



Company of Master Mariners of Canada

From the Bridge

The Newsletter of the Company of Master Mariners of Canada

www.mastermariners.ca

August 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.

43rd ANNUAL GENERAL MEETING

**Best Western Festival Inn,
Chemainus, British Columbia.
Saturday, October 2nd 2010. Time: 1500**

Additional AGM Information and a Proxy Form
can be found at the end of this Newsletter

The Minutes of the 42nd AGM appeared in the
November 2009 FTB

(Details about hotel & theatre reservations are in the
February 2010 edition of "From the Bridge")

The Company of Master Mariners of Canada and the Petroleum Human Resources Council of Canada

**4th International Conference on
Maritime Human Resource Solutions.
Fisheries and Marine Institute
St. John's, Newfoundland, Canada
29-30 September 2010**

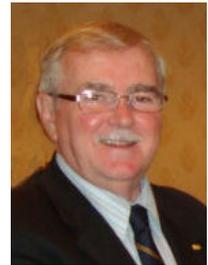
**In keeping with IMO's '2010:
Year of the Seafarer'**

To register contact
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jim.parsons@mi.mun.ca



FROM THE MASTER'S DESK

The Company of Master Mariners of Canada can take great pride in having been chosen to host the 2011 Annual General Assembly (AGA) of the *International Federation of Shipmasters' Associations* (IFSMA). This will be the first time that the AGA has been held in Canada and serves to strengthen our relationship with IFSMA which began during our last Arctic Seminar held in Halifax in 2009. The initiative for this came from Past Master, Captain Peter Turner, who will continue to have a lead planning role on the oversight committee. The AGA will be held in Halifax, NS, in the early part of June and will be preceded by an international conference with a working title of "*Environmental Management of Shipping and Offshore Exploitation in the Arctic*". Captain Rick Gates, Divisional Master of Maritimes Division, is leading a committee, primarily made up of members of that Division, in beginning preparations. Although it will take place in Halifax, this is a national effort of "*the Company*" and all Divisions will be asked for their input and assistance as development work progresses.



Prior to that, however, is our own Annual General Meeting which is being held in Chemainus, BC, in early October of this year. Captain Geoffrey Vale, Divisional Master of the Vancouver Island Division, and his committee have set up a very full schedule and they request confirmation and travel information from participants so that their planning can continue.

On a less pleasant note, our recent past National Secretary, Captain Peter Ireland, of the Vancouver Division, passed away in July. His experience and contributions to "*the Company*" have not gone unnoticed over the years and our sympathies go out to his family.

While the summer sends us into a more relaxed mode we must continue to remember that the marine industry doesn't take a break; 95 percent of the world's goods travel by sea at some stage of their progress to market and the issues affecting seafarers do not change. Let's not forget those still actively at sea – it is the *International Year of the Seafarer*.

Enjoy the remainder of the summer and I look forward to seeing our national representatives in Chemainus in October.

Jim Calvesbert, National Master

CROSSED OVER 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 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 where he was well liked by his pupils. 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 slow ahead, 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. For eleven years he was National Secretary and a By Law Committee member. He was one of the Founding Directors of the CMMC Foundation.



The Queen reviews flotilla of international warships: The waters around downtown Halifax, Nova Scotia, looked like a scene from the city's wartime past on Tuesday, June 29th, as the Queen reviewed a flotilla of destroyers, frigates and an aircraft carrier from around the world. Day Two of the Queen's nine-day visit to Canada had a naval theme as the fleet review gave civilians and sailors alike a chance to witness an event that's rarely seen in Canadian waters. The review included 28 international Coast Guard vessels and warships — including the British aircraft carrier *Ark Royal*, the *USS Wasp*, an imposing American assault ship, and the submarine *HMCS Corner Brook*. Brazil, Denmark, France and the Netherlands also sent vessels to participate in the review, which followed an international exercise off the eastern seaboard. The review was part of the Canadian Navy's 100th anniversary celebrations. Before the fleet inspection, the Queen attended an official luncheon at Canadian Forces Base Halifax. The Queen also unveiled a newly minted \$1 coin with a Halifax-class frigate on it.

The first of two 21-gun salutes was fired by *HMCS Charlottetown* as the Queen passed on board the frigate *HMCS St. John's*, accompanied by Prince Philip and Prime Minister Stephen Harper, among other dignitaries. Philip wore a Canadian Navy uniform for the fleet review. The Queen rose from her seat as she passed each ship. Crew on the anchored warships and coast guard vessels gave three cheers and waved their caps as her frigate sailed past. Fleet reviews were originally done as a show of military strength.



After the review, the Queen unveiled a plaque to mark the importance of *HMCS Sackville*, the last of 120 Royal Canadian Navy corvettes that served during the Second World War. It now serves as a floating museum and as Canada's National Naval Memorial. The small ship, built in Saint John, N.B., played a key role in protecting convoys during the Battle of the Atlantic, one of the longest campaigns of the war. The ship saw its share of combat as it escorted merchant ships from St. John's, N.L., to Ireland.

<http://thechronicleherald.ca/Front/9017020.html>

The Queen and Prince Philip, aboard *HMCS St. John's*, look on as they pass *HMCS Montreal* during the fleet review in Halifax Harbour.

Earlier in June: Crowds lined the Victoria, B.C. shoreline for a six-nation fleet review: The international fleet review drew eager onlookers armed with binoculars, craning for an up-close view of *HMCS Algonquin* as it sailed out of Esquimalt harbour on June 12th. It was from that ship the Governor General Michaëlle Jean conducted the much-awaited inspection of 20 ships from Australia, Canada, France, Japan, New Zealand and the U.S.A. to mark the Canadian Navy's centennial. The cloud-free sky and Olympic Mountains across the strait in Washington State provided a perfect backdrop and, even though the ships were some distance away, the crowds marvelled at them, particularly the U.S. Navy's 333-metre long aircraft carrier, the *USS Ronald Reagan*.

<http://www.canada.com/crowds+line+vicoria+shoreline+nation+fleet+review/3147852/story.html>

The Canadian Maritime Law Association: Annual General Meeting. Westin Hotel, Halifax NS, June 4, 2010.

The Company of Master Mariners of Canada has been a Constituent Member of CMLA for the past 31 years. Because the Association's A.G.M. was being held in Halifax this year, the Company was represented by a member of the Maritimes Division. Capt. Angus McDonald was appointed to attend and he submitted the following to National Council.

The mandate of the CMLA is to advance the development of effective, modern universal maritime law within the Canadian and International shipping communities.

The meeting was called to order at 0930 by the President, Mr. Jeremy Bolger of Borden, Ladner Gervais LLP, Montreal. About seventy lawyers engaged in maritime law and several representatives of the fifteen Constituent Members attended. A full membership list is available on the website: www.cmla.org.

The A.G.M followed the usual pattern with last year's Minutes read and approved, followed by the Financial Statement, Appointment of Auditors and the Reports of President, Secretary and Membership Chair.

The date of the next A.G.M. of the CMLA was set for June 3, 2011, location, Quebec City. It will be the 60th anniversary of CMLA and there will be a special celebration.

During the year ahead, there will be interim meetings each quarter. CMLA meetings are held, either in Ottawa, Montreal, Toronto, Vancouver or Halifax. It is suggested that CMMC be represented at those interim meetings by a member of the Division in the area where the meeting will be held. Notice of the meetings may be promulgated to Divisional Masters via CMMC's "point man", probably the National Secretary. The CMLA's Secretary is Mr. Robert C. Wilkins of Borden Ladner Gervais LLP, Montreal.

