



# From the Bridge

## *The Newsletter of the Company of Master Mariners of Canada*

[www.mastermariners.ca](http://www.mastermariners.ca)

February 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.*

### FROM THE MASTER'S DESK

Looking out my window on this bright and sunny afternoon leads me to think about being back in the Gulf of St. Lawrence icebreaking during the winter season. Today, however, my thoughts move toward three articles in this edition of *"From the Bridge"* dealing with piracy which creates for me a sense of urgency for the requirement of coastal countries to spend time searching for a resolution to this problem.

At a recent Maritimes Division meeting, a speaker from the Centre for Foreign Policy Studies at Dalhousie University delivered a thought provoking lecture about the causes, and associated problems, of piracy in the Somali area. It isn't just a question of armed intervention, but also of eliminating the reason for piracy in the first place, and of providing assistance to piracy incident survivors.

The Seamen's Church Institute (SCI) has published "Preliminary Guidelines: Post-Piracy Care for Seafarers", outlining preliminary strategies on caring for seafarers (merchant mariners) affected by piracy. The document is based on cutting edge mental health research and ongoing discussions with shipowners, crewing agencies, representatives of governments, and other stakeholders in the industry, and provides practical guidelines for the maritime industry.

On a separate topic, there still exist unscrupulous owners who do not treat the mariner with any degree of human conscience. The ITF recently congratulated Danish authorities for acting to avert a potential miscarriage of justice against three seafarers. The German captain/owner of the *"Cormorant"* took away the mariners passports and other personal belongings and prevented them leaving the ship. They and the ship were abandoned in Frederiksvaerk, Denmark, in December of last year. The situation has been resolved but only after the mariners were close to being deported which would have eliminated any potential for further work opportunities in Denmark.

On a more positive note, our executive has recently begun using a new communication method for national teleconferences which has the potential to reduce our long distance phone charges by about \$1,500 per year.

In keeping with the IMO theme "2010: Year of the Seafarer" the Newfoundland and Labrador Division has secured Capt. Hartmud Hess, from IMO, as the keynote speaker for the 4<sup>th</sup> annual HR Solutions seminar that they will be holding. This seminar may also be taking on a more prominent role as part of Transport Canada's official activities for the International Year of the Seafarer. Look for more information for NL Division in the future.



And finally, I would ask all Divisional Masters and the National Executive to please start thinking about our AGM to be held in October of this year. The venue of Chemainus BC promises to be an enjoyable change from "the big cities". Captain Vale, Vancouver Island's Divisional Master has provided further information in this edition.

Fair winds and good health,  
Jim Calvesbert  
*"2010: Year of the Seafarer"*

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**THE CAPTAIN G.O. BAUGH MEMORIAL FUND:**

Congratulations go to Jane Woo, a Second Year student in the Nautical Science Cadet programme at the BCIT Marine Campus in North Vancouver. She was the winner of the 2009 Scholarship from the Captain G.O. Baugh Memorial Fund. She appears in this picture after receiving her cheque and certificate from Captains David Bremner and Peter Ireland.

Scholarships were first given out in 1981 and to the end of 2009 a total of \$51,550.00 has been awarded to students. As we start collecting dues for the coming year I would like to draw the attention of our members to the Voluntary Contribution of members towards the above fund. The fund is entirely supported by our member's contributions – small amounts under \$25.00 can go towards building up the fund whereas larger contributions requiring income tax receipts come under The Corporation Charity Regulations which require that 80% of these amounts must be distributed as scholarships during the following year. We need your support and I would ask that you consider supporting us as best you can. This is a worthy purpose. **Captain D.J. Bremner. Chairman, Trustees.**



In January Jane wrote to thank the Company for awarding her the Scholarship:-

**Dear Captain DJ Bremner,**

I am writing to express my sincere gratitude to you for making the Captain G.O. Baugh Memorial Fund Scholarship possible. I was thrilled to learn of my selection for this honour and I am deeply appreciative of your support.

I am currently studying Nautical Sciences with hopes of becoming an outstanding ship navigation officer. The financial assistance you provided will be of great help to me in paying my educational expenses, and it will allow me to concentrate more of my time for studying.

Thank you again for your generosity and support. I promise you I will work very hard to complete this diploma.

**Sincerely, Jane Woo**

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**GAC reaches out to mariners with the Sailors' Society in the Year of the Seafarer.** As the global maritime community marks the Year of the Seafarer, the GAC Group is lending its experience and global reach to help the international maritime welfare charity, the Sailors' Society. 2010 has been dedicated to mariners around the world by the International Maritime Organisation (IMO), paying tribute to the vital role they play in global trade, encouraging young people to enter careers at sea and promoting greater understanding of the many issues seafarers face.



The Sailors' Society is part of the worldwide supports network that seeks to safeguard the welfare of sailors everywhere. Every year, the Society receives more than 20,000 warm woolly hats (an essential item of clothing, as any seasoned mariner can confirm) knitted by volunteers. This year, they will be sent - free of charge - to seafarers at locations as far flung as Brazil and Russia, courtesy of GAC's global distribution network.

GAC boarding officers will also share directories of the charity's contact details with Ships' Captains and crews, providing seafarers and their families with access to a valuable source of practical and emotional support at times of need. "Many GAC managers started their working lives at sea, so we appreciate the essential role that sailors play in our industry and understand the challenges they face," says GAC Group President Lars Säfverström. "We have been supporting the Sailors' Society for some years, participating in fundraising events and making Christmas donations. Now, as we welcome the Year of the Seafarer, this new partnership takes that support a strategic step further."

