



# *THE PORT LOG*

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

**July 2010**

*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.*

## **UPCOMING EVENTS**

### **ANNUAL GENERAL MEETING** **VANCOUVER DIVISION**

Saturday, August 28<sup>th</sup>, 2010 at 1100 hrs  
The Mission to Seafarers,  
401 East Waterfront Road,  
Vancouver

Proxies and announcements for this meeting have been sent to all members

### **43<sup>RD</sup> ANNUAL GENERAL MEETING** **COMPANY OF MASTER MARINERS OF CANADA**

The 43<sup>rd</sup> Annual General Meeting will take place at the Best Western Chemainus Festival Inn, Chemainus at 1500 hrs, Saturday October 2<sup>nd</sup>, 2010

Additional information and a proxy form can be found at the end of the August 2010 "From The Bridge" newsletter. Details about hotel and theatre reservations are in the February 2010 FTB and the minutes of the 42<sup>nd</sup> AGM appeared in the November 2009 FTB

**VANCOUVER DIVISION MEETINGS**

**Tuesday, August 24<sup>th</sup>, 2010**  
**Tuesday, September 28<sup>th</sup>, 2010**  
**Tuesday, October 26<sup>th</sup>, 2010**

The Divisional Council meeting is held on the fourth Tuesday of each month at 1200 hrs.  
**All Members are encouraged to attend and participate.**

As well, every first and third Tuesday is brown bag lunch from 1100 hrs. to 1300 hrs.

**VICTORIA GROUP MEETING**

The third Wednesday of each month at 1200 hrs

Our meetings take place with lunch at the Princess Mary Restaurant at its "new" location on the west shore of Victoria Harbour, at noon on the third Wednesday of every month, with the exceptions of July and August. Princess Mary Restaurant, 453 Head Street, Victoria Phone: 250-381-1400  
It goes without saying that members and their guests from the Mainland are most welcome to join us.  
Ample warning would be appreciated to enable us to secure sufficient seating.  
Contact David Myerscough at 250-656-3170 if you wish to attend

**VANCOUVER ISLAND MEETING**

Hosted by the Vancouver Island division

The fourth Tuesday of each month from 1100 to 1300 hrs  
In the Harbour Commission Office. Front Street, Nanaimo, BC

**INVITATION FROM JOHN HORTON**

John is hosting a Mess Dinner at the Royal Vancouver Yacht Club on September 25<sup>th</sup>, 2010 to celebrate the 75<sup>th</sup> anniversary of the Royal Naval Sailing Association.  
Cost is \$65.00 per head and is open to all members of The Company of Master Mariners.  
Please phone John at 604-943-4399 if you wish to attend

**BIMCO GENERAL MEETING – VANCOUVER B.C.**

The 2011 BIMCO General Meeting will be held in Vancouver, British Columbia from June 6<sup>th</sup> to 8<sup>th</sup>, 2011 followed by a series of Seatrade events. Central to the occasion will be a high profile speaker's conference focusing on matters central to shipping industry concerns. BIMCO and Seatrade are now firming up the arrangements. BIMCO, established in Denmark in 1905, is the world's largest international shipping organization, with about 2,400 members in more than 120 countries.

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*Sunset and evening star and one clear call for me!  
And may there be no moaning of the bar when I put out to sea,*

*But such a tide as moving seems asleep too full for sound and foam  
When that which drew from out the boundless deep turns again home.*

*Twilight and evening bell, and after that the dark!  
And may there be no sadness of farewell, when I embark*

*For though from out our bourne of time and place the flood may bear me far,  
I hope to see my pilot face to face when I have crossed the bar.*

**Captain Peter Malcolm John Ireland:** March 30, 1935 - July 20, 2010. Peter passed away



at home, with family, after a final battle with cancer. He is survived by his wife Jean, sons Robert and Angus (Shine), daughter Kate (Igor), sister Angela (Graham) and family in England and sister in law Evelyn (Ted) and family in New Zealand. Born in Newcastle upon Tyne, Peter spent his early years in Hexham, Northumberland. Educated in St Paul's School London, Peter found his vocation in a maritime career which began with pre-sea training on HMS Worcester and continued when he joined New Zealand Shipping Co. as a cadet, subsequently serving as deck officer. He also served in the Royal Naval Reserve and later worked for Shell-Mex & BP in England in the Marketing Division. In 1967 Peter and his family came to Canada where he built a solid reputation working for BC Ferries, Vancouver Wharves and as a Marine Surveyor with the Canadian Coast Guard. One of