Much of the work of the CMLA is done by committees. Reports of the committees may be found on the web-site. It was pointed out by CMLA that individuals among members, who have an interest in the specific subjects studied by committees, are welcome to join them. The chairpersons are listed on the CMLA web-site.

A committee liaises with Comité Maritime Internationale (CMI) <http://www.comitemaritime.org/> which has consultative status at IMO. Current work being undertaken by CMI includes Salvage Contracts - Environmental Provisions; Piracy and other Maritime Crimes; Judicial Sale of Ships; Growth of Commercial Shipping in the Arctic and Antarctic.

Reports were given to the A.G.M. by the Chairs of the 13 CMLA committees: Canada Shipping Act - Regulatory Matters; Federal Marine Legislation Reform; IMO Liaison; UN Law of the Sea Convention; Piracy and Armed Robbery; Fair Treatment of Seafarers; Places of Refuge; Marine Accident Inquiries; Marine Pollution; Hazardous & Noxious Substances, (Marpol, HNS); Port and Coastal Security; Fisheries; and Salvage.

CMMC has been represented on the Fair Treatment of Seafarers Committee, following a Marine Incident, by Maritimes Division members, Captains Stockdale, Knight and McDonald. A year ago, this committee's chair position was taken over by a Vancouver lawyer, George Douvelos of Davison Wiebe, Douvelos LLP. He was not at this meeting in Halifax and his brief report was read by the CMLA President. The President assures us that he will speak to the committee chair and ask him to arrange for a teleconference or e-mail exchange with CMMC members.

Mr. John O'Connor, a very active and well-known Quebec lawyer, who also represents the Canadian Merchant Service Guild, said that he would welcome CMMC members on his Pollution committee. In his report to the meeting, he spoke of the "criminalization of seafarers" aspect of the new marine environmental legislation. He has contacted Environment Canada's Legal Committee – "this committee wondered why we are so concerned". Mr O'Connor's committee will have meetings in Montreal.



CMLA Seminar, Halifax. June 3rd 2010. The undersigned attended this day-long seminar at which, seven interesting papers were presented. Those of particular interest to Master Mariners were:-

Marine Liability Act and the Ship-Source Oil Pollution Fund: an excellent paper by the Administrator on funding, claims and relationship with international funds. This Fund showed Canadian leadership in pollution claims settlement. It was a government initiative following the 1970 *Arrow* spill in Chedabucto Bay, Nova Scotia.

<http://museum.gov.ns.ca/mma/wrecks/wrecks/shipwrecks.asp?ID=468>

Administrative Monetary Penalties: following ship-source pollution, navigation violations etc.; tribunals, "tickets", prosecutions, penalties for seafarers and owners. (Our Certificate of Competency is now officially designated a "Maritime Document").

Regulatory and Technical Developments in Marine Transportation in Polar Regions, by notable Halifax lawyer Wylie Spicer QC and Marcel LaRoche of Lloyd's Register, North America. Mr. Spicer traced the development of a legal

regime over activities in the Canadian Arctic and described applicable international law, UNCLOS 1982. Then he referred to Canada's Arctic Waters Pollution Prevention Act and regulations plus the new version of Canada Oil and Gas Drilling and Production Regulations and the National Energy Board's requirements for Safety Plans to be submitted by those who would be involved in exploration and production of oil and gas in the Arctic.

Mr. LaRoche, spoke of the requirements for ship design and construction under the Polar Code and referred to Unified Requirements of the International Association of Classification Societies (IACS), the IMO Guidelines for Ships Operating in Ice-covered Waters with reference also to the special requirements for equipment and crews in such low-temperature conditions.

Capt. Angus McDonald, FNI. National Councillor, Maritimes Division.

An unpalatable contrast: The shipping industry is often compared with the world of aviation, an altogether newer and allegedly more progressive mode of transport. Sometimes the comparisons are manifestly absurd; aircraft may carry a lot of people and some high value goods, but move only about 5% of the cargo that is shifted in the hulls of merchant ships. But when we compare public attitudes to shipping and aircraft, there is more cause for concern. Just last week, speaking at the dinner to mark the 40th Anniversary of the Oil Companies International Marine Forum, IMO Secretary-General Efthimios Mitropoulos noted that pirates had seized and held captive some 350 people and 17 ships. What a huge outcry there would be, suggested Mr. Mitropoulos, if it had been aircraft that the pirates had captured – why are ships and seafarers so very different?

It is a point that deserves to be made more often and more publicly, because the way in which the public almost seems to accept marine piracy as "normal" and the hostage taking of the pirates as nothing that raises even a headline in the newspapers, is quite disgraceful. Is it because seafarers and ships are not important, or "disposable" in their eyes? Is it that piracy is now regarded as no more than one of the several risks that attends any sea voyage?

This might have been the case four hundred years ago, but this is the 21st century and seafarers expect rather better, and also feel, like ship owners, that they are entitled to a voyage without falling victim to such criminals. They perhaps contrast the regular publicity given to the British couple captured from their ill-advised yacht voyage in the Indian Ocean with the complete silence which surrounds the capture of any merchant ship and its crew. But will anything change? There may have been United Nations' debates on the piracy situation and a fleet of warships at work to protect ships on their lawful voyages, but of the situation ashore in Somalia which provokes such criminality, there seems no practical or political movement.

It is perhaps a feature of the invisibility of so much merchant shipping, and the fact that seafarers are equally unknown to the man and woman in the street, that ships and their crews can be violently captured with scarcely a ripple of public comment. By rather cruel contrast, there is still a veneer of glamour and adventure about piracy that stems from history and literature. It is certainly not reflected in the squalid reality of the 21st century lives of pirates, but children still happily attend "pirate parties", and it is not unusual in a children's bookshop to discover a whole shelf of books about the pirates of history amid the grossly inadequate coverage of modern ships and shipping.

Perhaps there are some clues here about the continuation of these piratical outrages and the absence of any publicly expressed abhorrence at the way that seafarers are captured and held for months on end awaiting ransom. If aircraft had been captured by pirates, it would be members of the travelling public – the passengers – whose plight would be luridly exposed in all the world's media. The terrible, yet inescapable conclusion we are forced into is that until the pirates capture a passenger ship, it is unlikely that the necessary outrage which will force governments to meaningful solutions will be adopted!

https://www.bimco.org/Members/News/General_News/2010/06/23_Watchkeeper_Week_25.aspx#

THE amended Standards of Training, Certification and Watchkeeping for Seafarers (STCW) Convention

has imposed stricter rules on the hours of work for the shipping lines' crew members when at sea but little has been made to address piracy. At the closing of the STCW Manila Amendment on June 25th, International Maritime Organization (IMO) secretary-general Efthimios Mitropoulos said that there was consensus among the delegates from about 85 countries for the said amendment, which for the first time in history gives a direction on how many hours of work that a seaman should render when at sea. Delegates agreed to set a 10-hour rest period for a seaman in any of 24-hour period or 77 hours in a week. The new standards provide that the hours of rest of a seaman may be divided into no more than two periods, one of which shall be at least six hours, and the intervals between consecutive periods of rest shall not exceed 14 hours. "I am very pleased that the conference agreed, by consensus, an important new text on fitness for duty, which will create better conditions for seamen to be adequately rested before they undertake their onboard duties. Fatigue has been found to be a contributory factor to accidents at sea and to ensure seafarers' rest will play an important role in preventing casualties," Mitropoulos said.