Jan Webber, the Sailors' Society Director of Fundraising, says: "We are thrilled to be working with one of the world's leading shipping, logistics, and marine services providers. We know that GAC is well recognised for its commitment to Corporate Social Responsibility, and we are very happy that it is reaching out to support the seafarers we all rely on."

That goes a long way to enriching sailors' lives and replacing their isolation with a real sense of belonging to a world community of mariners." Feb 10<sup>th</sup> 2010  
[http://www.hellenicshippingnews.com/index.php?option=com\\_content&task=view&id=86370&Itemid=79](http://www.hellenicshippingnews.com/index.php?option=com_content&task=view&id=86370&Itemid=79)

**GAC, "The Gulp Agency Company"**, is the world's leading provider of shipping, logistics, marine and related services. GAC employs in excess of 8,000 men and women at close to 300 offices around the world.



**ICS: "GOVERNMENTS MUST DO MORE ON PIRACY."** By: David Hughes. Published: Mon, 18 January 2010

**The International Chamber of Shipping (ICS)** has expressed its "deepening frustration at the seeming impotence of the international community" to address the continuing piracy crisis in the Indian Ocean and says that the current international naval operation is insufficient to ensure the safety of merchant ships.



"The unacceptable situation prevailing now, with seafarers lives being threatened on a daily basis - and Somali pirates still operating with impunity - cannot be allowed to continue." said ICS Chairman, Spyros M Polemis.

ICS says: "Notwithstanding the unprecedented degree of co-operation between the wide array of warships providing protection to ships in the region – for which the shipping industry remains very appreciative - the current level of response is simply insufficient. It is vital that governments, at the very highest level, become far more engaged in finding a long term solution to the crisis."

In an apparent reference to the UK's Foreign Secretary David Miliband, Mr Polemis said: "It is particularly upsetting when the main focus of some senior politicians is limited to commenting on their objections to the payment of ransoms. But given the inability of the international community to intervene in Somalia, the shipowner currently has little alternative when confronted with seafarers being held hostage."

In addition to calling for governments to take a more strategic approach to the suppression of piracy, ICS says the shipping industry is seeking refinements to the existing military response.

It says: "While the level of co-ordination amongst military forces providing protection to shipping is extremely good, it falls short of what could be achieved under a single unitary command structure. At present ships operate under different 'rules of engagement', which prevents a consistent response to pirates when they are caught in the act. United Nations Resolutions, which reiterate governments' authority to act, are being interpreted differently by the various nations that have warships in the area."

ICS complains: "All too often, small boats or skiffs that have conducted aborted attacks are allowed to proceed back to Somalia without military intervention. This gives the message that the military will not see hot pursuit operations through to their natural conclusion. Similarly, intercepted pirates are often released only to return to Somalia without being arrested and prosecuted. A more consistent and robust approach to enforcement is required."

"In cases where attacks occur hundreds of miles off the Somali coast then the skiffs must have been deployed from mother ships," ICS says. "The skiffs simply do not have the endurance for operations deep into the Indian Ocean. Why are the 'mother ships' not being intercepted and detained?"

<http://www.mglobal.com/news/dailystorydetails.cfm?storyid=10610&type=2>

**Philippines orders piracy classes.** <http://news.bbc.co.uk/2/hi/asia-pacific/8439198.stm>

2010/01/04

The Philippines has ordered its seamen, comprising about a third of the world's commercial sailors, to go through anti-piracy training. The labour ministry said the classes must be completed before any future seafarer is allowed to go to sea. The eight-hour classes will start on 15 January, the ministry said, and even experienced sailors must take them. Philippine sailors have been found on many of the ships recently taken hostage by pirates.

Labour Secretary Marianito Roque said sailors will be taught how to use fire hoses, detect approaching pirates and manoeuvre their vessels to prevent pirates from scaling them, and who to contact in the event of attack.

**Escape and survival:** They will also learn how to manage hostage crises if they are taken captive, but they will not carry arms or receive firearms training.

"Regardless if they are old or new sailors, they have to participate in the training... The goal is to prevent, avoid, escape and survive piracy," said Mr Roque. The programme is based on one used by the International Association of Independent Tanker Owners, which operates about 80% of the world's tankers.

The Philippines supplies about a third of the 1.5 million commercial seafarers worldwide. Filipino mariners sent home a record \$2.5bn for the first nine months of 2009, the Manila Bulletin newspaper reported.

Somali pirates have kidnapped 470 Filipinos since 2006, and are still holding at least 74 aboard six ships, according to Foreign Affairs Undersecretary Esteban Conejos.

Pirates operating off the coast of Somalia and the Gulf of Aden, one of the world's busiest sea lanes, are thought to have hijacked more than 80 ships in the past two years, and currently hold 14 vessels and close to 300 crew members.

The International Maritime Employers Committee (Imec) based in London has recommended that other countries replicate the training as a requirement for deployment of all seafarers.

**HK shipowners join appeal for full naval action against pirates:** The Hong Kong Shipowners Association (HKSA) and International Chamber of Shipping (ICS), a London-based merchant shipping trade association, have issued an urgent appeal to governments to stamp out piracy off Somalia and in the Indian Ocean.

"There is growing concern that the international community is instead treating the current level of attacks against shipping as somehow 'tolerable,'" said the HKSA.

"Pirates are being given a message that their criminal activity carries very few risks in comparison to the payments. As a result, the number of pirates is growing, and there is real danger that, in the absence of a firm response, their methods of hijack and violent kidnapping will be successfully emulated by others elsewhere," the HKSA said.

Said ICS chairman Spyros Polemis: "The unacceptable situation, with seafarers' lives being threatened - and Somali pirates operating with impunity - cannot be allowed to continue," ICS chairman Spyros Polemis said.

