart from that no attack developed. Suddenly the gunners on almost every ship opened up with their tracers and for a while there was a real fireworks display. They were hoping to shoot down the flares. The shooting was quite irresponsible and the *EURYBATES* received a few holes in the funnel. The bridges on all ships during the war were protected

against small fire and very much needed at that time. The mock attack lasted some two hours and was quite nerve wracking while it lasted.

The ship arrived in Liverpool without any further complications and on arrival I was sent on leave. However, on the homeward voyage I had the crew busy chipping rust and cleaning up neglect and this involved quite a few patches of red lead. The weather was not good enough west of Gibraltar and I think that *EURYBATES* was the only ship to enter Liverpool looking like a dose of chicken pox. Mr. Holt was present when we arrived and far from being upset gave



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### ***“CALL THE MATE!”***

To protect Canadian troops from land mines, rockets and other things that go bang the minister is pleased to announce that an additional layer of shrink-wrap has been added to the new Stryker vehicles before they are shipped in Russian transports to Afghanistan.

me his congratulations that somebody on his staff had taken the trouble to do a little more than care for the crew and the ship

Discharging the cargo created lots of problems with the dockers as the cargo was literally crawling by the time the hatches were opened up.

Contributed by Captain Cabot

Captain Cabot was the Mate, the Master Captain T. Phillips and the R/O was E.P. Carter. The voyage was from 1<sup>st</sup> march to 13 July 1944.

One report on this ship said it had a steam driven diesel engine. Does anyone know any more about this interesting sounding propulsion system? The Engineers must have required combined certificates.

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### ***DECK LOG***

The new computer is up and running but I have some learning to do on the graphic program and screening written documents and getting them to come out as such other than a photo of the original. An old sea-dog can learn new tricks, but it takes a few dog watches to do so.

The rest of the country welcomes the Vancouver

dwellers to winter. Reports of a taxi driver in flip flops digging his car out with a hub cap show the ingenuity of mankind. We in the Maritimes have had more than normal snow and an extended period of very cold temperatures, into the low tens below freezing and strong winds making it minus thirty or more on many days.

The Maritime Museum of the Atlantic is hosting a very moving exhibit entitled 'The Courage to Remember.' It is not related to things marine but is an extremely moving exhibit on the six million people, Gypsies, Slavs, political dissenters, homosexuals, Jews and other civilians, who were murdered by the Nazis between 1933 and 1945. It serves as a reminder of what can happen with complacency and turning a blind eye to racial hatred, human flaws, psychological and moral and negative economic situations. To those who can spend an hour in Halifax it is well worth the time, but take a box of Kleenex. Amongst those attending the opening ceremony were about six members of the Maritime Division. Lest we forget

Tom Kearsey  
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It has been reported there have been no pirate attacks in the northern part of the Malacca Strait since the tsunami. Was the pirate's equipment damaged or were the pirates killed?



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