Since the convention reached a consensus for the amendment with no objections, the new standards will come into force to all 160 IMO member countries by January 1, 2012. Some countries such as the Philippines may require ratification of the treaty before implementation of the said standards.

The said provision has been on the discussion table for months and has divided the shipping industry. In some sectors such as the tankers and other chemical carriers, seamen need to man the ship for long hours, some for more than 18 hours at a time, since it has to get to the destination on time and unload the cargo.



Mitropoulos said the convention has given exemptions from the required hours of rest to these industries provided that the rest period is not less than 70 hours in any seven day period and some other certain conditions, among other conditions.

"I am particularly pleased that the new STCW requirements on this delicate issue are consistent with the corresponding provisions of ILO's (International Labour Organization's) Maritime Labour Convention, 2006, which I hope will come into force soon," he said.

On piracy, however, little has been made to address the said issue as the problem is more than just chasing off the Somali pirates that roam around the Gulf of Aden.

At the moment, there are at least 65 Filipinos, from four ships, still being held hostage by Somali pirates. "We need to bring back Somalia to political stability," he said, but added that IMO's main goals on the issue at the moment are safety of life at sea, and cargo ships of the World Food Program that give aid to Somalia should reach their destination.

On the other hand, the delegates also approved new training and certification requirements for seamen. These include new training for marine environment awareness training; leadership and teamwork; for electro-technical officers; for security training, as well as provisions to ensure that seafarers are properly trained to cope if their ship comes under attack by pirates.

It also updated the competence requirements for personnel serving onboard all types of tankers, including new requirements for personnel serving on liquefied gas tankers.

Source: Business Mirror. http://www.shipid.com/news/89839/New_pact_shortens_work_hours.html

News was prepared under the information support of Online Daily Newspaper on Hellenic and international Shipping "Hellenic Shipping News".

ASF adds support for Piracy petition. Jun 24th 2010

<http://www.seatradeasia-online.com/>

Hong Kong: Four new organisations have announced their support for www.endpiracypetition.org, the global petition that demands concrete action to end piracy. The ASF (Asian Shipowners' Forum), ECSA (European Community Shipowners' Associations), the ICMA (International Christian Maritime Association) and ICSW (International Committee for Seafarers' Welfare), are now also promoting the initiative to their members and beyond.

So far over 53,000 people have signed the petition, which will be used to put pressure on national governments to tackle piracy, and which is intended to attract half a million signatures by IMO World Maritime Day, September 23rd.

The petition is a joint campaign by BIMCO, ICS, IFSMA, IMEC, IPTA, Intercargo, InterManager, International Group of P&I Clubs, INTERTANKO, ISF, ITF, IUMI and SIGTTO as well as national shipowners' associations and trade unions worldwide.

The text of the petition is: Enough is enough! Governments must act now to fight piracy. **Almost every day** seafarers are being kidnapped and exposed to an increasing risk of injury or even death. **Every day** seafarers transport the world's goods through areas where the risk of pirate attack is increasing. **Every day** seafarers' families are suffering worry and uncertainty. **Every day** the chances of attracting people to jobs at sea - on which all our economies rely - are shrinking. **Every day** shipping companies and their insurers have to pay for increasing anti-piracy measures, extra fuel and ransoms - costs that are eventually passed on to the consumer. **Every day** the risk of a major ecological disaster due to an oil spill caused by piracy increases. **Every day** the chances of a recovery in the world economy are being jeopardised by this threat to world trade.

We, the undersigned, urgently call on Governments to do everything possible to protect the thousands of seafarers and the hundreds of ships at risk of attack by pirates by:

- dedicating significant resources and concerted efforts to find real solutions to the growing piracy problem;
- taking immediate steps to secure the release and safe return of kidnapped seafarers to their families;
- working within the international community to secure a stable and peaceful future for Somalia and its people.



Government of Canada Takes Action to Protect Canadian Arctic Waters. *Mandatory reporting of vessels to Coast Guard strengthens Canada's Northern Sovereignty.* Ottawa June 22nd 2010

The Honourable Gail Shea, Minister of Fisheries and Oceans, and Minister responsible for the Canadian Coast Guard, and Senator Claude Carignan announced another important measure to protect and defend Canada's northern sovereignty. Beginning July 1, the Government of Canada is requiring that foreign and domestic vessels of a certain size report to the Canadian Coast Guard if travelling through Canada's Arctic waters. This new mandatory requirement will ensure vessels report information such as identity, position and destination to the Canadian Coast Guard.

"This government, under the leadership of Prime Minister Stephen Harper, has taken unprecedented action to protect Canada's North, and today's announcement will allow the Canadian Coast Guard to keep closer watch on our Arctic waters," said Minister Shea. "With mandatory reporting, the Canadian Coast Guard will be able to promote the safe navigation of vessels, keep watch on vessels carrying pollutants, fuel oil and dangerous goods, and respond quickly in the event of an accident."

This announcement follows new legislation passed in June 2009 that expanded the area within Arctic waters over which the government could enforce important Canadian pollution regulations, from 100 nautical miles from shore to 200 nautical miles. The announcement complements the Government of Canada's Northern Strategy, focused on

strengthening Canada's Arctic sovereignty, protecting the fragile northern environment, and promoting economic and social development while giving northerners more control over their economic and political destiny.

"Our government is committed to keeping Canada's North clean and green," said Senator Carignan. "Today's announcement will help conserve and protect Canada's oceans for generations. We developed a robust Northern Strategy to ensure Canada's best expertise strengthens and sustains this precious environment."

Since 2006, Prime Minister Harper has made annual visits to Canada's North along with government ministers to announce or highlight measures, including:

- introducing more stringent rules to protect maritime and coastal regions from dumping and other forms of pollution than are required in international waters;
- investing \$720 million to procure a new polar icebreaker and procuring new Arctic/offshore patrol ships;
- expanding and modernizing the Canadian Rangers;
- creating the Canadian Northern Economic Development Agency;
- announcing funding to geo-map the North and new resources to determine the full extent of Canada's continental shelf;
- establishing a commercial fisheries harbour in Pangnirtung;
- committing to a world class Arctic research station to be on the cutting edge of environmental science and resource development;
- expanding the Nahanni National Park Reserve;
- taking steps to create new national parks by withdrawing millions of hectares of land near the East Arm of Great Slave Lake, around the Ramparts River and Wetlands, and in the Sahtu region;
- establishing a fund to ensure the long-term protection of the Sahoyué-ehdacho National Historic Site on Great Bear Lake; and
- establishing three new national wildlife areas on and around Baffin Island, protecting local species and habitat, including the bowhead whale.

The regulations will require vessels of a certain size to submit reports in three stages: a pre-arrival information report prior to entering the Northern Canada Vessel Traffic Services (NORDREG) Zone; while navigating within the NORDREG Zone; and upon exiting the NORDREG Zone. These affected vessels include:

- vessels of 300 gross tonnage or more;
- vessels towing or pushing a vessel if the combined gross tonnage of the vessels is 500 gross tonnage;
- vessels carrying a pollutant or dangerous goods as cargo; or
- vessels towing or pushing a vessel carrying a pollutant or dangerous cargo as cargo.

These new requirements were published in the *Canada Gazette*, Part II, on June 23, 2010, under the *Northern Canada Vessel Traffic Services Zone Regulations*. For more information about these regulations or the *Shipping Safety Control Zones Order*, go to <http://canadagazette.gc.ca/index-eng.html>. <http://www.tc.gc.ca/eng/mediaroom/releases-2010-h078e-6019.htm>

Want to know more about places mentioned above?

