



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



FEBRUARY 2006

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

ANNOUNCEMENTS

**ANNUAL DUES
ARE DUE**

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**It is time to pay the dues
to your Divisional Treasurer**

Full membership \$ 125.00

**Associate & Senior membership \$
62.50**

**Seniors must by 65 before the 1st of
the 1st 2006**



FROM THE MASTER'S DESK



I write this from our Condo in Ft. Lauderdale where we sit without interior walls, power or a watertight roof. We were here during hurricane Wilma and the typhoons and cyclones at sea were a lot easier to handle - you cannot turn a building into the wind!

Montreal put on a very successful AGM and our thanks to them for all the work that went into it. The good news is that there is no fee increase again this year but as the year progresses we will be looking at the budget to make sure that we continue to live within our means.

The Council has decided to do what we can on the general criminalization of seafarers that is going on around the world, concentrating on trying to get a sensible implementation of Bill C-15, the Canadian contribution to this unfortunate situation.

I was very pleased to be given another year as Master to try and complete some of the things that we have started such as improving the use of the Web Site. Thanks to the very successful Conferences our

Foundation is in good shape for its initial year but please keep it in mind from now on as well.

I apologise for the brevity of this Report but I only have a few minutes left on the computer at the Library I will bid you goodbye for now and wish you good sailing through the coming year.

Respectfully submitted,
Ian Marr
National Master

DIVISIONAL NEWS

VANCOUVER DIVISION

During the winter months it is usually fairly quiet at the office and this year is no exception. The long spell of rain does not encourage members to come out for our brown bag lunches. Also a number of our older members are finding it harder to get around these days.

However we had a couple of very nice social gatherings over the festive season. On November 24th we held a pre Christmas special lunch at our local watering hole in North Vancouver. Twenty-three members attended. The Chef at The Bistro did us proud and a very nice time was had by all.

On December 10th we held our usual Christmas Party in the Mission to Seafarers. There were 45 attendees – an excellent turn out. A few members of the Association of Marine Surveyors of BC asked if they could join us and we were very pleased to have them there. The raffle was very popular and I thank those members who donated the various prizes. I would also thank Washington Marine for donating a nice door prize. I took advantage of the occasion to present a membership certificate to our new member Francisco Juarrero and a 25 year pin to our long time member Gordie Mann. Our caterer, Holland Food Services put on a very nice meal and afterwards, Nick, the owner regaled us with a few arias from various operas. I thank him for a very nice event. We rounded off the evening with a short carol sing with our member leun Lampshire-Jones on the organ and members Andrew Law and Geoff Harris leading the singing.

On January 11th I was invited to attend the announcement of the setting up of the National

Maritime Centre of the Pacific and the Arctic. This is to be established on the site of the old shipyard in North Vancouver. Plans call for a pier of 213 meters with deepwater berths capable of hosting events such as the tall ships. It will have an interactive educational centre, a library and retail and commercial spaces, and of course a maritime museum. We wish them every success in this ambitious project.

We will be commencing our technical program on January 19th with a presentation by Father William Pike, Senior Chaplain of the mission. His subject will be The Mission to Seafarers – Terrorism and Piracy. On February 16th we will meet for a pub lunch at the Paddlewheeler at New Westminster to make it easier for our members in the outlying areas to join us.

Captain D.J. Bremner
Master,
Vancouver Division.

MARITIME DIVISION

NEXT MEETING
2000 Wednesday 8 February 06 Maritime Museum of the Atlantic Update by Capt John Hurst Navy League of Canada
ANNUAL DUES
Please send payment to The Treasurer, Maritime Division Company of Master Mariners of Canada P.O. Box 315 Dartmouth, NS
VALENTINE DINNER
Tuesday 14 February – Royal Artillery Park Call Jim Reddy at 462-3089 for details and bookings. See this edition for details
ILLUSTRATED TALK
1930 hrs 28 February 2006 Maritime Museum of the Atlantic Steamship China on the bottom of Halifax Harbour By diver / archaeologist Greg Cochkanoff

General Session / Dinner

31 members gathered for dinner at the AYC in the first meeting of 2006. Capt Ball started the meal with an inspirational grace. It was noted that although AYC was still in its holiday closure period, the catering service opened especially for us as valued,

longstanding customers.