Fifteen hundred seafarers have been taken hostage by pirates in the Indian Ocean in the past couple of years near the Gulf of Aden and they are often held for ransom "for months at a time", he said.

"If a similar number of aircraft passengers had been taken hostage there would undoubtedly have been a more robust response," Mr Polemis said.

"However, many governments seem oblivious to the fact that ships carry around 90 per cent of world trade, and that security of major seaways is strategically vital to the functioning of the global economy," said the statement.

It said that in addition to calling for governments to take a more strategic approach to the suppression of piracy, the shipping industry is seeking refinements to the existing military response.

"While the military has been in providing protection in the Gulf of Aden, pirates are now operating throughout the northwest Indian Ocean. On any given day--in an area of one million square miles--only about 12 military vessels are available to come to the aid of merchant ships under attack (and these are focused on the Gulf of Aden).

"Little is being done to prevent the pirates from operating from their bases in Somalia, or to disable the 'mother ships' that are used to launch attacks up to 1,000 miles from the Somali coast," said the statement.

<http://www.shippingonline.cn/news/newsContent.asp?id=13932> Jan 25<sup>th</sup> 2010

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**A British Columbia-led team of archaeologists** has discovered the wreck of a Klondike Gold Rush steamer perfectly preserved in the icy waters of Lake Laberge, north of Whitehorse.

The vessel *A. J. Goddard* sank in a winter storm 108 years ago, leaving behind a snapshot of life during the frenzy of prospecting and mining that engorged the Yukon Territory and enriched the ports of Vancouver and Victoria during the late 1800s and early 1900s.

"The detritus littering the deck of the vessel tells a harrowing tale of shipwreck and death", said Vancouver marine archaeologist James Delgado, President of the Institute of Nautical Archaeology. "The boiler door is open and the firewood they tossed in to try to get up enough steam to get out of trouble is still in there with charring on it," Delgado said. "Somebody had hurriedly removed their coat and shoes to swim for it and these are still lying on the deck."

Three men - Captain Charles McDonald, cook Fay Ransome, and fireman John Thompson - perished in the wreck and were later buried by the North West Mounted Police after their bodies washed ashore. As the vessel sank engineer Stockfett and crewman Snyder were left clinging to the tiny pilothouse that was torn away. They were rescued by a trapper camping nearby. What is known of the crew is garnered from a few scant newspaper accounts.



The survey that solved the 108-year-old mystery about the *A. J. Goddard's* final resting place was conducted by a team of researchers led by B.C.-based project-leader John Pollack and transplanted Albertan Doug Davidge, President of the Yukon Transportation Museum. The diving mission to the wreck was photographed by Vancouverite Donnie Reid.

The iron sternwheeler and her sister ship *F. H. Kilbourne* was built in San Francisco in 1897 for Seattleite A. J. Goddard and shipped in pieces to Skagway, Alaska where it was hauled inland, through B.C. over the Chilkoot Pass or the White Pass and assembled at Bennett, B.C. The tent city at Bennett was the jumping off point for stampedeurs travelling up the Yukon River system. The vessel was registered at Bennett and

would then have navigated the rivers and rapids to Lake Laberge for ferry and freight duty and as a floating repair shop.

For three years, the *A. J. Goddard* served as a ferry for stampedeurs who flocked by the thousands to Whitehorse at the south end of the lake on their way to Dawson City and points north. More than 260 steamboats plied the Yukon River during the gold rush.

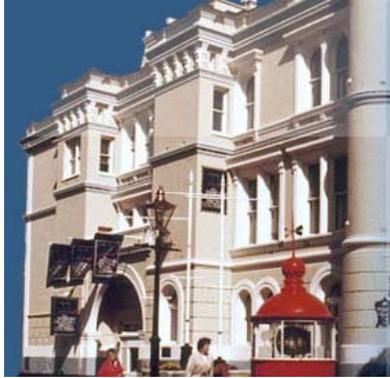
South-western British Columbia was the first staging point for the tens of thousands of miners who swarmed up the gold rush trail through Hope, Lytton and Cache Creek to the Klondike. "Vancouver and Victoria boomed as a result of that gold rush and a lot of supplies come out of here and a lot of businesses thrived," Delgado said. "That link continued through the First World War and beyond."

Goddard was the owner of Seattle's Pacific Ironworks and likely crewed the *A. J. Goddard* with tradesmen from his foundry to make the trip north and assemble it and its sister, according to Davidge. That work was completed by May 1898. Goddard sold the two vessels and the associated business interests about a year later.

Unlike wooden wrecks of the era, the *A. J. Goddard* is in excellent condition.

"This ship may have gone down 108 years ago, but it looks as if it had just gone down the day before," Delgado said. "This craft was self-sufficient and that reflected the crew", he said. "It had its own repair shop, a blacksmith's forge, an anvil and a workbench." The stove was out on deck along with the remains of a pipe tent frame covered with canvas. "That canvas wasn't just for the bugs in summer it was for winter, too. They are cooking and living their lives out in the open on the deck," he said. Space beneath deck was only one metre high and filled with supplies and firewood. "They were making a go of it on the frontier, very tough self-reliant guys. Their dishes and tools are scattered on the deck and in the mud alongside the ship. It literally is a ghost ship," he said. <http://www.vancouver.sun.com/>

**National Records:** I am happy to report that the national records of the Company have been accepted as a gift for archival storage at the *Maritime Museum of British Columbia* in Victoria. There were seven storage boxes, two blue binders, one binder of additional newsletters and most interesting of all two black ledgers of the documents from the Canadian Institute of Master Mariners (thanks to Frank Nicol, a former Secretary of the Institute, who preserved these files for years after the two organizations joined together). Up until now the records were securely stored by the National Treasurer (Andy Whitelaw) and National Secretaries (Peter Ireland and Dave Bremner).