For Nahanni National Park go to <http://www.pc.gc.ca/pn-np/nt/nahanni/index.aspx>

For Pangnirtung go to <http://www.nunavuttourism.com/explore/index.aspx?l=0,2,4,10,44>

For Sahoyué-ehdacho National Historic Site go to <http://www.pc.gc.ca/agen/bulletin/Archive/num2-vol1/page3.aspx>

Government of Canada maintains French Marine Safety Training in Québec

SAINT-ROMUALD, QUEBEC, May 28 2010 — The Government of Canada has decided to transfer the Marine Emergency Duties (MED)* training facility in Saint-Romuald, Québec, to the Government of Québec. The federal government will also contribute \$6.3 million to Québec to ensure the facility continues to offer training for marine personnel in French. Steven Blaney, Member of Parliament for Lévis-Bellechasse, on behalf of Canada's Transport Minister John Baird, and Gilles Lehouillier, Member of the Legislative Assembly for Lévis, made the announcement.

"The safety of our waterways and of marine personnel is key for us to keep Canada's economy moving," said MP Blaney. "The transfer of this facility, along with the significant financial contribution, will ensure that the maritime labour force in Québec will continue to have access to emergency training in French and will help attract more francophone marine personnel to the Canadian marine industry."

The MED program trains Canadian seafarers, notably in basic safety, advanced firefighting and launching of survival craft, enabling them to qualify for Transport Canada certification in these areas. The lump-sum contribution will ensure the continued operation, maintenance and recapitalization of the facility and its equipment.

"This federal contribution will allow us to continue to offer French marine training in the Québec City region, as well as meeting the acute needs of the marine industry. The *Centre de formation aux mesures d'urgence*, which has been operating in the *Institut maritime* since its creation, has allowed for the training of almost all francophone marine professionals in Canada," said Alain Richard, director of the *Institut maritime du Québec*.

Transferring this training facility will centralize responsibility, capability and accountability for MED training, which is currently split between the two levels of government. It also makes it possible to implement training program efficiencies. This will reduce costs to taxpayers while maintaining quality training for seafarers.

Finally, Transport Canada will continue to administer the MED training policy and regulations, develop standards, monitor compliance and liaise with the commercial marine industry.

* *Marine Emergency Duties (MED) training is a program of proficiency enabling Canadian seafarers to meet mandatory Transport Canada certification requirements for basic safety training, advanced firefighting and launching of survival craft. In 1975, Transport Canada determined that there was little consistency across Canada in the types of MED training being provided by provincial training institutions, as well as a lack of proper training facilities and adequate equipment. As a result, the National Advisory Council on Marine Training was established that same year to improve marine training in Canada.* <http://www.tc.gc.ca/eng/mediaroom/releases-2010-h066e-5975.htm>

BRAtt takes off and goes green: The project to produce the world's first, purpose built training tug took a quantum leap forward in May with the completion of the first prototype and a signed contract to build two vessels with 'Green' propulsion systems. Both events were timed to coincide with the *ITS 2010 Tug & Salvage Convention* in Vancouver http://www.tugandsalvage.com/ITS2010_Home.asp. The *BRAtt* training tug was the brainchild of Ron Burchett and Robert



Allan Ltd, and is the result of a collaboration that recognised the global need for a cost effective ASD training vessel for today's towage industry (MJ – October 2009). Hence the name Burchett and Robert Allan training tug – *BRAtt*. The vessels are designed exclusively by Robert Allan Ltd, naval architects of Vancouver, and will be built by Adrenalin Marine Ltd. of Delta, BC, which has been selected as the licensed builder for all *BRAtt*s in North America.

The very first *BRAtt* prototype, a direct diesel powered version, was on display at ITS 2010 and available for demonstration to delegates. The 7.8m long *BRAtt* is powered by two Cummins engines producing 450bhp and incorporates most of the same technology and operating systems as a full size ASD tug. This enables operators to be trained to safely handle the more expensive and larger tugs that have become common in the world's major ports without putting those major assets at risk. Although primarily intended as a training vessel, the *BRAtt* is also designed to be an affordable alternative to full sized tugs for harbour duties such as boom deployment, barge towing, and line handling, etc.

Robert Allan Ltd (<http://www.ral.ca/>), Western Maritime Institute (<http://www.maritimeed.com/>), and Corvus Energy Limited (<http://www.corvus-energy.com/>) signed a contract at ITS 2010 for the design and construction of the world's first 'Green' Training Tugs. Western Maritime Institute (WMI) is an accredited marine training institute located near Ladysmith on Vancouver Island, providing a wide range of operational and safety training courses for marine personnel at all levels.

WMI is scheduled to take delivery of two *BRAtt* Class training vessels, one fully electric and one hybrid-electric, in 2011. This will coincide with the introduction at WMI of its DNV certificated, advanced tug and pilot ship handling courses, offering to the tug operators of the world the first such commercially certified training program with an international focus. WMI will be the first such institute anywhere in the world with dedicated ASD training vessels.

Corvus Energy designs and manufactures Lithium-ion battery systems for vessels from the size of a *BRAtt* to commercial, ocean going vessels. The company has developed the electrical propulsion power systems for both vessels in close collaboration with Robert Allan Ltd. The design options chosen offer the best of both worlds, one fully emission free, electric powered vessel and one fuel efficient, diesel electric hybrid vessel. By incorporating Corvus' battery technology, WMI has made a strong statement that the future of the commercial marine industry is tied to a commitment to the environment and the reduction of pollution and harmful emissions.

Jack Gaston. 20 May 2010

<http://www.maritimejournal.com/features/tugs,-towing,-pollution-and-salvage/tugs,-towing-and-salvage/bratt-takes-off-and-goes-green>

Do seafarers need degrees? Ships' officers traditionally have learned their trade through an apprenticeship largely served aboard ship, thence, perhaps after a period in college, taking a statutory examination to qualify them as junior officers. Subsequent examinations to qualify them as senior officers and Masters and Chief Engineers would have been taken after a necessary period of sea time.

The process, where experience was seen as important as theory and "book learning" has been at the heart of maritime education, although in a growing number of countries, more and more college time is being required. It has also become a compelling argument that the statutory examinations which governments insist upon should in some way have equivalent status to a university degree.

It is perhaps the almost universal notion that a university degree is an essential part of education that has made itself felt in the maritime industry. A Masters' or Chief Engineer's license may be the summation of many years of study and experience, but to the outside world it is not seen as equivalent to a degree. Consequently, when bright school leavers are weighing up their career options, they will find themselves being discouraged from a marine career, even though it may be very attractive in so many different ways, because of the perceived "value" of the qualifications. Best to go to university and get a degree – any degree – because that is what society (and one's parents) expects. The shipping industry, in the face of such attitudes, struggles to attract its fair share of the clever young people it needs.

This is why, in a growing number of countries, statutory certificate courses are being "enriched" to bring them up to the standard of degrees. Thus, a Masters' Certificate or its engineering equivalent will also provide its holder with an

honours degree in maritime science. This may be useful if the officer then wishes to change course and come ashore into the shore side infrastructure.

The development is certainly effective at encouraging bright people to take up the sea career again, although some might suggest that there is too much time being spent in college taking these courses at the expense of the valuable experience afloat that really does provide ships' officers with the resources they need. But those taking these longer and more demanding courses report that they are finding that it is generally a rewarding experience, with better educated officers available for a range of other marine-related professions as a result of the university degree which has stretched their minds beyond that of the professional certificate structure.