At 2000, as dinner finished, Capt Jim Calvesbert delivered a very informative briefing on the state of marine training in the former Soviet Republic of Georgia, located at the Eastern end of the Black Sea and now an independent and struggling state. In the fall, Capt Calvesbert had visited Georgia's marine training academy as part of a foreign team of experts to offer advice to this developing institution. In 20 minutes, Capt Calvesbert delivered an overview of the country's climate, geopolitical background, current maritime activity including port operations, and an assessment of the state of the academy.

The general session concluded at 2030.

Division Council Meeting

The Division Council was called to order at 2040 by Capt Ball.

Capt Robin Heath volunteered to stand for election to National Council in the position being vacated by Capt Michael Duncan. Capt Heath's nomination was then proposed, seconded and carried.

A number of issues were discussed in preparation for the scheduled January teleconference. The Division Master will report on this teleconference at the February meeting.

Capt Ball raised the issue of current financial difficulties at the Mission to Seafarers. After some discussion where it was acknowledged that the Mission is strongly linked to the Company and regularly participates in our events, it was proposed that the Division assist with a one-time gift of 1000 dollars. Motion carried.

The question of support to the Valentine's Dinner was raised. Capt MacAlpine indicated that there remained money in a Ball / social fund that had not been tapped in recent years. The Council agreed that this fund could be used to maintain the dinner cost at 30 dollars per person.

Depending on the number of attendees, this would require an expenditure of 300 to 500 dollars which is within the size of the fund.

The Division Council adjourned at 2120.

MARITIME MISCELANY

Review of the Maritime Division's activities.

The Maritimes Division enjoyed a very productive period from September to December 2005.

On 10/11 September, many members took part in the National Canadian Merchant Navy Veterans Conference held at Halifax. Ample local support, a large turnout and fine weather resulted in a banner event.

Also in September, the Division hosted the International Conference on the Security of Ships, Ports and Coasts at Dartmouth, NS. This two-day event was well attended and reported on in the November issue of From the Bridge.

The Maritimes Division October meeting took place at the Armdale Yacht Club with the popular dinner venue.

The November meeting occurred at the usual Maritime Museum of the Atlantic facilities. Navy

Commodore Dean McFadden delivered a most comprehensive overview of the Canadian Naval and Coast Guard effort to assist in the Gulf of Mexico after the devastation of Hurricane Katrina.

Also in November, members took part in the Remembrance Day ceremonies at Point Pleasant Park and on the waterfront at Sackville Landing.

The last 2005 meeting on 14 December at the MMA featured a geologic and oceanographic overview of

VALENTINE'S DINNER 14 FEBRUARY



ROYAL ARTILLERY PARK

Queen Street Halifax
Free Parking Onsite

1830 Reception and 1930 Dinner
Full Bar Service Throughout

Roasted Squash and Red Pepper Soup
Baby Spinach Salad with Prosciutto
Prime Alberta Rib or Mediterranean
Style Halibut
Strawberries Romanoff

\$30 per person

Call Jim Reddy 462-3089 or email
jessup.reddy@ns.sympatico.ca
to select menu choice and book seats

Halifax Harbour by well-known, local scientist Dr.
Gordon Fader.

MERCHANT NAVY PLAQUE PEIR 21

On 11th September 2005 a plaque was unveiled in Pier 21, Halifax, to commemorate the contribution of the Canadian Merchant Navy in World War II. The following is the speech given by our member, Captain Earl Wagner at that unveiling ceremony. Captain Wagner was very involved in the process of having this

plaque developed and displayed at Pier 21.

Thank you for the kind introduction and opening remarks. Your Honours, distinguished guests, ladies and gentlemen, cadets and fellow veterans from every province in Canada, a very warm welcome to Halifax, Canada's famous east coast port of World War II.

On behalf of all Canadian merchant navy veterans I want to thank Parks Canada, especially Alannah Phillips, for providing this distinctive plaque and making this dedication ceremony possible. I would like to share some thoughts with you today.

Canadian men and women of the merchant navy provided an integral role in World War II, primarily in the Battle of the Atlantic. On September 3rd 1939, when Great Britain declared war on Germany, the passenger liner Athenia was torpedoed by a U boat. Hanna Baird, stewardess from Montreal lost her life. She was Canada's first casualty, not a seaman, soldier or airman, but a lady seafarer. Canadians were involved in this deadly conflict at sea until the last day of the war when the Canadian freighter Avondale Park was torpedoed.