Alec Provan accompanied me to witness the induction by Richard Mackenzie of the Museum. Alec, myself and Andy Whitelaw have copies of the receipt. Now the material will be professionally catalogued and we will receive a more formal document with the details of the collection.

Mr. Mackenzie, who reads "From the Bridge" and knows about the Company, explained that our members have access to the collection and can copy any documents if required. A "Finding File" has been generated to assist in locating specific records. The contact at the Museum is Mary Swift, Collections Registrar. **Ratch Wallace, National Secretary.**

**Maritime Museum of British Columbia** <http://mmbc.bc.ca/>

Western Canada's oldest maritime museum is located in an 1889 heritage building in historic Bastion Square. You can experience yesterday as you travel back in time to the days of pirates, shipwrecks, exploration and discovery. See *Tilikum*, a dugout canoe that sailed from Victoria to England. Established in 1954 as a non-profit society, the *Maritime Museum of British Columbia* was originally a naval museum located on Signal Hill just outside the gates of HMC Dockyard. By 1965, the museum's artifact collection had outgrown the premises and the museum moved to its present location in the Provincial Courthouse. The fog shrouded Pacific Coast of North America has a deep and rich heritage that spans the centuries from the first aboriginal cultures to European exploration and early settlement. Initially isolated from the European world, this region witnessed the navigation feats of early mariners and the clash of empires. Meet great characters such as Captains James Cook and George Vancouver, witness the territorial see-saw between Russia, the United States and British Canada, and discover the many mysteries of this coast. <http://www.victorialodging.com/attraction/maritime-museum-british-columbia>

**Canadian navy to modernize ships without U.S. equipment.** The goal is to accelerate frigate upgrades by avoiding American export controls. Canwest News Service. January 24, 2010

Faced with delays and restrictions about what it can and cannot do with U.S. technology, Canada's navy has decided to modernize its frigates using as much non-American equipment as possible for key systems on the ships. The Defence Department had stipulated that the command and control systems on the multi-billion-dollar frigate upgrade be free of U.S. regulations, said officials with Lockheed Martin Canada in Ottawa, the company handling the contract. In the past, the U.S. government's strict enforcement of technology restrictions under International Traffic in Arms Regulations (ITAR) has delayed the delivery of military equipment to Canada. In addition, in 2006 U.S. government officials tried unsuccessfully to limit the type of Canadians who could work on Canadian defence programs, specifically requesting that those who were born in certain countries or who had dual citizenship with particular countries not be allowed access to American technology. Such restrictions violate Canadian law. As a result, key radars, sensors and software to be installed on the Halifax-class frigates are coming from Canada, Sweden, Israel, Germany, and the Netherlands.



"It was a desire [by the customer]," Don McClure, Lockheed Martin Canada's vice-president of business development, said of the decision to use technology that wasn't controlled by ITAR.

"The primary thing is during the life of a warship there is the need to modify certain tactics or add certain sensors and the Navy didn't want to be restricted to having to ask permission [from the U.S.] for that."

McClure said the command and control system the firm is developing in conjunction with Saab Electronics Systems of Sweden will be free of any U.S. export controls.

That will also allow the Ottawa company to market the system to other navies without having to seek U.S. permission.

Some of the weapons on the Canadian frigates use U.S.-technology and there are other American-made components that aren't covered by ITAR on the vessels.

McClure said the frigate modernization is on track, with the first ship expected to be worked on starting in the fall.

The Defence Department is spending a total of \$3.1 billion on the program, which not only includes the work being done by Lockheed Martin Canada and its partners but mid-life improvements to mechanical systems on the vessels to be done by Victoria Shipyards and on the East Coast. The modernization of all 12 frigates will be finished by 2017.

Defence Department spokeswoman Jocelyn Sweet said in an e-mail that the department did not specify that the materials and work associated with the mid-life maintenance of the frigates be free from U.S. ITAR.

But she added: "DND did require that any proposals related to the integrated combat system address how the contractor would mitigate any risk to the delivery schedule if they included sourcing of material or services from the U.S. that would invoke ITAR restrictions."

*The picture shows the Halifax-class frigate HMCS Vancouver turning away from Canada Place on her way out of Vancouver's harbour. Photograph by: Ian Lindsay, Canwest News Service.*

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**Navy raises its new flag.** The Canadian Navy has unveiled a new flag to mark its centennial year. The flag will fly on Canadian warships and at naval buildings as part of a Canadian Forces campaign to raise awareness about the navy's achievements during the past 100 years.

Dignitaries marked the occasion during a New Year's Day levee in Victoria at HMCS Malahat.

The new flag can be flown at any time on board ships and at naval buildings, although it will always be subordinate to the Canadian flag on mastheads, said Gerry Pash, navy spokesman.

"It cannot take the place of any national flag or other official ensigns," said Pash. "It is purely a symbol of the Canadian navy's centennial year to commemorate the past, celebrate today and commit to the future."

One of the flags has been flying at CFB Esquimalt's Duntz Head since Nov. 9, when it was raised during a ceremony with Prince Charles, the navy's honorary vice-admiral. Coincidentally, that ceremony also marked the 99th year since HMC Dockyard was transferred to control of the Canadian government, said Pash.

The blue flag depicts the naval crown -- a symbol common to navies throughout the Commonwealth -- atop an English and French description of the Canadian naval centennial, 1910-2010. A symbolic anchor tied with rope, called a fouled anchor, is displayed to the right of the description.

