



# THE PORT LOG

Journal of The Company of Master Mariners of Canada  
Vancouver Division

Issue 4 – November 2006

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## MAIN CONTACTS 2006- 2007

### Directors

David Bremner	Master e-mail: <a href="mailto:theda@telus.net">theda@telus.net</a>
Jim Shroff	Deputy Master
Phill Nelson	Asst. Deputy
Jack Bishop	Treasurer
Don Tranter	Membership
Ratch Wallace	V.I. Rep.
leun Lampshire-Jones	Social/Tech.
Andrew Law	Secretary
Don Rose	Technical
Ray McKay	At Large
Tony Crowther	Web Site

### Officers

John Swann	Email Coordinator e-mail: <a href="mailto:John@swann-assoc.com">John@swann-assoc.com</a>
Tony Dekkers	Phone Comm.
Dorothy Hickman	Office Manager
Thelma Bremner	Newsletter

### NATIONAL COUNCILLORS

David Bremner, Jim Shroff, Ratch Wallace

### DIVISIONAL COUNCIL MEETINGS

**All Members are welcome to attend –**

1. **The Divisional Council meetings held the fourth Tuesday of each month at 1700hrs.**
2. **Every Tuesday is brown bag lunch from 1030hrs To 1330hrs.**

### VICTORIA GROUP MEETING

The third Wednesday of each month at 1200hrs – contact Mike Gray if you wish to attend.

### VANCOUVER ISLAND MEETING

The fourth Tuesday of each month – 1100 - 1300 hrs. in the Harbour Commission office – Front St. Nanaimo BC

## PLEASE MARK YOUR CALENDARS

### CHRISTMAS PARTY SATURDAY DECEMBER 9<sup>TH</sup> 2006

Time: 1830hrs to 2230hrs.

Place: The Mission to Seafarers  
401 East Waterfront Road, Vancouver

#### Menu for Xmas Dinner

Caesar Salad, Garden Salad with Mushrooms  
Roast Turkey  
Pineapple Glazed Ham  
BC Salmon  
Potatoes, Wild Rice Mixed Vegetables  
Fresh Fruit Plate  
Trifle and Pastries  
Coffee or Tea

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Buffet – No Host Bar – Wine served with Dinner  
Raffle

Tickets - \$30.00 per person (number limited-book early)

Free Parking

RSVP by Dec. 7<sup>th</sup>, 2006 (no cancellations after this date)

For tickets/reservations contact:

David Bremner – e-mail [theda@telus.net](mailto:theda@telus.net)

Tony Dekkers

Dorothy Hickman

## MASTER'S REPORT

Following the summer break the Divisional Council had to gear up for the Divisional and National AGM's. On September 16<sup>th</sup> the Divisional AGM was held in the basement of the Mission to Seafarers and was attended by 28 persons. It was a productive one with various topics of discussion. There were three vacancies in the Council and they were filled by Captain Andrew Law, who had stepped down as required by the bylaws and by two new directors, Captain Tony Crowther and Captain Ratch Wallace. I thank them for offering their services and look forward to working with them in the coming year. I also thank the outgoing Captain Tony Dekkers, Captain Mike Gray and Captain Mike

Swanston for their help in the past years. A light lunch was served after the meeting.

On the 5<sup>th</sup> October Phill Nelson, Don Tranter and myself, accompanied by our wives, headed to Seattle to attend the Recognition Day Lunch of the Council of American Master Mariners, a similar organization to The Company. This is an annual event whereby they pay tribute to someone in the Marine Field who has contributed significantly to the industry. This year a suitably engraved plaque was presented to Ms. Lyn McLelland, the Seattle representative of the Maritime Administration. Each of the ladies present was given long stemmed roses, a very nice gesture. My wife Thelma was the lucky recipient of the door prize – a very nice ship's wheel donated by Captain John File. While attending the lunch we were pleased to meet with three members of CAMM who were to attend our National AGM.

The National AGM was held at the Inn at Westminster Quay, New Westminster. Three members of the Council of American Master Mariners, Captain Tom Bradley, National President, Captain Richard Klein, President Seattle Chapter and Captain Donald Moore, Treasurer & Positions Chair Seattle Chapter came up from Vancouver, Washington & Seattle to attend our meeting and to discuss common interests and concerns. We were delighted to have them here.

We had a successful reception on Friday evening that attracted some 43 members and guests and gave them a chance to meet one another.