The head table at the presentation

What was the role of the merchant navy in World War II? It ferried troops and carried war supplies over the oceans to the battlefields of the world. It kept beleaguered Britain from starving by carrying cargoes of food. Ships crews fought alongside Naval DEMS gunners. It was the fourth largest merchant navy in the world at the end of the war.

Approximately 12,000 Canadians volunteered (but 18,000 registered in the 1990's for benefits); 1,629 lost their lives and over 70 ships were lost by enemy action. The casualty rate was higher than any of the three armed forces.

Some quotes from distinguished veterans and writers describe Canada's merchant navy in World war II. In April 1943 The Honourable J.E. Michaud, Minister of Transport identified it as the fourth arm of the fighting services. Sir Winston Churchill, Prime Minister of Great Britain said his greatest fear of WWII was the serious loss of ships by enemy action in the Battle of the Atlantic. And Rear Admiral Leonard Murray, Commander in Chief, Canadian North West Atlantic in WWII quoted: "the real victors of the Battle of the Atlantic were not the navies or the air forces but the Allied Merchant navy," unquote. Without a merchant navy there would not have been any Allied Victory.

I would like to give some thoughts to our young people and future generations. Disputes and conflicts

cannot be resolved by bullying, but by friendly compromise and conciliation. World War II came at a terrible price; fifty to sixty million lives were lost. Putting it bluntly, 'war is hell' and should be avoided at all costs. Our generation is now passing the torch to our youth.

Thank you for your attention.



The plaque on display

The text on the plaque reads:

The Canadian Merchant Navy contributed decisively to victory, transporting troops and supplies to many war zones around the world in support of the Allied nations. Merchant mariners endured the constant threat of enemy attack, compounded by the dangers of the open sea. With courage, perseverance and determination, these men and women risked their lives on the oceans of the world. Many made the ultimate sacrifice in the effort to uphold liberty.

Lest we forget, many heart felt thanks to those who served and especially to those who can not hear even our unspoken and possibly belated 'thank you.'

CMAC NOTES

Proposed Marine Transportation Security Clearance Program

Government Conference Centre

Friday 4 November 2005

Following the Canadian Marine Advisory Council (CMAC) meetings the Transport Safety and Security Group held consultations on the Marine Transportation Security Clearance Program (MTSCP). The Program officers were: Gerry Frappier, Marc Grégoire and Joanne St-Onge. These discussions were primarily focused on port security; however, the Seafarers Identity Document (SID) also received considerable attention despite the fact no responsible Transport SID program officer attended the meeting. The Minister was scheduled to address the meeting but had to cancel out at the last minute.

There have been many discussions on this program and except for some fine tuning and loose ends it's almost ready to be Gazetted. The labour groups are unhappy with the program despite the fact that it has been modified in several ways to meet their objections.

Labour's objections are primarily focused on the requirement for security clearances; which judging from the tone of their comments would prohibit some of their members from working in risk sensitive areas. Shrill, hysterical and off the wall is not too strong a description for some of their comments. The Teamsters, however, are on-board for the Road measures because it's obvious that cross border trucking must meet the most stringent US standards.

The Marine program will be modeled on the present Air program and both Rail and Road will be included. The program managers do not want separate programs for any of the four modes as they have had over 10 years of experience with Air and it works well. It is hoped that the SIDs program will incorporate the appropriate clearance features of the MTSCP.

Background checks will be limited to the bare minimum and the requirement for the security document will be limited to the most essential areas — it appears that the program managers are worried that the program will lose credibility if the standards are lowered any further. Fine-tuning made in the name of consultation may be diluting the objectives of maintaining world-wide acceptance of Canadian security clearances. Maintaining credibility was a reoccurring theme. Discussions are ongoing with the US in an effort to have reciprocity with each others documents. The program officers did not sound hopeful at this stage that the US will accept Canadian documents; nor do they believe that the US will feel secure if Canadian transportation modes do not establish a robust security program.

I was quite impressed by the knowledge, patience and willingness to seek alternatives of the Transport officials. Labour's concerns were not as well articulated.