Peter's most satisfying accomplishments was being able to pass on the knowledge he had gained from his years at sea when he became a lecturer and counsellor at VVI, PMTI and BCIT. An indefatigable mariner, Peter spent some summers in the Canadian Arctic with Dome Petroleum and on a tug delivery from Gothenburg via the Panama Canal to Tuktoyaktuk. His dry wit, clever turn of phrase and worldly stories will be so missed by his family and friends. Who could forget his advice to those he mentored at the Viking Sailing Club, "Dead ahead slow, minimize the damage!" Peter was a long-time member of the Company of Master Mariners of Canada, serving as Master of the Vancouver Division in 1988 and as National Secretary for ten years. He was one of the original Directors of the CMMC Foundation. A celebration of Peter's life is planned for August 15th, 1400-1700 hours at the family home. In lieu of flowers, please remember Peter with a donation to the November Poppy Fund.

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## THE MASTER'S REPORT - CAPTAIN DON ROSE - JULY 2010

The Vancouver Division continues to function well although, I must admit, we have had a very poor attendance at our brown bag lunches. On a more positive note, we have had good attendance at our last two Directors' meetings. It was moved and seconded at our March Directors' meeting that we try having the meetings in the evening starting at 19:00 for a trial period. On the 27<sup>th</sup> of April 2010 we had our first evening meeting and the second one was held on the 25<sup>th</sup> of May 2010. Both were very well attended by the Directors and the General Membership.

On the 25<sup>th</sup> of March 2010 we had a very interesting and well attended Technical Meeting. Capt. Don Tranter gave an excellent slide presentation on the transport of a two hundred and fifty-ton Hydro Runner over land from the Columbia River to Revelstoke BC.

On the 2<sup>nd</sup> of May 2010 Capt. Ray McKay, Capt. Ieuan Lampshire-Jones and I attended the ceremony for the Battle of the Atlantic at Sailors Point in North Vancouver. Among the wreaths layed were those by Capt. McKay and Capt. Lampshire-Jones for the Company of Master Mariners and the Association of Marine Surveyors of BC.

On the 13<sup>th</sup> of May 2010 I attended along with other members of the Vancouver Division a joint Technical Dinner with the Transportation Club at the Inn at the Quay in New Westminster, BC. An interesting presentation was given on the use of Shipping Containers as shelters for homeless persons.

On the 26<sup>th</sup> of May 2010 I attended the Western Marine Community Coalition Meeting along with Capt. Phill Nelson and Capt. Brian Johnston.

During May I sent out an e-mail to all members we had addresses for checking to see if we had the correct e-mail address. Only three came back as undeliverable. In the future I plan to send an e-mail to all members we have addresses for announcing upcoming functions. The telephone committee will continue notifying members by phone.

I attended the displays at the International Tug & Salvage Convention held at the Bayshore Inn in Vancouver. Of particular interest was the newly constructed 25.6 ft. BRATT tug specially designed and built for the training of Tractor Tug operators. The name BRATT is derived from **Burchette Robert Allan Training Tug**.

We were all saddened to learn of the passing of Captain Peter Ireland on the 20<sup>th</sup> of July 2010. Capt. Ireland was a long time member of the Company of Master Mariners of Canada and a Past Master of the Vancouver Division. Captain Peter will be missed by all who knew him.

Captain Don Tranter is still convalescing and we all send our best wishes to him for a speedy recovery.

In closing I would like to remind members that if you have any changes to your home address, phone number or e-mail address please advise the Vancouver Division.

## VANCOUVER DIVISION – DIRECTORS AND OFFICERS 2009 – 2010

Office: 401 E. Waterfront Rd. Vancouver V6A 4G9  
 Website: [www.mastermariners.ca](http://www.mastermariners.ca) Fax: 604 253 0874

<b>DIRECTORS</b>		
Captain D. Rose	Master	604-596-4389
Captain P. Nelson	Deputy Master	604-472-1226
Captain A. Crowther	Asst. Deputy Master Port Log Newsletter Web Site Coordinator	604-542-9156
Captain J. Bishop	Treasurer	604-538-8517
Captain D. Myerscough	South Island Group	250-477-9743
Captain I. Lampshire-Jones	Social/Technical	604-985-0824
Captain A. Law	Secretary	604-988-7202
Captain R. McKay	At Large	604-298-7935
Captain L. Stradiotti	Technical	604-952-0924
Captain D. Tranter	Membership Chairman	604-929-2880
Captain D. Whitaker	"From The Bridge"	604-536-6160
<b>OFFICERS</b>		
Captain A. Law	Chairman Phone Committee	604-988-7202
Ms. Andrea Parker	Office Manager	
<b>NATIONAL COUNCILLORS</b>		
Captain D. Rose		604-596-4389
Captain A. Crowther		604-542-9156
Captain B. Johnston		604-535-7561

At least three Directors must step down each year so all members are encouraged to put their name forward to become a Director. We need new ideas and new concepts to keep members interested and willing to participate in events. Anyone interested should contact Captain Don Rose prior to the upcoming Annual General Meeting. In particular, new members are welcomed in any capacity.