Seascapes Date: 01.09.09

The Securing of Timber Deck Cargoes: Over the last couple of years IMO has undertaken to review the Timber Deck Cargo Code which deals with the Stowage, Securing and Carriage of Deck Loads of timber on ships.

The project is coordinated by Sweden and participated in by other countries by way of correspondence groups. Within each country interested parties can address their reactions and suggestions to their national body, which in turn will make an individual national submission to the coordinating member, in this case Sweden.

To start the process an original document was presented by Sweden in the form of a newly revised Code. This was then commented on by the other national bodies as each section was reviewed in stages. This is still an ongoing process.

This newly proposed revised Code uses the provisions of Annex 13 of the Cargo Stowage and Securing Code to evaluate possible shifting forces and prescribe securing arrangements accordingly for timber deck cargoes.

Annex 13 is an IMO document addressing the securement of individual cargo items. Generally these items would be of a moderate unit weight such as would be within the usual capacity of ship or shore cargo lifting gear.

The table of shifting forces given in Annex 13 is in terms of the size, speed and stability characteristics of the vessel and the location onboard of the cargo in question. It includes an allowance for usual ship rolling effects. The Annex mainly addresses unrestricted ocean voyages. Voyages in sheltered waters could secure to a lesser standard. Required counter force from lashings and uprights is net of friction.

The use of Annex 13 to define the securement of a full timber deck cargo on a large ship, where the quantity of cargo secured in total can run to several thousand tons on deck or over one hundred tons of cargo per individual chain lashing, is a considerable departure from the original intent of Annex 13.

This approach of using Annex 13 may appear reasonable and straight forward. However, the effect of the application of this standard would be that only those ships fitted with especially strong uprights would be suitable for trans-ocean shipment of packaged lumber or logs on deck. In general, for log deck cargoes of usual height, the existing uprights fitted to ships would not be suitable. Also, uprights or partial uprights would be required for all packaged lumber and this is an addition to present requirements. This would mean that many ordinary cargo vessels would be unsuitable for timber deck cargoes transported on ocean passages.

To accommodate this difficulty a recent provision was made in the proposed new Code to the effect that large ships typically used for trans-ocean carriage of timber deck cargoes could stay with the lashing system prescribed by the current existing Code (TP2534E-1992). This is intended to make the proposed new Code more workable, particularly for existing ships. However it presents a question of justification between the logic of Annex 13 of the Cargo Stowage and Securing Code intended for individual cargo items and the prescribed lashing system of the existing Timber Deck Cargo Code (TP 2534E), which sets out specifically the strength and frequency of lashings for timber on deck and which would not meet the requirements of Annex 13 but which have been generally satisfactory and successful, at least with respect to West Coast lumber shipments, for many years. Addressing the justification of this provision by research or compensatory requirements where necessary would be beneficial.

Due to the complexity of the proposed new Code it is probable, that even though there is the provision for the continuance of the existing lashing system for trans-ocean shipping, further consideration will have to be given to several other clauses dealing with stowage, chocking, racking, shear and friction, which will have to be clarified as to their application to vessels using the existing prescribed lashing provisions of TP 2534E. Also work is underway in Finland to re-evaluate the required strength of uprights. No doubt other re-evaluations will also be made.

Given the complex process used to develop this Code, its completion will take several months. What is most important is that, whatever its final form, the Ship Master, the Ship Owner, the Shipper, the Stevedore and the Administrative Authority are able to obtain clear guidance from the Timber Deck Cargo Code as to what is required of each of them. To that end the Code should be a model of clarity, logic and good practice.

Captain Brian Johnston FNI. Vancouver Division. May 30th 2010



Abseiling Workers at HMS Warrior Reach New Heights: Visitors arriving in Portsmouth, England, have been treated to some astonishing displays on the masts of the iconic *HMS Warrior* (1860). Maintenance workers have been abseiling across the masts and rigging as well as swinging through the water, to ensure the world's first iron hulled warship is looking her best for her 150th anniversary later this year.



ABFAD Ltd, of Sunderland, first assisted the *HMS Warrior Preservation Trust* in 2006. They returned this year for the coating refurbishment of the fore, main and mizzen masts, the fighting tops and upper platforms, two funnels, ventilation cowls, and vessel hull including propeller; with the use of rope access techniques and their patented permanent magnets, which have recently been re-designed. Alan Fada - Company Director of ABFAD commented: "We are used to working at power stations, shipyards and industrial sites so to come here to *Warrior* is a pleasure and we truly look forward to it. Everyone onboard, the local people and the visitors to the ship have been so nice, asking the lads lots of questions and really very interested in what are doing. Working on board *Warrior* is an all round nice experience. The new lads, working here for the first time, have all said it is the best job they have ever done"

Whilst working on board the ship, they have captured some

great photos of their unique view of the upper decks and the Historic Dockyard. They have also provided great amusement to visitors. Dressed all in orange and swinging through the masts with ease they are not the sight that people expect when they look skyward!

HMS Warrior (1860) will turn 150 years old on December 29th, 2010. The world's first iron hulled warship, powered by steam and sail, was the ultimate deterrent, never firing a shot in anger. She was, quite simply, bigger, faster and more heavily armed than any other warship afloat. <http://www.aboutmyarea.co.uk/site/content.asp?area=47&type=0&story=165805>

'Extremely difficult': Chevron warns it wouldn't be able to clean up big oil spill off East Coast

Chevron Canada warned regulators five years ago it would be unable to clean up the vast majority of any big oil spill at a rig off the coast of Newfoundland that is poised to set a record for the deepest offshore oil well drilled in Canada.

Chevron has begun exploratory drilling in the Orphan Basin, about 430 kilometres northeast of St. John's. The project is known as *Lona O-55*. At 2,600 metres below sea level, it is considerably deeper than the existing *White Rose*, *Terra Nova* and *Hibernia* rigs off the Newfoundland coast. Those three rigs are the only active offshore projects in Canada. The well at BP's *Deepwater Horizon* rig in the Gulf of Mexico is about 1,500 metres deep.

The unprecedented nature of the *Lona O-55* project has raised concerns among environmentalists and industry observers about how Chevron would respond were the well to blow out, as it did in the *Deepwater Horizon* case.

An environmental assessment commissioned by Chevron and its partners in 2005 estimated there is only a 0.0086 per cent probability of an "extremely large" oil spill of more than 150,000 barrels. The probability of a "very large" spill, defined as greater than 10,000 barrels, was pegged at 0.026 per cent.

There is considerable dispute over the size of the Gulf Coast spill, but U.S. government officials believe it is leaking at a rate of 5,000 barrels a day, meaning it is approaching 150,000 barrels. The Chevron report notes that, before the Gulf Coast disaster, there were only five extremely large spills in the history of offshore drilling. However, the report also concedes that, were a large spill to occur on the rough seas off Newfoundland, the company would be hard pressed to clean it up, even if response teams were outfitted with state-of-the-art equipment.

"Physical recovery of spilled oil off the coast of Newfoundland will be extremely difficult and inefficient for large blow-out spills," the report states. "First, the generally rough sea conditions mean that containment and recovery techniques are frequently not effective. Second, the wide slicks that result from sub sea blowouts mean that only a portion of the slick can be intercepted." The Chevron report estimates that only two to 12 per cent of an offshore spill could be retrieved under "typical wind and wave conditions."

The report used statistical models to determine the possibility that a large spill would hit the shores of Newfoundland. In all 14,600 trajectories examined, the oil never reached shore.