During the meetings that followed the main topics of discussion were the need to attract younger members as our number of Senior members increases and the direction The Company should take in the coming years. There was a consensus that we should become more involved in other groups and that we should attend other related events. In particular we should pursue membership in the International Federation of Shipmasters (IFSMA), an organization which has official status at the International Maritime Organization (IMO). It is anticipated that this will require inclusion of some amount for this in our budget. As a result it was agreed that the dues should be increased by \$5.00 to cover the anticipated costs. The AGM itself was well attended by 34 persons.

The dinner on Saturday night was attended by 64 persons, a very good turnout. The meal was excellent and afterwards our member Captain Allan Domaas, President & CEO of Fraser River Port Authority gave an excellent presentation on the future of FRPA. If you could not attend you certainly missed a very pleasant evening.

On 9<sup>th</sup> November we held a very successful technical dinner attended by 45 persons. Anne Brevik and Martin Vennesland gave an excellent presentation on "9 Years on the 7 Seas" aboard the

yacht NOR SIGLAR. After the presentation they signed copies of their book of that name.

11<sup>th</sup> November we arranged the usual service at Sailor's Point in North Vancouver. The weather held fine for the service and after the service the crowd joined us for coffee and cookies in the Seamanship room of Pacific Marine Training Campus. I thank them for making this room available for our use. I also thank the Association of Marine Surveyors of BC, the Canadian Merchant Service Guild and the International Sailor's Society of Canada for their contribution towards the cost of this event.



*We were very pleased when the Seaspan FALCON joined us for the service. We thank them for making a special background.*



*Remembrance Day Service at Sailors Point Monument In North Vancouver.*

Our final event of the year is our Christmas party scheduled for 9<sup>th</sup> December. I look forward to seeing our usual good turnout. Come and join us and bring your wives and friends.

**We were very fortunate to obtain a number of sponsors for the AGM meetings and I would sincerely thank the following for their support.**

**BC Chamber of Shipping,  
BC Ferries,  
Burrard Clean Operations,  
Fraser River Port Authority,  
Lloyds Register of Shipping,  
North Arm Transportation Ltd,  
Pacific Towing Ltd,  
Seaspan  
Vancouver Port.**

In closing I wish you all a very Merry Christmas and all the best for 2007.

*Captain DJ Bremner  
Master,  
Vancouver Division*

## **NEW DUES STRUCTURE**

Please note that the dues for 2007 are as follows:

Full Member - \$130.00	includes	National portion	\$90.00
Senior	65.00	“ National portion	45.00
Associate	65.00	“ National Portion	45.00
Companion	130.00	“ National Portion	90.00
Corporate	185.00	“ National Portion	125.00

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**While looking through an old issue we found this Article which was published in FROM THE BRIDGE in the July/August 1995 issue. Since then Vancouver Division has had many new members and we felt perhaps that they would be interested in knowing how The Company was started.**

### **WHO STARTED IT?**

The Company of Master Mariners of Canada was incorporated on September 11<sup>th</sup> 1967 after several years of hard work on the part of our founding member, Captain G.O. Baugh (after which the G.O. Baugh Fund is named.)

Captain Baugh was a member of The Company of Master Mariners of England which was formed on June 25<sup>th</sup> 1926 having first been conceived in March 1921. In March 1928 His Royal Highness, The Prince of Wales, became the first Master and in June of that year

His Majesty, King George V bestowed the title of “Honourable “upon The Company.

Upon residing in Vancouver, Captain Baugh made contact with several other residents who were also members of The Honourable Company, as it was to be known. In order to keep in touch with each other and with H.Q.S. WELLINGTON in London and to discuss matters of interest to the Merchant Service, they would meet, usually, twice a year. There, however, was a stumbling block – the Court of The Honourable Company had no jurisdiction, so to speak, in Canada and though always maintaining the greatest interest were powerless to act upon any suggestions emanating from the B.C. group as it affected the Canadian shipping industry.

In 1965 it was decided to arrange a dinner meeting to which a number of non-members, but prominent Master Mariners would be invited. It is to this meeting that the origin of The Canadian Company may be traced. It was unanimously agreed then that they would found a company who's aims would be similar to those of the Honourable Company but entirely Canadian in concept and free to act independently.

Twenty Master Mariners comprised the Foundation council, eight of whom volunteered to study the idea. The committee later become the first Board of Directors. Throughout this formative period, regular correspondence was maintained with The Honourable Company in the person of Mr. Maurice H. Disney, the dedicated Clerk to The Company, who gave us many suggestions and invaluable assistance.