### COMPANY REGALIA FOR SALE

Ties - \$25.00  
 Blazer Badges - \$20.00  
 Lapel Pins - \$5.00  
 Mugs (with Crest) - \$9.00  
 Crest (without plaque) - \$20.00  
 Business Cards - \$14.00 per 100  
 Ball Caps - \$20.00  
 (plus postage)

There was an article in the November 2009 FTB about the BC Hydro Runner that was brought from Brazil to the Revelstoke Dam. The story ended with: *At Shelter Bay the local ferry service was disrupted for a few hours while the trailer with the runner was driven off the barge and the runner transferred to a specialised transport trailer, one fabricated to allow the heavy runner to be taken the final fifty kilometres of the journey. **But that is another story**, the details of which, and of the pictures shown below, were revealed by Captain Tranter to members of the Vancouver Division.*

**Captain David Whitaker submitted the following:**

### Technical Dinner Meeting: March 25<sup>th</sup> 2010. BC Hydro Runner:

On March 25<sup>th</sup> Captain Don Tranter provided the rest of the story. About 30 people attended the dinner after which he gave a presentation about the BC Hydro Runner

Don began by describing the shipment that he had been asked to attend. It was a 188-tonne turbine runner that measured 7.23 metres in diameter. It had been manufactured out of stainless steel in Sao Paulo, Brazil and was shipped through the port of Santos. The turbine was carried by sea to Portland, Oregon. There it was discharged direct to a Foss Maritime barge and towed up the Columbia River to Pasco, Washington.



At Pasco the turbine was lifted on to a long-haul transport trailer for carriage to Coulee City, upstream of the Grand Coulee Dam, a distance of about 235 kms along Washington State highways.

The runner was transferred at Coulee City to a *Goldhofer* trailer which was then wheeled on to another Foss Maritime barge. A voyage now began, sometimes involving four tugs, across Lake Roosevelt and then up the Columbia River. After crossing the border into Canada, they traveled stretches of the narrow river into the Arrow Lakes, through the locks at the Keenleyside Dam until they reached the ferry slip at Shelter Bay about 49 kms south of Revelstoke. Here the runner was wheeled ashore.

At this point in the presentation Don introduced his neighbour, Gordon Keir, who had consented to help explain about the “runner”. Gordon had worked for BC Hydro and was familiar with this shipment and with the Revelstoke Dam.

He explained that a “runner” was the heart of the turbine. It is to the runner that flowing water is directed, creating a force on the blades. In this way, energy is transferred from the water flow to the turbine. This particular runner was required because BC Hydro was installing a fifth turbine at the Revelstoke Dam. The dam had been built to hold six turbines but was made operational with only four. Demand for electricity now warranted the fifth turbine.



This picture above shows penstocks that deliver water to the four existing turbines. The fifth penstock is under construction. The new runner would be installed at the base of the fifth penstock. The runner is known as a “Francis” runner. *A Francis Turbine is supplied with high pressure water which enters the turbine with radial inflow and leaves the turbine axially through the draft tube. The energy from water flow is transferred to the shaft of the turbine in the form of torque and rotation. The turbine shaft is coupled with dynamos or alternators for power generation.*

After the runner was brought ashore at Shelter Bay it was removed from the *Goldhofer* trailer. A specialised “Double Lane Wide” highway trailer was needed to carry the runner over the road to Revelstoke. That trailer was not immediately available and in fact would have to be built on the spot when the appropriate modules arrived. Meanwhile the empty *Goldhofer* was driven to the dam so that it could carry a scale mock-up of the runner through a 100 metre long tunnel into the power house. The mock-up had been constructed of wood and was slightly larger than the real thing. It got through the tunnel but only after a lot of work had been done with pickaxes and other tools to remove some of the wall and roof from the tunnel.

After various delays and over the course of several days the “Sheedy Double Lane Wide” Specialized Highway Transport Trailer arrived at Shelter Bay in sections with modified parts to be reassembled. This trailer was necessary to carry the load along Highway 23 to Revelstoke. The road has four bridges and none were strong enough to support the combined weight of the runner and the *Goldhofer* trailer. The new trailer was built long enough so that the front half would have crossed a bridge before the rear half entered the bridge. The total length of this trailer, with its 128 wheels, was just less than 100 metres and the combined weight of runner and

trailer exceeded 340 tonnes. The width was about 9 metres.