Canadian Marine Advisory Council (CMAC) Opening Plenary 31 October 2005

1 — 3 Opening Comments

- "Sheltered Waters" definition still causing problems on both coasts. Not including a broad exemption for tidal waters is deemed a problem for some of the industry. Industry would like a very wide application of sheltered waters while Transport is trying to bring some logic into the debate by using a list of risk based factors.
- Minister's Policy Council has upset some members. Believe it will become a back door and circumvent CMAC. Objections should be addressed to the Transport Policy Group.
- 4 What's New?
- A MOU is being developed between Transport and Environment to define responsibilities for administration of Bill C-15 when it comes into force.
- Arctic Council working on policy matters related to the loss of sea ice in the Arctic and its future affect on sovereignty and navigation.
- New surveillance equipment being purchased.
- 5 Regulator Reform Update
- An update was given that was not very informative —

heard it all before.

- Summary
- It was a fairly tame session with many of the same issues being threshed out again with little indication of what will result — “we’ll have another look at it.”

Working Group on

• Consolidated Maritime Labour Standards

1 November 2005

- 3 Seafarer Identity Document (SID) Convention ILO 185
- The Canadian Merchant Service Guild (CMSG) and the Pilots have broken ranks with labour and now support SIDs.
- Labour wants an appeal process.
- Many of the same arguments about security checks. Chair stated that the Convention will require issuing authorities to ensure that the seafarer is not a security risk and must prove it and Transport has decided that this can only be achieved by security checks — matter closed!
- SIDs will not be compulsory. This declaration from the Chair is meaningless because any ship that makes a voyage to a state that has ratified the Convention will need one. Furthermore any seafarer that wants to enter a restricted port area in Canada will either have to have a SID or get a Port document that requires a security check.
- The Auto Workers observed that no matter how they try to narrow down the numbers every seafarer will require a SID. It will become a condition of employment.
- Concern that the US will not ratify the Convention and Canadian SIDs will not be accepted.
- Convention will take years to implement.
- 4 ILO Draft Consolidated Maritime Labour Convention
- Need comments by 9 December on the draft.
- Trying to work out some flexibility with the US on near coastal waters voyages.
- Both labour and industry are not happy with the Convention applying to Canadian ships.
- CMC Phil Nelson stated that were a collective agreement is in place the ship should not have to sign Articles.
- A labour representative stated that all ships should be required to carry Articles.
- Chair stated that the Great Lakes industry has informed him that they do not wish to be bound by any international agreements.

Standing Committee on Personnel

1-2 November 2005

- 3 Review of draft Marine Personnel Regulations
- The Chair made it clear that the consolidation was primarily to package like or closely related existing personnel regulations and not to make fundamental changes.
- The parts of the consolidation have been discussed many times and this meeting was generally a rehash of previous positions.
- This consolidation is complex and throughout the discussion on the draft the Chair had to amend and

add references — it’s going to be a big task for the lawyers to finalize a Gazette copy by the deadline of May 2006. Comments by members are required by the end of November.

- The Chair handled many objections with the statement that “we have made a policy decision.” [and that’s that!]
- There was a noticeable lack of interest by the traditional industry representatives [they could have been occupied in another meeting] and except for the Council of Marine Carriers the labour unions carried the floor representations.
- The CMSG asked that its agents be listed as a “marine related position” that permits a certificate to remain valid while performing approved functions.
- Issuing Canadian certificates to non-Canadians was raised again and explained that the revised regulations will not change what is currently in effect.
- Some fishing industry representatives would like to see the Fishing Master Fourth Class eliminated; however, the Chair said it would stay in the regulations until the fishing industry had come to an agreement [East vs. West].
- Steel workers did not like ss.205(3) referring to the Pleasure Craft Operator Competency card because it excepted an operator from having to meet more stringent standards — Chair said it would remain as a policy decision had been made.
- Quebec representative complained that a promised matrix for guidance on minimum complement has not been circulated. Quebec industry believes that other regions do not enforce these standards as stringently as their Transport officers.
- Harbour tug vs. tugboat raised questions related to different standards.
- Some certificates requiring an endorsement do not have a place for such a notation.
- Requirement for the physical capacity to climb ladders wearing a breathing apparatus is sending the Transport officers back to find out where this provision came from.
- Lack of approved medical examiners a problem for some members.
- The whole part of the regulations related to medical examinations was controversial and flogged to death. Labour was generally concerned about the bureaucratic application of medicals and in particular how it would affect their members who could no longer meet the standards.
- Part 3 of the proposed regulations “Maritime Labour Standards” is based on the ILO Convention.
- The Chair asked for tacit support for this Part.
- The Industry and Labour showed a continuing bias against international standards.
- Some sections had very limited application to Canadian ships through selective use of voyage criteria.
- Industry and Labour believed that their collective agreements should exempt them from some of this Part’s provisions.
- Broad language cited as a potential problem.