The report notes a spill could cause "relatively few" to a "very large" number of seabird deaths. But overall, it concludes a spill "will not result in any significant residual impacts" on animals.

A Chevron spokesman said the report's assessment of the company's ability to clean up a spill remains "realistic." But he noted that the same severe weather conditions that would make it difficult to recover a spill off Newfoundland also would aid in naturally dispersing the oil.

"First and foremost, our focus for the Orphan project is on ensuring safe and incident-free operations and protection of the environment," said spokesman Leif Sollid, adding the company is confident it has the safeguards in place to drill the well in a manner that protects the environment.

The Canada-Newfoundland and Labrador Offshore Petroleum Board, which oversees drilling off Newfoundland, gave the project the green light in 2006 with an environmental assessment known as a "screening report." Originally, the board was supposed to conduct a more involved assessment called a "comprehensive study," which involves public consultations. But in November 2005, the federal government relaxed the environmental-assessment rules for offshore projects, eliminating the need for a comprehensive study at the exploratory drilling stage.

Stephen Hazell, a lawyer with environmental-law organization Ecojustice, said big offshore projects such as the *Lona O-55* should be subject to tougher reviews. "For important projects like offshore drilling, they should be subject to something stricter, especially given what we know now," he said.

A spokesman for the petroleum board, Sean Kelly, said it is "satisfied that the company identified the risk of a blow-out in its safety plan and put plans in place to manage the risk, which includes focus on preventive measures."

Nevertheless, he said the board plans to announce "special oversight measures" for the project. But he didn't elaborate. Last week, the Newfoundland government announced it had appointed a marine safety and environmental management expert to review the province's prevention and response plans.

Andrew Mayeda, Canwest News Service

The Telegram. St John's. May 20th 2010

Submitted by Captain Alan Knight. Maritimes Division.

Rogue Waves: Scientists for centuries scoffed at mariners who claimed to have encountered huge waves (80 feet or greater in height) at sea. Conventional analysis showed that such wave heights could only be generated by a tsunami and then only as it approached shallow water. The dispute was put to rest when, on January 1, 1995, a rogue wave struck the Draupner platform in the North Sea. Instruments on the platform showed that the wave had a maximum height of 84 feet. Scientists went back to their computers and developed new formulas conforming to known facts. They now accept that these non-linear waves can and do form almost randomly at sea. They are thought to occur due to the conjunction of two or more crossing or conflicting wave or current patterns. There are a few areas, such as off the South African coast in the Agulhas current, where conditions tend to favour rogue wave formation. A British oceanographic vessel operating in the North Atlantic in February 2001 measured a rogue wave with a height of 95 feet. Now that scientists know what they are looking for, they have detected rogue waves by means of Earth-orbiting satellites used for routine sea surface measurements. There is strong circumstantial evidence indicating that rogue waves sank the freighter *MS München* in 1978. In 1942, the *RMS Queen Mary*, serving as a fast troopship in the North Atlantic, was struck broadside by a 92-foot high wave. The ship listed briefly about 52 degrees before slowly recovering. In 1966, the cruise ship *Michelangelo* was struck by a wave that broke heavy glass 80 feet above the waterline. A hole was torn in the superstructure and three persons died. In March 2010, the cruise ship *Louis Majesty* was transiting the Mediterranean Sea between Cartagena and Marseille when it was struck by three successive large waves. Two passengers in a lounge were killed by flying glass when several of the windows shattered. Many passengers were injured and the ship suffered extensive damage. Scientists no longer dispute sailors who talk about rogue waves.



Posted by [Dennis Bryant](#) on 5/28/2010 <http://maritimeprofessional.com/Blogs/Maritime-Musings/May-2010/Rogue-waves.aspx>

Arctic sea ice melt worst in thousands of year: A major international study of Arctic sea ice has concluded that the recent record-setting retreat is the worst in thousands of years -- a conclusion that challenges sceptics' claims that the meltdown in Canada's North is probably just the latest low ebb in a historical cycle of ice loss and regeneration. The study, involving 18 scientists from five countries and to be published in the journal *Quaternary Science Reviews*, includes data from two Canadians who interpret historic levels of ice cover from ancient whalebones found throughout the polar region. Other evidence marshalled in the bid to reconstruct ancient Arctic climate conditions includes patterns of driftwood deposit and chemical signatures in seabed sediments and ice cores.

"The current reduction in Arctic ice cover started in the late 19th century, consistent with the rapidly warming climate, and became very pronounced over the last three decades," the study states. "This ice loss appears to be unmatched over at least the last few thousand years and is unexplainable by any of the known natural variables."

The lead author, Ohio State University polar researcher Leonid Polyak, said that predictable long-term ice-cover changes linked to fluctuations in the Earth's orbit mean "we should expect more rather than less sea ice" right now.

"The evidence that we have based on the existing data suggests that the current Arctic warming is probably the strongest since at least the middle Holocene -- that is approximately 5,000 years," he said. The two Canadian scientists involved in the study -- Geological Survey of Canada researcher Arthur Dyke and McGill University archaeologist James Saville -- provided data about the distribution of whalebone deposits, primarily from bowhead whales, to help map the extent of Arctic ice cover over the past 10,000 years. By Randy Boswell, Canwest News Service June 4, 2010

<http://www.vancouversun.com/technology/Arctic+melt+worst+thousands+year+study/3110599/story.html>

Climate Change and the Rising Sea Level Threat to Pacific Islands: On 2 June 2010, Wendy Zukerman wrote about recent climate change research in *New Scientist* magazine ("[Shape-shifting Islands Defy Sea Level Rise](#)"). The research, conducted by Paul Kench of Auckland University and Arthur Webb of the South Pacific Applied Geoscience Commission in Fiji, finds that the Pacific's small coral atolls, the predominant land-form of nations such as Tuvalu and Kiribati, are not 'sinking' as a result of sea level rise.

Some Islands Expand Due to Coral Build-up: According to the report most islands surveyed have remained stable over the last 60 years, and some have in fact grown. When focussing on one of [Tuvalu's atolls](#), the researchers found that the size of seven tiny islands forming the coral habitat has increased more than 3% in size since the 1950s. One island, Funamanu, gained 0.44 hectares, or nearly 30 per cent of its previous area. In Kiribati the three most populated islands have also grown significantly, according to the report.

The researchers do not dispute rising sea levels, saying they have risen locally by 120mm over the last 60 years. What they do suggest is that coral debris eroded from the atoll reefs is deposited on the islands by the effects of storms and sea currents. "Because the corals are alive, they provide a continuous supply of material," Mr Webb was reported as saying.

The land surface of 27 Pacific islands was studied using historical aerial photos and satellite images. The researchers found that just four islands have diminished in size over the 60-year time span. While acknowledging that the study subjects are a small portion of all low-lying Pacific islands, Professor Kench said the report showed that "they are naturally resilient to rising sea levels."

The Threat of Evacuation Facing Island Residents: The findings offer hope for islanders fearful that they will be forced off their islands, a prospect the Tuvalu Government has been signalling internationally for over a decade. As far back as July 2001, Kathy Marks writing for The Independent ("[Tuvalu's global warming fear](#)") reported that New Zealand officials had given "a sympathetic response to the request to provide Tuvaluans with new homes if they become environmental refugees."