After a delay of about ten days the trailer with the runner secured to it was ready to move. Highway 23 was closed to other traffic. The runner was on the move again. This was the single largest load ever on a B.C. highway. In the picture below you can see the front end of the trailer on a bridge while the back end is far from it.



The journey was slow. The highway is primarily a two-lane road so there was never much room to spare. Navigating the bridges and bends was not easy despite the ability to steer both ends of the trailer. On one bridge several guard rails had been removed to allow the trailer to negotiate a very sharp turn. The picture on the right below was taken near the end of the journey where the road met the Trans-Canada Highway.

Before the runner could be taken into the Revelstoke Dam site it was transferred from the specialised trailer, using the trailer's hydraulic jacking system, on to large timbers and later loaded back on to the *Goldhofer*. This vehicle, as mentioned before, had the dimensions to carry the runner through two tunnels to the Main Generator Floor of the Revelstoke Power House.



So, with the runner safely delivered to the dam site, its journey was completed



It was a pleasure to welcome members from Victoria at a recent Directors meeting in Vancouver



South Vancouver Island members and guests attending their lunch meeting at the Princess Mary Restaurant on the west shore of Victoria Harbour.  
Bottom picture is of Jean and David Myerscough.  
All pictures by Bill McKechnie

## **NATIONAL CMAC MEETING HIGHLIGHTS**

CMAC National meeting took place in the Ottawa Government Conference Center from April 26<sup>th</sup> to 29<sup>th</sup> 2010. At the opening Plenary session Mr. Donald Roussel gave updates on various topics including:

### **Regulatory Reform**

Although most of the regulations that are affected by CSA2001 have been reviewed there is still substantial amount of work to perform to review the final 30% of the old regulations and to modernize the same.

### **Bunkers Convention Certificates**

A new requirement under the Bunkers Convention is for Canada to issue certificates to vessels over 1000 GRT. A new Transport Canada Marine Insurance Unit, has issued more than 400 Bunkers Convention certificates and 170 Civil Liability Convention certificates.

### **Ballast Water**

Ballast Water Regulations are being amended bring into force the IMO Ballast Water Convention. These regulations will require treatment systems be fitted on vessels. Consultations will be required individual states in the US are developing their own rules

### **Northern Canada Vessel Traffic Services Zones Regulations**

Work continues on developing the proposed Northern Canada Vessel Traffic Services Zones Regulations, previously known as the voluntary NORDREG which appeared in *Canada Gazette* Part I on February 27, 2010. Transport Canada has begun negotiating a mandatory Polar Code at the IMO.

### **Development of Enhanced Air Emissions Regulations**

Another important area of focus for TC Marine Safety is the development of enhanced air emissions regulations for vessels operating in Canadian waters. The IMO's Marine Environment Protection Committee developed an interim technical framework on greenhouse gases that the Secretary General of the IMO presented to the United Nations Conference on Climate Change in Copenhagen last December. This framework was further refined this March and the IMO is considering how to make this framework mandatory by developing draft text to amend Annex VI to the MARPOL Convention.

### **International Conventions**

Nine International maritime Conventions have now been formally approved by the Minister of Foreign Affairs and have been submitted to the IMO and Canada is now a party to eight IMO Conventions. On March 25th, Canada officially acceded to Annexes IV, V, and VI of the International Convention for the Prevention of Pollution from Ships, known as MARPOL. As a result, IMO adopted the North American Emission Control Area. Bringing into force the MARPOL Annexes will help reduce marine pollution from vessel sewage and garbage, as well as to control air emissions from vessels. Canada has also ratified the Maritime Labour Convention, 2006, and is finalizing the Maritime Occupational Health and Safety Regulations with Labour Canada. Final approval and publication in Part II of the *Canada Gazette* is expected in June 2010. Other treaties that will require both policy debate and Parliamentary consultations

are the 2009 Hong Kong Convention on Safe and Environmentally Sound Ship Recycling and future instruments on Greenhouse Gases. The IMO's Marine Environment Protection Committee developed an interim technical framework on greenhouse gases that the Secretary General of the IMO presented to the United Nations Conference on Climate Change in Copenhagen last December. This framework was further refined this March and the IMO is considering how to make it mandatory.