POET'S CORNER

A SAILOR DIED TODAY

Author unknown

He was getting old and grisly and his hair was falling fast,
 And he'd often tell his grandchildren stories of the past,
 Of the ships that he had sailed in and the deeds that he had done,
 With adventures with his shipmates - sailors every one.
 Though sometimes to his family his tales became a joke,
 But the mariners that listened knew whereof he spoke,
 But we'll hear his tales no longer for Jack has passed away,
 And the worlds a little poorer - for a sailor died today.
 He was often rough and ready and a tendency to swear,
 And he wasn't always fussy in the things he used to wear,
 Perhaps he liked a drink too much but wasn't one to worry,
 Another thing he did enjoy was a red hot Indian curry.
 His memory sometimes failed him but he could get along,
 When singing a bit of shanty or some other ribald song,
 We will hear his verse no longer for Jack has passed away,
 But his friends will miss him, they're in mourning from today.
 He had seen the best in men by virtue of his trade,
 And sometimes seen the worst - but called a spade a spade,
 Tolerant he learned to be, because he understood,
 People are just human - they are not made of wood.
 You would find him in the pub - that was nothing new,
 Born from years of socialising with a gallant crew,
 All his life he toiled on ships - he never worked ashore,
 And still an honest citizen he rarely broke the law.
 Now he's heard last orders and death has drained his glass,
 His life was full and no regrets `till evermore to pass.,
 So when it comes to crying - do not be very sad,
 An old man passed away today - a sailor since a lad.



**MARINE NEWS,
 WEATHER &
 SPORTS**

MARITIME LADY

GIVEN A HARD TIME

The cargo ship *MARITIME LADY* was outbound from Hamburg with 1,800tons of potassium chloride (palletized fertilizer) when she was in collision with the 660 teu feeder ship *ARCTIC OCEAN* that was joining the channel from another port. The *MARITIME LADY* sank in 13 minutes and left her seven man crew in the cold water, three of the crew were injured. An hour

later the chemical tanker *SUNNY BLOSSOM*, carrying 18,000 tons of liquid fertilizer, collided with the upturned hull of the *MARITIME LADY*.

Although alcohol has been ruled out as a cause of these incidents the pilot and master of the *SUNNY BLOSSOM* have been charged with endangering navigation.

The *MARITIME LADY* was built in 1984 as the *SEA EMS*. The *ARCTIC OCEAN* was built as the *NORASIA ARABIS*, unfortunately she had changed names under new owners only days before this incident. The *SUNNY BLOSSOM* was aground in the St Lawrence Seaway in 1999 (see Canadian TSB web page) and had an engine room fire off North Africa in 2002.

CUT & PASTE - GREAT LAKES STYLE



The self unloaded *CANADIAN TRANSFER*

Pay attention to this as there is a memory testing question at the end of this article.

The bow section of the triple expansion steam driven self unloading Great Lake vessel *CANADIAN TRANSFER* started life in 1943 as the *J.H. HILLMAN Jr*. The *HILLMAN* became the *CRISPIN OGLEBAY* in 1972 when she was converted to a self unloading Great Lakes vessel. She was laid up from 1981 to 1989 then in 1995 when she went under the Canadian flag and became a transfer barge in Hamilton as the *HAMILTON*. She was soon renamed *HAMILTON TRANSFER* with a moving crane and grab to unload then store cargo for self discharge when required. This process was not a success as it was soon discontinued. The engine room section of the *HILLMAN* was scrapped in 1989.

The after section of the *CANADIAN TRANSFER* started life in 1965 as the Sulzer driven coastal vessel *CABOT* trading from Montreal to Newfoundland. In 1966 the *CABOT* rolled on her starboard side in Montreal while loading, killing two persons. Re-floated she continued trading to Newfoundland until 1982 when she was laid up. She was sold in 1983 and the stern of the *CABOT* was cut off in 1989 and attached to the bow section of the *NORTHERN VENTURE* to become the *CANADIAN EXPLORER*. The *CANADIAN EXPLORER* was involved in a collision with a 'salty' that resulted in little damage but the hold section was not in good structural condition so changes were decided upon. The *CANADIAN EXPLORER* was cut

in two in 1998 and the engine room section of what was the *CABOT* was attached to the bow section of what was the *HILLMAN* with a 24 foot new body to connect the two different hull forms.