The Navy officially marks the 100th anniversary on May 4.

Events are planned across the country throughout the year.



The new flag will be flown until the end of 2010.

<http://www.timescolonist.com/>

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**GL boss encourages shipyards to build greener ships.** Date: 11 Dec 2009. Weighing into the carbon debate, a leading figure from the classification sector has called on shipyards to emulate the automotive industry and start series production of greener vessels. "The current situation where ship owners defer newbuilding deliveries is a golden opportunity to take advantage of the extra time to modify designs and specify smaller, more fuel efficient propulsion systems with lower service speeds," said Dr Hermann Klein, executive board member of Germanischer Lloyd and chairman of the International Association of Classification Societies.

"Discussions between owners and builders on adjustments to the original order specification are being conducted, which is a hopeful sign," Klein told delegates at last week's Senior Maritime Forum conference at Marintec China. "Unless designs of ships now in the pipeline but not yet under construction are modified, they could be technically redundant by the time they enter service."

Klein went on to characterise the present as a golden chance for shipyards to accommodate forward thinking ship owners and generate new demand for greener vessels. Shipyards would do well to copy the 'brand policy' of automobile manufacturers, he suggested, and develop "innovative vessels with a clear recognition of quality workmanship, innovative energy management, lower operation costs and highly standardized production lines. Just like in the car industry, ships have to be standardized with a high flexibility on extras."

<http://www.motorship.com/currentnews/article.asp?ARTICLEID=8304>

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**MPA and APL agree seafarer exchange programme.** Singapore: The Maritime and Port Authority of Singapore (MPA) and NSSPL, the ship management business unit of Neptune Orient Lines which manages APL vessels, signed a Memorandum of Understanding to formalise a new Mariner Exchange Programme.

The pilot Mariner Exchange Programme, which started in November 2009, will help enhance the development of staff of both MPA and APL/NSSPL. Under the programme, APL/NSSPL ship masters and chief engineers will be attached to MPA for up to 18 months over a three-year period to augment the pool of marine surveyors carrying out ship inspections. These mariners will be attached to marine surveyors to learn how to carry out Port State Control and Flag State Control inspections on ships.

MPA's marine surveyors and officers will be attached to APL/NSSPL for sea trips to gain updates on the latest developments in shipboard technology and operations. This will help them in performing their jobs in MPA better.

MPA Chief Executive Mr Lam Yi Young said, "The Mariner Exchange Programme provides a platform for MPA and APL/NSSPL officers to exchange knowledge and gain exposure. The programme embodies MPA's twin strategy of People and Partnership as it involves working in partnership with the industry to develop quality people for both the industry and MPA."

APL President Mr Eng Aik Meng said, "The Pilot Mariner Exchange Programme is an exciting and valuable opportunity that offers our senior officers a chance to develop both a theoretical and practical understanding of changes in regulation, enforcement and compliance. In return, we look forward to sharing our experience and expertise in technology and operations with MPA."

MPA says that if the collaboration proves a success it may explore similar exchange programmes with other local shipping companies. [27/10/09] <http://www.seatradeasia-online.com/News/4778.html>

**UAF Arctic Research Vessel to be built.** December 10, 2009. Thirty years ago, marine scientists in the United States saw the need for a research vessel capable of bringing scientists to Alaska's icy northern waters. The **University of Alaska Fairbanks** has announced its intent to award a \$123m contract to meet that need. The University has selected Marinette Marine Corporation of Marinette, Wis. to build the 254-ft Alaska Region Research Vessel (ARRV).

When complete, the vessel will be one of the most advanced university research vessels in the world and will be capable of breaking ice up to 2.5 feet thick. According to project leaders, the ARRV's home port will be in Alaska, most likely at UAF's Seward Marine Center. The \$123m for the ship construction contract is funded entirely by the American Recovery and Reinvestment Act. The total cost for the project is \$200m.

"Ocean scientists need this ice-capable vessel now, more than ever before, to study the changes occurring in Arctic waters," said Denis Wiesenburg, a co-principal investigator on the project and the Dean of the UAF School of Fisheries and Ocean Sciences.

Once complete, the ARRV will be a state-of-the-art platform to conduct the scientific research necessary for Alaskans to understand the challenges felt from climate change and its implications on the changing Arctic environment."

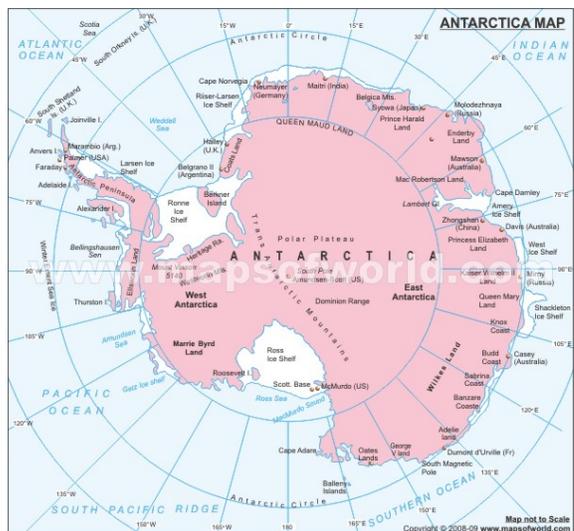
The vessel will be owned by the National Science Foundation and operated by UAF as part of the U.S. academic research fleet. It will be used by scientists in the U.S. and international oceanographic community through the University-National Oceanographic Laboratory System. When ready the crew will take the vessel from the shipyard through the Great Lakes-St. Lawrence Seaway transit system and the Panama Canal to Alaska in 2013. While in transit, scientists and crewmembers will test the scientific components of the ship in preparation for unrestricted science operations beginning in 2014.