Our first application to the Register General of Canada for a charter was referred for approval to the Department of Transport. The Corporations Branch of the Department of the Registrar General returned our application with the request that the By-Laws, as submitted be revised to conform to the requirements of the Canada Corporations Act in order to incorporate under the Letters Patent.

While the By-Laws had to be revised, the objects of The Company remained essentially the same as those of The Honourable Company – principally to constitute a body of experienced and highly qualified Master Mariners who would be available for advise or consultation on all questions affecting the Merchant Service on judicial, commercial, scientific, educational or technical matters relating thereto, and in general to promote the marine industry of Canada.

With the By-Laws revised as requested, our Charter by Letters Patent was dated May 11<sup>th</sup> 1967 and recorded on September 11<sup>th</sup> 1967. \*

Upon Captain Baugh's retirement in October 1974 it was noted that – “The Company in its first seven years had charted a course that placed it in the main channel of the Canadian Maritime world. Like any well-founded ship, during its life, would have many

take over command; its first commander, however, would always be remembered as the man who set the course and laid the foundation on which others would build and progress.\*

Captain Baugh died in 1978.

*\*Extracts from the first General meeting held on May 29<sup>th</sup> 196*

## MARITIME SAFETY

New Paris MOU port state control rules set to reward 'good' ships with fewer inspections.

PORT state control authorities in Europe and Canada are poised to shift to a new inspection system that promises to 'reward' good operators with fewer checks on their vessels.

The annual report of the Paris Memorandum of Understanding on Port State Control, published last month, reveals that the number of unseaworthy ships having to be detained dropped to an all-time low in 2005 – despite an increase in the number of inspections.

This, combined with next year's expansion of the Paris MOU from 20 to 27 member countries, has prompted the decision to move away from the traditional target of inspecting at least 25% of all visiting ships to a new risk-based approach to selecting ships for checks.

Vessels classed as low risk will in future face OSC inspections at two-year intervals instead of the previous six-month period.

Last year saw a total of 21,302 inspections carried out on 13,024 ships from 112 different flag states – with the number of detentions dropping to just 994, compared with 1,699 in 2001.

Although the report suggests that the statistics serve as 'an encouraging sign' it warns that there continues to be a 'hard core' of substandard ships and flags and says 'efforts still need to be enhanced to obtain a substantial reduction in the number of substandard ships visiting the region.'

Last year, for example, a total of 28 ships were banned from Paris Mou's port because of their appalling inspection records. However, the report notes, 'research has indicated that most of these unwanted ships are still in operation in other areas, mostly in the Black Sea.'

Following a number of cases where substandard ships failed to turn up at agreed yards after being given permission to sail to allow repairs to be carried out, the Paris MOU is tightening the rules in such circumstances.

The report reveals that a total of 62,434 deficiencies were discovered in port state control checks last year – down by more than 13% from the figure of 2003.

But the authorities remain concerned at the high proportion of deficiencies related to life-saving and fire-

fighting equipment, safety in general and navigation – which, together, account for 48% of the total.

There was a sharp increase in ISPS Code-related defects – up from 107 in 2004 to 817 last year.

But the number of deficiencies related to seafarers' living and working conditions dropped by 8%, STCW-related deficiencies fell by 19% and ISM-related defects also declined last year.

Last year saw a concentrated inspection campaign targeting compliance with GMDSS requirements. The report describes the overall results of this as encouraging, although there were concerns over operational aspects – with 157 cases in which responsible officers were found unable to operate the equipment satisfactorily.

This year's concentrated inspection campaign will focus on MARPOL Annex 1 and proposals have been tabled for one to target the ISM Code next year. In 2008, the authorities plan to tackle SOLAS Chapter V rules in an attempt to tackle concerns over the impact of increasingly complex bridge systems.

The Paris MOU wants to improve the way in which inspections deal with 'human element' issues and has developed a special learning package for inspectors on this subject.

It is also introducing a code of good practice for inspectors in a bid to address complaints from some shipowner groups of corruption and inconsistency in some port state control regimes.

The report features an analysis of the 'league tables' for flag inspection results. The number of registers on the Paris MOU 'black list' dropped from 21 to 18 last year, while the total on the 'white list' increased by three to 34. Such trends, allied to the marked fall in detention numbers, suggest 'there is a movement to qualify flags', the report concludes on an optimistic note.

*NUMAST Telegraph  
October 2006*

### 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**

**(plus postage)**