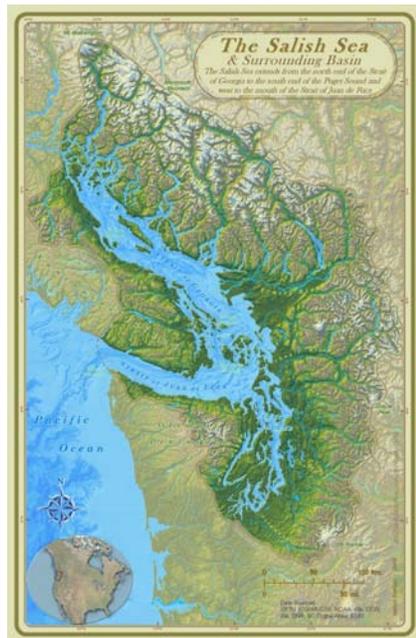


Atolls such as this one in the Kiribati chain have a natural ability to accumulate coral debris to offset rising waters, study shows. <http://news.suite101.com/article.cfm/climate-change-and-the-rising-sea-level-threat-to-pacific-islands-a244575>

British Columbia waters officially named Salish Sea: A large area of coastal waters off the south coast of British Columbia was officially named the Salish Sea by both First Nations and government leaders at a ceremony in Victoria.

The new name doesn't replace any of the existing official names for Puget Sound, the Juan de Fuca Strait or the Strait of Georgia near Vancouver. Instead the original names will be retained, but the name Salish Sea will be used to indicate the entire area. The name refers to the language of the First Nations groups that originally occupied the area.

British Columbia Lt.-Gov. Steven Point and Aboriginal Relations Minister George Abbott attended an official naming ceremony Thursday with members of the Songhees and other Coast Salish nations.



A canoe, hand-carved by Point and Kwagiulth Hereditary Chief Tony Hunt, was christened "Salish Sea," then given to the Navy to mark its centennial.

Point, who is of aboriginal descent, said the name pays homage to First Nations history and reflects a growing understanding of native culture.

"Coast Salish peoples have traversed these waters for thousands of years, and this name pays homage to our collective history," he said. "Today's celebration reflects the growing understanding and appreciation of our cultures. It is another step in the bridge of reconciliation."

The new name was originally proposed by Bert Webber, a retired Western Washington University professor of environmental and marine science who was at Thursday's event in Victoria.

The name was later endorsed by the Province along with the Geographical Names Board of Canada, the Washington State Geographical Names Board and the U.S. Board on Geographic Names in March 2009.

Last December, B.C.'s Queen Charlotte Islands were officially renamed Haida Gwaii as part of a historic reconciliation agreement between the province and the Haida Nation. <http://www.cbc.ca/canada/british-columbia/story/2010/07/15/bc-salish-sea.html#ixzz0tsXM0ZJY>

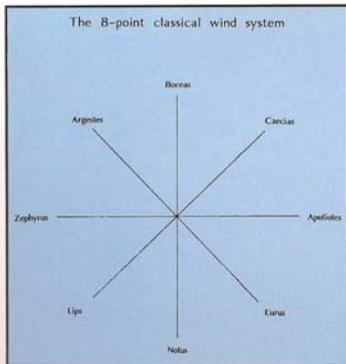
July 15, 2010

"Map of the Salish Sea & Surrounding Basin, Stefan Freelan, WWU, 2009"
<http://myweb.facstaff.wwu.edu/~stefan/SalishSea.htm>

MARITIME HISTORY

Navigation before Charts

The Eight Classical Winds: The earliest 'compass' used by Mediterranean seafarers was based not on magnetic direction but on the mariners' ability to recognise the character and direction of the wind. This system was endorsed by scientific writers, such as Aristotle, and an alternative twelve-wind system was also developed. These eight or twelve winds were personified as faces around the edges of medieval and Renaissance maps. By the 3rd Century BC in the familiar waters of the Mediterranean, the wind-rose was used to underlay the



earliest known aids to navigation – the pilot book or *periplus*. This listed the ports in various regions with the courses to be steered between them, expressed in terms of wind direction and days' sailing. Additional information on landmarks and anchorages might also be given.

A small number of these texts survive and cover ports from the Iberian Peninsula to the Indus, but there is no evidence that graphic charts of any kind were produced to accompany these *periplois*. One of the oldest known is the *periplus* of Scylax, dating from c.500 BC, covering virtually the entire Mediterranean but at a very elementary descriptive level:-

Coasting from the Pillars of Hercules to Cape Hermaea is two days; from Cape Hermaea to Cape Soloeis coasting is three days, and from Cape Soloeis to Cape Cerne seven days coasting. This whole coasting from the Pillars to Cerne Island takes twelve days. The parts beyond the Isle of Cerne are no longer navigable because of shoals, mud and seaweed (the traders here are Phoenicians).

From: "The Charting of the Oceans".
Peter Whitfield. Pomegranate Artbooks.

Christopher Columbus and the Amuvver of Discerica.

Many gears ayo, Queen Spainabella of Iz heard a knight slock on the coor of her dastle. There stood a young gen from Manoa, Italy, who gowed bracefully and egged a baudience of her Highal Royness. This audience the Queen gillingly wave.



"I should learly dove to wail sestward and amuvver Discerica, Oh Seen", he quaid, "but I am dort of shough. My bookit empt is pockty.

Would you kingtact the Con and see if you can mare up a bit of scunny?" If you could, I should be happy to fit splifty-splifty on any turn that things up on the deal.

The Deen, who was anything but a quope, immediately recognised the mancerity of the sin, plus the profibility of possit on the deal. So, she got akold of the Hing and somehow they mound the fazuma, buying Colimbus, bee small throats, the *PINA*, the *NINTA* and the *MANTA SARIA*.

This made Holumbus excruciatingly cappy, and quanking the Theen on knended bee, he forthwith set mare for Asailica, the tune of opporlandity.

It was lunths mater, on Octwelvever tobth, horteen fundred and twoty-nine, that our hong yero eventually landed on the shesolate dores of the Bahamas, after hardy menships and poisadintments.

This afeazing mate changed the hiss of courstery, and with it, American startery histed.

(As recited by the Purser, at numerous parties, on the *mv Cingalese Prince* in 1956. I believe he found it in the pages of a 1938 edition of the Saturday Evening Post).

Cruise ships must meet tough new US regulations: The UK P&I Club has drawn attention to the Cruise Vessel Security and Safety Act 2010, due to become US law very shortly, which imposes substantial requirements on cruise ships carrying over 250 passengers on international voyages which embark or disembark passengers in any US port. The new rules concern design and construction, as well as medical facilities, passenger and crew information, training and measures to report and combat crime. Non-compliance can result in denial of entry into US ports, civil penalties up to \$50,000 per violation and criminal penalties up to \$250,000 and/or one year's imprisonment.

The Act's requirements are set out by Lawrence W. Kaye and Andre M. Picciurro of Kaye, Rose & Partners in an issue of *US Bodily Injury News*, published by Thomas Miller (Americas) on behalf of the UK P&I Club.

The design and construction standards stipulate that all cruise ships must meet certain design and construction standards within 18 months of enactment. Rails must be 42 inches above the cabin deck, 2.5 inches more than the US Coast Guard's existing requirement. Passenger and crew cabin doors must have a 'means of visual identification', such as peepholes. Ships must be equipped with technology, if available, to detect persons fallen overboard, and with a video



surveillance system to document crimes. In certain high risk areas, ships must have acoustic hailing and warning devices. All new-build cruise ships must provide latches and time-sensitive key technology on all passenger and crew cabin doors. 13 July 2010 <http://www.motorship.com/news101/cruise-ships-must-meet-tough-new-us-regulations>
<http://www.ukpandi.com/ukpandi/infopool.nsf/HTML/ClubPress13072010>

IMPRESSIVE!!! USS JFK docking in Malta.