Now what of the *NORTHERN VENTURE*? The *NORTHERN VENTURE* started life as the T2-SE-A1 tanker *VERENDRYE* of 1944. The *VERENDRYE* was a war time tanker built in the USA but became the British tanker *EDENFIELD* in 1947. In 1960 she was purchased by Leitch Transportation and renamed *NORTHERN VENTURE*. She was converted to a Great Lakes bulk carrier in Germany, her original bow section being scrapped. She was laid up in 1983 until her engine room section was cut off and the bow section attached to the *CABOT*'s engine section. The bow was used for grain storage in Hamilton and then converted to become a barge named *LAVIOLETTE* to be moved by a tug as a tug and barge operation.

Question time:

1. Which is the oldest part of the *CANADIAN EXPLORER* still attached to the vessel of that name?
2. When was the stern section of the *HILLMAN* scrapped?

There must be a nautical version of the song "The old stern connected to the new mid body, the old mid body was connected to a new bow section," etc.

CUT & PASTE BC STYLE

BC Ferries are getting a 'new to you' ferry, from Utah of all places. The *JOHN ATLANTIC BURR* has been cut into four sections, put on big road transports and trucked to Tacoma, Washington, where they were put on a barge. The barge has been moved to North Vancouver where the pieces will be added to a new section that will widen the vessel by a car lane. New engines and drive system will be put into the 20 year old vessel before she enters service in the summer of 2006.

The estimated \$4.5 million refurbishment cost, added to the \$200,000 purchase price is still considerably less, even with cost over runs, than a new vessel estimated at \$ 20 million. A new name has not been chosen for the 35 car ferry which will run on BC Ferries' northern Gulf Island routes.

RUBENS SIZE CONTAINER SHIPS

A research director has stated that with the Maersk Sealand / P&O Nedlloyd and the Hapag-Lloyd / CP ship mergers there will be more consolidation of the container lines. There is greater profitability [and greater loss?] with larger lines and it is expected that by 2010 the top five carriers will control more than half the world's shipping capacity. [One Monday there will be only 16 shipping companies but by Friday there will be only one. You heard this first in *From The bridge!*]

There are rumours Maersk is considering 15,000 teu vessels once the 10,000 teu, 367 metre, ships they are presently building are operational. The new mammoths will be 400 metres long and 22 containers wide. Rubens, the painter, liked his models with a good beam. Halifax, Vancouver and Prince Rupert

may be the only Canadian ports capable of accommodating these ships at existing docks. The Straits of Canso would be able to accommodate these vessels but the docks, cranes and rail links would have to be built and / or greatly upgraded.



1 teu container vessel, small crew, economical on fuel, all season tires included

WINDWARD PASSAGE



A ship of this name is for people with strong nerves (and stomachs) but one that would require a straight face when communicating on the VHF.

Titan Uranus would make a good motto for some newly appointed Peer of the realm. It would, however, cause an interesting problem for the Royal College of Heralds - putting the description into heraldic PC wording, a Sphincter Clenched Rouge.

NORTH EAST PASSAGE NEWS

The Russian mining company Norilsk Nickel have contracted with a Finnish shipyard to build an Arctic capable bulk carrier. The ship, the first of a series will carry nickel from a mine in the high Arctic to markets in warmer waters. The vessels will be 14,500 dwt, 168 X 23 metres in size. These ships will replace the 19 vessels of the SA-15 class built in Finland between

1982 and 1987. Four of these vessels were purchased by Andrew Weir and now run as the *ARUNBANK*, *FOYLEBANK*, *TEIGNBANK* and *APEYBANK* on their round the world service. The SA-15s were bulk, ro-ro and container capable so are very versatile.