In addition to its ice-breaking capabilities, the ARRV will allow researchers to collect sediment samples directly from the seafloor, host remotely operated vehicles, use a flexible suite of winches to raise and lower scientific equipment, and conduct surveys throughout the water column and sea bottom using an extensive set of research instrumentation.

The ship will be able to transmit real-time information directly to classrooms all over the world. The vessel design strives to have the lowest possible environmental impact, including a low underwater-radiated noise signature for marine mammal and fisheries work. The ARRV will have accommodations for up to 26 scientists and students at a time, including those with disabilities. <http://marinelink.com/en-US/News/Article/UAF-Arctic-Research-Vessel-to-be-Built/332707.aspx>



**Antarctic Treaty Parties are to work with the International Maritime Organisation (IMO) to introduce a mandatory code for ships operating in Antarctic waters aimed at preventing oil spills and shipping accidents.** The 90 participants in the Antarctic Treaty Meeting of Experts on the Management of Ship-Borne Tourism held in New Zealand in December expressed strong support for the code which would apply to all vessels entering Antarctica, not just those from treaty countries. The code is expected to call for all vessels to be ice-strengthened and to prohibit the use of heavy fuel oil. The costs of a change to lighter fuel oils, which evaporate more easily in cold conditions,



could effectively prevent large cruise ships from entering the Antarctic tourist market.

The support for a mandatory code is based on concerns that the remoteness of Antarctica would make search and rescue operations and the clean up of oil spills very difficult. Delegates at the meeting heard that a single medium-sized penguin with a moderate amount of oiling would take approximately 40 to 80 minutes of cleaning using 1,200 litres of warm, fresh water. There are no facilities for this sort of operation in Antarctica.

The experts will now report to the Antarctic Treaty's decision making body at the 33rd Antarctic Treaty Consultative Meeting in Uruguay in May 2010.

Separately, the IMO is expected to ratify a ban on the carriage or use of heavy fuel oil in Antarctica to become effective in 2011.

While the new rules are aimed predominately at the passenger ship trade, they may also prevent some vessels in the Japanese whaling fleet from entering Antarctic waters. <http://www.shiptalk.com/?p=2881> Dec 15<sup>th</sup> 2009

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**Korea's first icebreaker heads for Antarctica.** Jan 15<sup>th</sup> 2010. The ship, called *Araon*, can continuously break one-metre thick ice at 3 knots. *Araon* accommodates up to 85 people, including a crew of 25.

After leaving Korea, *Araon* refuelled and loaded supplies in Christchurch, New Zealand. Scientists on board will conduct research in East Antarctica during one month. The ship will also search for a possible location for Korea's new research station. Far away from current *Araon* location, Korea already has a research base: *King Sejong* station. Located in Barton Peninsula, King George Island at 62° 13' S, 58° 47' W, this base works all year round.

Korea plans to use *Araon* both in Antarctica and in the Arctic, where it has a research centre: Dasan Station situated at Ny-Ålesund (78° 55' N, 11° 56' E), on the high Arctic island of Spitsbergen, in the Svalbard Archipelago. [www.ats.ag](http://www.ats.ag)

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**Canada to host Arctic summit in March.** Canwest News Service February 2, 2010

<http://www.timescolonist.com/Canada+host+Arctic+summit+March/2514393/story.html>

Canada is angling to assume a leadership role in international polar affairs by convening a meeting of Arctic foreign ministers in March ahead of a G8 gathering to be held in Quebec, Canwest News Service has learned.

The Arctic summit, scheduled to take place just north of Ottawa in Chelsea, Que., is aimed at encouraging "new thinking on economic development and environmental protection" in a way that would allow the five Arctic Ocean coastal states — Canada, Russia, Norway, Denmark and the U.S. — to exploit opportunities for oil and gas production while preserving fragile ecosystems, according to a statement to be released Wednesday by Foreign Affairs Minister Lawrence Cannon

"This meeting will provide an opportunity for Arctic Ocean coastal states to prepare for and encourage development that has positive benefits," Cannon states. "Over time, increased access to the region will result in new opportunities and challenges. It is important that we plan now for the future. The Arctic Ocean coastal states are in a unique position to set the agenda for responsible management in the region."

The five Arctic nations issued a joint declaration after a meeting in Greenland in May 2008 pledging to avoid territorial conflicts in the region and to co-operate in balancing economic opportunities — including offshore petroleum operations, shipping and tourism — with environmental conservation.

Melting Arctic sea ice has recently prompted major investments in northern infrastructure by all five nations as they anticipate increased activity in the region. But uncertainty lingers over whether the area's future will be shaped largely by the Arctic Ocean's five neighbouring states or by broader, multinational bodies such as the Arctic Council, the European Union and the United Nations.

"This is a priority for the Canadian government, and Canada is an international leader on northern issues at the Arctic Council and in other forums," Cannon will announce Wednesday. "The Arctic is beginning to experience significant change . . . the objective of this meeting is to encourage new thinking on economic development and environmental protection in the region from the perspective of the Arctic Ocean coastal states."

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**Dutch MARIN urges mandatory weighing of boxes before loading.** The Dutch Maritime Research Institute of the Netherlands (MARIN) has formally recommended that all containers be compulsorily weighed before loading, reports London's Containerisation International.