Have you ever considered how **big** a U.S. aircraft carrier really is????

This shot gives a good indication of its size relative to something else like buildings, cars etc.

BOOKS

In "**The Cruel Sea Retold**", Captain Bernard Edwards, retired from the Merchant Navy, looks at the events and experiences that shaped the Nicholas Monsarrat novel. Examining more than a dozen convoy battles, but focusing in great detail on the three that form the backbone of Monsarrat's book in August-December of 1941, Edwards draws upon the experiences of numerous officers to provide a look at the events that inspired the novel. In the process, he also introduces the reader to the strategy and tactics of the Battle of the Atlantic, the men and ships, and their personal experience of the war.

"A worthwhile read for anyone interested in the Battle of the Atlantic or submarine warfare, even if they haven't read "The Cruel Sea", and is of even more value for those who have."

Naval Institute Press. ISBN: 1591141451

All Hands and the Cook: By Captain Barry Thompson. *'All hands and the cook' – 'Going like a fiddler's elbow' – 'Worse things happen at sea'.* Have you ever wondered what these expressions mean or where they came from? Many books have covered nautical language and customs, but this is the first that explores the little-known colloquial language of Britain's Merchant Navy, when Britain's ships traded to almost every port in the world.

For a seaman, certainly of a certain vintage, it offers a trip down memory lane. For others it throws light on many expressions that have become an accepted part of the English language. **Obtainable by post from the UK:-**

Captain M. D. Rushan, 17, The Croft, Bishopstone, Salisbury, Wilts. U.K. SP5 4DF

E-mail: rushan@shoreside.demon.co.uk

Price: With 15% discount to CMMC members: £20.80 incl. P & P (Surface mail)



The International Federation of Shipmasters' Associations: The 36th AGA Part B publication (27 pages), which includes the Minutes to the 36th AGA held in Manila in June 2010, have now been posted on to the IFSMA Website and a link may be found on the welcome page at www.ifsma.org. You will find much of interest to read on that website.

There was an announcement on Page 1 about this year's Annual General Meeting. More details about the meeting and, if needed, a form for your Proxy vote are on the following pages. If you plan to attend and require accommodation in Chemainus remember that there is information about the hotel in the February 2010 edition of "From the Bridge". To get the "**Group Booking Rate**" make sure you reserve by **August 15th**.

Do you have anything to contribute to our newsletter? I want to hear from you. You can reach me at:-
13375 14A. Avenue, Surrey, B.C. Canada V4A 7P9 or by e-mail at whitknit@shaw.ca

The next edition is in November and the deadline for submissions to it will be November 17th 2010.

Until then, have a great summer. Sincerely, **David Whitaker FNI**

Remember that this and earlier editions of the FTB can be found on the Company's website www.mastermariners.ca

THE COMPANY OF MASTER MARINERS OF CANADA

NOTICE OF MEETING

The 43rd Annual General Meeting will take place at the Best Western Chemainus Festival Inn, Chemainus, British Columbia, at 1500 hours local time on Saturday October 2nd 2010. Members who are unable to attend may use the proxy form, which appears on Page 15, to indicate whom they wish to act on their behalf.

Note: Proxies shall be deposited with the National Secretary or with the Divisional Secretary, at least 72 hours before the meeting at which the person named in such instrument proposes to vote.

Captain R. Wallace, National Secretary, 305 Michigan Street #204, Victoria, B.C. V8V 1R6

Agenda for the 43rd Annual General Meeting of the Company of Master Mariners of Canada to be held at the Best Western Chemainus Festival Inn, Chemainus, British Columbia on Saturday October 2nd 2010 commencing 1500 hours local time.

1. Acceptance of the minutes of the 42nd Annual General Meeting.
2. Business arising out of those minutes.
3. Proposed By-Law changes (see attached sheet**).
4. Reports from Officers:-
 - National Master
 - Divisional Masters – Capital, Fundy, Great Lakes, Maritimes, Montreal, Newfoundland & Labrador, Vancouver, Vancouver Island
 - National Secretary
 - National Treasurer
 - Membership
 - Administrator/Trustee for the Captain G.O. Baugh Memorial Fund
5. Slate of Officers for 2010/2011.
6. Auditor's report.
7. Appointment of the Auditor for 2010/2011.
8. Other business.
9. Date and time of the 44th Annual General Meeting.
10. Adjournment.

R. Wallace, National Secretary.

**** QUALIFICATION FOR MEMBERSHIP (BY LAW 5 – PROPOSED CHANGES FOR NAVAL OFFICERS)**

5.1 Member

Persons may be eligible to be nominated and elected to be a member if they hold either a:-

- (a) Canadian Certificate of Competency as:
 - (i) Master Mariner (MM), or
 - (ii) Master Near Coastal (MIV, MLV, ON1, CN1), or
 - (iii) **Canadian Navy Command Qualification 1 (CQ1) and CQ2 *****
- (b) Certificate of Competency as Master and Naval Command Qualification issued outside Canada which is equivalent to a Canadian certificate described in sub-paragraph (a)

- (c) Certificate which meets the provisions of subsections 5.2 and 5.3

5.2 Associate Member

Mariners who do not qualify for membership under paragraphs 5.1(a) and (b), and who wish to associate themselves with the aims and objectives of the Corporation, may be nominated and elected as an Associate Member provided that they hold either a:

- (a) Canadian Certificate of Competency of the same class but at a lower grade than the certificates described in paragraph 5.1(a); or
(b) Canadian Coast Guard Command Certificate (CCGCC); or
(c) Master 3,000 GT Near Coastal or
(d) Canadian Fishing Master 1st Class Certificate (FM1) or
(e) Master 500 GT Near Coastal (MHT350 GT, CCE).

*** In a paper about "Acceptance of Naval Officers into the CMMC" presented to Council in April 2010, Captain Peter Turner, Past Master, wrote:-

I would like to stress two points:

- The knowledge and expertise that may be brought to us by encouraging and accepting Naval Officers as members of the CMMC is not in dispute; and
• We are seeking to increase our membership.

That being said, it is quite clear that we should not accept members who do not meet the standards that are outlined in our By-law and the guidelines in our hand book.

The Royal Canadian Navy has two qualifications which permit the holder to have command on a naval vessel.

- CQ I allows the officer to command small vessels, Mine Sweepers and Submarines, while the.
• CQ II allows the command of all other surface ships; currently in Canada this includes frigates and destroyers.

There is no specification as to the limits to which the vessels may go other than the seaworthiness of the vessel and the limitations set by fuel.

I therefore argue that the Naval Officer with a CQ I may be considered to be equivalent to that of a holder of a Certificate of Competency as Master Near Coastal (MIV, MLV, ON1, CN1) (By-law 5.1 (a) (i))

If one of our Naval officers has taken the course and has passed an examination for command I argue that he should be permitted to join the Company as a Member, and not be restricted by the qualification of CQ I.

I therefore recommend that all Naval Officers holding either a CQ I or CQ II be accepted as full members if their record of service merits it to the satisfaction of the Division.

.....✂.....✂.....

PROXY

I, of the..... Division, a member of the Company of Master Mariners of Canada and entitled to one vote appoint of the Division or failing him/her, another member of the Corporation, to attend and vote for me at the 43rd Annual General Meeting to be held on the 2nd day of October 2010, and every adjournment thereof, with powers I should possess if personally present, hereby revoking all previous proxies.

Dated day of 2010.

Signature.....