### **Safety Management Systems and the Canadian Alternate Compliance Program**

Marine Safety continues to work towards implementation of Safety Management Systems within the domestic fleet as part of its strategic vision to involve vessel owners and operators to a greater level in ensuring the safety of their vessels. One of the objectives of the Pilot Project in British Columbia with Council of Marine Carriers member companies is to test the application of Safety Management Systems on board domestic Canadian vessels. The objective is to introduce regulations that in future will apply to the whole Canadian domestic fleet. An initiative which supports the risk-based inspection regime is the Canadian Alternate Compliance Program. Through the Canadian CACP, operators undergo a risk assessment and will demonstrate that they have suitable risk management practices in place in order to be authorized by Transport Canada to perform certain statutory functions. All five pilot project participants underwent a risk assessment. Two companies received authorization and have undertaken certain statutory functions. Following the completion of the pilot project, Marine Safety will conduct a full review of the program in early 2011.

### **Marine Transportation Security Regulations**

A key priority of Transport Canada is the comprehensive review of the Marine Transportation Security Regulations and proposed amendments. The focus is on restructuring the Marine Transportation Security Regulations to ensure better consistency, clarity and address ambiguities. Consideration will be given for the use of Alternative Security Arrangements, and it is hoped that they will be able to improve harmonization with the United States and other international partners.

### **Canadian Coast Guard Update**

René Grenier, Deputy Commissioner of the Canadian Coast Guard, was pleased to provide an update on some of the important Canadian Coast Guard initiatives since his last address at the November National CMAC meeting. As always, the Coast Guard looks forward to continuing to build their relationship with the stakeholders, and they see these meetings as an opportunity to continue strengthening their network.

An update on the following was provided:

- vessel procurement progress under the Fleet Renewal Plan, including Coast Guard's work under the federal government's Economic Action Plan;
- progress concerning the development of the national e-Navigation plan;
- advancements made with respect to their vessel tracking systems;
- update on the Levels of Service Review; and
- update on the new Draft Policy on Assistance to Disabled Vessels.

Full minutes of the CMAC proceedings can be obtained from Cassandra Parker, at Transport Canada. Her email address is [cassandra.parker@tc.gc.ca](mailto:cassandra.parker@tc.gc.ca)

**Submitted by Captain Phill Nelson**

## FROM THE EDITOR

Many thanks to those of you who sent in copy for the recent Port Logs. I am happy to continue being your editor but I would like to draw your attention to the dictionary definition of the word "Editor" – "One who prepares the work of others for participation." As the saying goes, when the hat is passed around "All Donations are Welcome!" Thanks fellow members... I know I can rely on you in the future and I look forward to hearing from you.

Any submissions, articles, letters to the editor etc. can be sent to me at [tonycmariner@shaw.ca](mailto:tonycmariner@shaw.ca) or by snail mail to: 848 Stevens Street, White Rock, BC V4B 4X2.

On the plus side, Rob Nelson the son of our Deputy Master has volunteered to assist and enlighten me in uploading information to the our Division web pages - thanks Rob. Hopefully we will be updated shortly.

**Tony Crowther - Editor**

## TRANSPORTATION TO EVENTS

We realize that some of our members may no longer have means of transportation to our various meetings and functions but would still like to attend them. Any member wishing to be picked up please contact any Director who will be pleased to arrange this.

Do not be bashful in coming forward!

## PAST MASTERS OF THE VANCOUVER DIVISION

### Captains:

G. O. Baugh	1967 – 1972
A. N. Cabot	1973 – 1974
C. F. Atree	1975 – 1977
J. Hetherington	Sept. 1977 – 1978
S. S. Martin	Sept. 1978 – 1979
B.R. Wilson	Sept. 1979 – 1981
C. E. Burrill	Sept. 1981 – 1983
D. J. Bremner	Sept. 1983 – 1984
E. Monteiro	Sept. 1984 – 1986
C. E. Maccauley	Sept. 1986 – 1987
J. A. Arnott	Sept. 1987 – 1988
P.M. J. Ireland	Sept. 1988 – 1989

### Captains:

P.R. Charter	Sept. 1989 – 1990
G. Drewery	Sept. 1990 – 1992
S. Best	Sept. 1992 – 1993
G. E. Murrell	Sept. 1993 – 1995
A. S. Monaghan	Sept. 1995 – 1997
G. S. Mann	Sept. 1997 – 1999
D. J. Bremner	Sept. 1999 – 2001
E. Winter	Sept. 2001 – 2002
T. Dekkers	Sept. 2002 – Dec.
G. Harris	Jan. 2003 – 2003
D. J. Bremner	Sept. 2003 – 2009
D. Rose	Sept. 2009 –