As it stands, a shipper's declaration is sufficient, but MARIN Trials and Monitoring project manager Jos Koning says tests show this is no longer good enough to ensure safe stowage. His statement comes on the back of a MARIN-led three-year study of five ships which included model tests of secured cargo and a survey of crew opinions in the container, ro-ro and heavy lift sectors.

Now the Dutch government, together with the British and Swedish maritime administrations, are ready to make recommendations to the UN's International Maritime Organisation (IMO) and the International Association of Classification Societies (IACS) to improve safety levels and operational efficiency, said a report on the MARIN website.

A consortium of 24 participants representing flag states, classification societies, shipowners and lashing equipment manufacturers, as well as crew from nearly 160 vessels, took part in the project sponsored by the Dutch government.

<http://www.schednet.com/home/index.asp> Jan 27 2010

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**OWNERS "SHOULD CHECK DISTANCES"** <http://www.cititrans.com/english/news1/view.asp?id=484> 26. 11. 2009

Shipowners and charterers should liaise more closely with their shipboard teams when calculating vessel voyage distances as they could face increased operating costs associated with extra 'unplanned' days steaming or inadvertently

entering expensive and time consuming Sulphur Emission Control Areas (SECA), according to Trevor Hall, director of distance table publisher AtoBviaC. He says shipowners are not fully aware of what tools are available to them to make more effective time and money-saving vessel routing decisions.

Capt Hall says: "While the route between two ports, appearing as a straight line on a chart, may look ideal, it may not necessarily be the realistic route for a ship to take when you consider issues such as traffic separation schemes, SECA areas and other navigational factors," he says.

He adds: "To avoid protracted demurrage and deviation claims it would be best if ship operators and charterers could establish an acceptable routing for the ship. This may ultimately include the input of weather routing but an initial appreciation of the routing options can be provided by using the flexibility of our distance tables."

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### **Origin of the term "Master Mariner"**

[http://mastermariners.org.au/index.php?option=com\\_content&task=view&id=41&Itemid=71](http://mastermariners.org.au/index.php?option=com_content&task=view&id=41&Itemid=71)

MASTER-from the 'Latin Magister', 'Maitre' - Person in Control, Having complete knowledge.

MARINER - From the Latin "Marinus", 'Mare' - of the Sea

MASTER MARINER - Captain of a Merchant Ship (Oxford English Dictionary).

The true origin of the title is lost in the mists of time - indeed amongst the earliest references to ships and the sea is mention of the person in charge of a ship as 'Master'

In exploring the Red Sea, the Romans discovered a water borne route to an undreamed of world to the East. During the rule of Caesar Augustus, 120 ships each year sailed from Africa's Red Sea coasts south and then east to India's Malabar Coast borne on the South West Monsoon from May to September returning on the North East Monsoon from November to March. These ships were under the command of a person skilled in the ways of the sea, the weather and a knowledge of the coasts from which he sailed and to which he directed his course.

To landsmen this voyaging to the unknown and returning from thence was a source of wonder which designated the person capable of doing so a Master of his calling.

The term was certainly used in Biblical times for the Bible (King James Version) in the Acts of the Apostles, Chapter 27, Verses 10 & 11, describing St Paul's shipwreck on a voyage from Caesarea to Rome states - 'and said unto them that this voyage will be with much hurt and much damage not only of the lading and ship, but also of our lives. Nevertheless the centurion believed the Master and the Owner of the ship more than those things which were spoken by Paul'. Alas, with the fall of Rome so much of the knowledge of that wonderful civilisation has been lost but already about a thousand years before the Christian era, elements of seamanship and descriptions of places can be found in Homer's Odyssey. Later Greek became the common language of the Mediterranean and the Greeks had a word for the Master of a ship 'Illoikov' which translates as 'enjus fidei navis concreditur' - to whom the government of the ship is entrusted.

Strabo, the Greek traveller and geographer, writes that in a straight line with the course of the Nile lies the island of Rhodes. This by nature of simple navigation made the island the convergence of several trade routes. It is not surprising that Rhodes became a centre of commerce and gave its name to the earliest code of maritime law known as the Rhodian Sea Law. Within that Law there are several references to the Master of the Ship and his responsibilities. Perhaps the clearest reference to the Master is contained in the Laws of Oleron. This celebrated Code of Laws, appertaining to maritime matters, was originally promulgated by Eleanor, Duchess of Guienne, mother of Richard 1 of England. The island of Oleron is some sixty square miles in size situated of the coast of France in the Bay of Biscay. In the twelfth century it was, from a maritime viewpoint, a very important place and its Merchants' Court was one of high standing. It must be remembered that at that time the Kings of England had vast estates in France and Oleron fell within the Duchy of Guienne. The Laws of Oleron were promulgated in 1160 and written in the language of Gascony. Richard 1, who inherited the dukedom of Guienne from his mother, introduced the Code into England and made some alterations and improvements to it. It was further improved by successive monarchs until it received its ultimate confirmation in 1360. From that date the office of Lord High Admiral was established whose powers have formed the basis of the Admiralty Division of the High Court.

In Australia since 1900 these powers have been exercised by the Australian High Court. Thus does the thread of history run through our Law.

However, from our point of view, the Laws of Oleron codified in its English form in plain commonsense language the principles that governed the relations between parties concerned in Maritime trade, Masters and their crew, owners and merchants and prescribed the actions that might properly be taken in various contingencies. The Laws still form the basis of much of modern law and their importance was recognised on the 600th anniversary of their promulgation in England when a service was held in St Paul's Cathedral in London and a casket containing an illuminated copy of the Laws of Oleron was carried by one of H M Ships to the island where they were originally drawn up so long ago.

Incidentally, Captain A N Boulton MBE., founder of the Company of Master Mariners in Australia, who happened to be in London to attend the 1960 SOLAS Convention attended these ceremonies on behalf of Australia.

Obviously the details of the articles of these Laws deserve a contribution devoted to them alone but here the main point is that throughout they refer to the 'Master'. Therefore it was a well established form of address for the person in charge of a ship eight hundred years ago.

The translator of the Code made a number of notes or 'glosses' to the original Laws which are of the greatest interest. For instance it states that "The title of Master is so honourable and the command of a ship so important that great care has been taken by all maritime nations that none may be employed but honest and experienced men". Also "By the

ordinances and customs of the sea it appears that formerly it was not thought safe to entrust a Master of a ship with the vessel and cargo unless he was a freeman of that City and part owner of the ship".

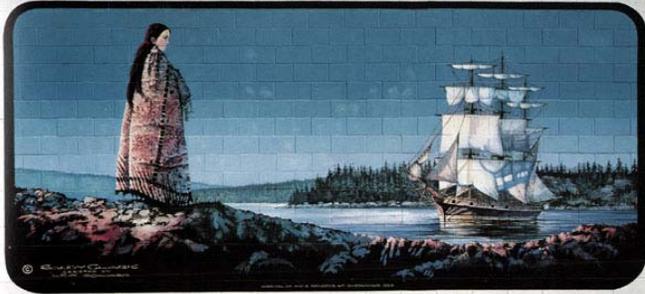
Many other Codes of Law required high standards of the Master - by an ordinance of the Admiralty of France in 1584 every Master of a ship before he took upon himself that trust was to be examined as to whether he was fit for it. Even earlier in 1576 the King of Spain's ordinances required the same thing. The Laws of Wisby, the Code of the powerful Hanseatic League of Germanic towns which wielded great influence over maritime affairs in the 14th and 15th centuries, required that Masters should possess not only experience and capacity but honesty and good manners.

Coming closer to modern times the term 'Master' was enshrined in the British Merchant Shipping Act of 1865 and now, of course, in the Navigation Act and internationally in the Convention on Standards of Training, Competency and Watchkeeping. Thus it can be said with certainty that for well over one thousand years the term 'Master' has been conferred by Law upon the person in charge of a ship.

It should be noted however that the term 'Master' is used in many connections and apart from the obvious connections mentioned above it is the conjunction with the term 'Mariner' that makes it so important.

Latterly there seems to have been some movement to replace that ancient and honourable title by more anonymous terms. At one stage there was a suggestion that the Master be known as Ship Manager though this seems to have faded with the trend to smaller crews. One can only hope that these efforts come to nought. Perhaps the day may yet come when newly promoted Master Mariners will be as proud to put the letters MM after their names as members of other professions do with theirs.

**Captain Geoff Vale**, Vancouver Island Division, reports that the **43<sup>rd</sup> AGM and Council Meetings** are proposed to take place on October 2-3 at Chemainus, B.C. The hotel will be the **Best Western Chemainus Festival Inn** (<http://www.festivalinn.ca/>), a clean modern facility for \$128.00 per room per night, which includes a good continental breakfast. All meetings will take place in the hotel, including the Friday night reception. The contact for CMMC is Penny Butterfield. Bookings can be made - By phone: 1-877-246-4181 or 1-250 246-4181, by fax 1-250-246-4184.



She can also be reached by e-mail at: [pbutterfield@bestwesternchemainus.com](mailto:pbutterfield@bestwesternchemainus.com). For the group booking rate please contact the hotel by August 15, 2010. The Saturday night entertainment will be a dinner and theatre at the Chemainus Festival Theatre at a cost of \$61.20 per person. The show is "Wingfield's Progress" starring Rod Beatty. The "Wingfield" series of one man shows are celebrated throughout Canada and this one promises to be another smash hit. Theatre

bookings can be made through: Gail Ramsey at 1-877-247 4161.

There are over three dozen murals painted on the Chemainus business walls. This is one example – *HMS Reindeer* arriving in Horseshoe Bay (now Chemainus Bay).

### For Sale to Collectors

Approx **7,000** original postcards to be sold en masse.

Offers to **Captain Alan Shard**  
Tel: 604 922-9508

"To insure safety at sea, the best that science can devise and that naval organization can provide must be regarded only as an aid, and never as a substitute for good seamanship, self-reliance, and sense of ultimate responsibility which are the first requisites in a seaman and naval officer."  
**Admiral Chester W. Nimitz**

"For will anyone dare to tell me that business is more entertaining than fooling among boats? He must have never seen a boat, or never seen an office, who says so."  
**Robert Louis Stevenson**

In his message "From the Master's Desk", Captain Calvesbert began by reminiscing about ice-breaking on the Gulf of St. Lawrence. He was looking out of his window on the east coast of Canada. I am on the west coast and as I look out of my window I am thinking that Spring is here. The temperature is 8°C and it is not raining – at the moment. The crocuses are in full bloom and I have seen daffodils already – and this is the venue for the *XXI Winter Olympic Games*. Recently tons and tons of snow were trucked more than 200kms from the B.C. Interior to provide enough snow for skiing events in the north-shore mountains of Vancouver. In other years these mountains would have had ample snow. Now we have been informed that Vancouver has just experienced the warmest 30-day period for this time of year since 1896. Is this Global Warming or is it El Niño?



The next edition will be in May. Do you have any comments or anything to contribute? Please submit them to me by **May 10<sup>th</sup> 2010**. Send them to me at **13375 14A. Avenue, Surrey, B.C. V4A 7P9** or by e-mail to [whitknit@shaw.ca](mailto:whitknit@shaw.ca) Sincerely, **David Whitaker**