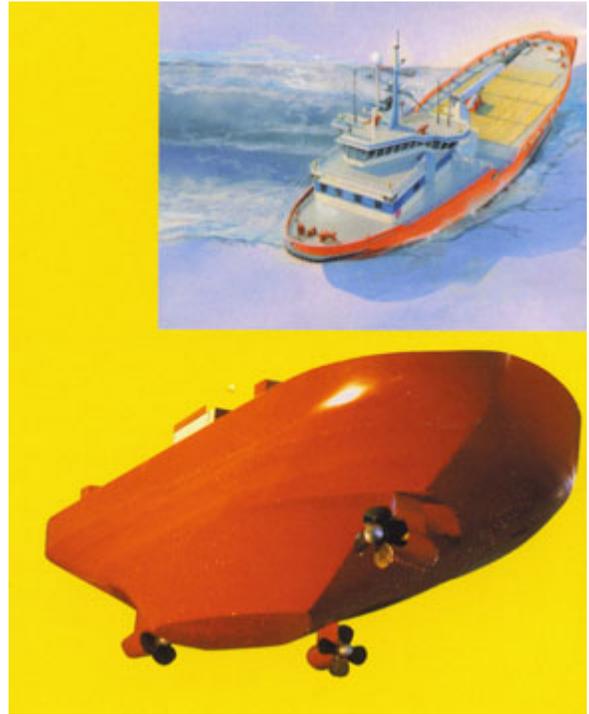
The Russian atomic icebreakers have been neglected over the past few years even though they are now operated by an oil company. The *LENIN* (1958) was laid up in 1989 and the *ARTIKA* (1975) is in a life extending refit. The *SIBIR* (1978) was laid up in 1993. The *ROSSIYA* (1985); *SOVIETSKY SOUZ* (1989); *YAMAL* (1992) and the river icebreakers, *TAIMYR* (1988) and *VAIGACH* (1990) are still operational. The nuclear container ship *SEVMORPUT* (1988) is also operational. The 50th *ANIVERSARY* was laid down in 1989, launched in 1993 and is still awaiting completion in St. Petersburg. As can be seen, many of these icebreakers are nearing the end of their best-before-date of 2008. With no new ones on the stocks or drawing board the Arctic sea route will be hard pressed to keep to a year round schedule. There are plans for refurbishing the steam plants so the nuclear fleet could then operate into the 2012 to 2015 period. [Global warming may negate any need to build icebreakers].

The new class of vessel, the first being named *NORILSK NICKEL*, will have azipod propulsion and will break thick ice stern first but operate the remainder of the time as a bow first vessel.



There are tankers and other vessels with the ability to break thick ice when backing into it, as shown here

The Finns are working on an oblique icebreaker that could break ice bow on for a ship of the same or smaller beam as the icebreaker. When a ship with a greater beam is to be assisted the icebreaker would slew itself by using an azipod bow propeller and its stern propellers so it would go crabwise and break a wider path. [This would be an interesting 'How is she heading' question?]



Oblique icebreaker cutting a path wider than the ship's own beam. Will it have to have slewing navigation lights for this situation?



NASCAR on the seaway

SHORT SNAPPERS

- + If both wind shield wipers stop at the same time it is most likely the fuse, or you turned them off.
- + Fighting terrorism is like being a goalkeeper, you can make a hundred brilliant saves but the only shot people remember is the one that trickled by you.

+ The International Association of Classification Societies has adopted common structural rules for tankers and bulk carriers to provide a uniform standard in place of the previous mix where a ship owner could seek class with the lowest cost and standard.

+ The take over of P&O Nedlloyd by Maersk has resulted in the demise in the Europe to Australia and New Zealand Conference. PONL resigned from the conference, followed by CMA CGM, then Hamburg-Sud and, finally, Hapag-Lloyd opted out

+ The master of the Staten Island ferry that hit the dock, killing 11 people has been given an eighteen month jail sentence. He collapsed through exhaustion and the medications he was secretly taking. The ferry director was given a year and a day for not enforcing the two-pilot rule.

+ Six new cruise ships have been ordered at a cost of \$3.5 billion by five cruise lines. They will have a combined capacity of 20,000 passengers. One will have capacity of 3,608 passengers but it will not exceed the 4,370 passengers on the soon to be delivered *FREEDOM OF THE SEAS*. Carnival has a 5,000 passenger vessel on the drawing board.

+ A study has concluded that there would be no

significant economic impact if salt water ships were banned from the St Lawrence seaway as there are other forms of transportation available. Ocean cargoes form less than 7% of the tonnage moved in the seaway. The closure of the Lakes to salty ships would stop any new non-native species of aquatic life invading the waters from ballast tanks and elsewhere.

+ Wallenius Wilhelmsen Lines has changed its name to Wallenius Wilhelmsen Logistics to reflect their growing involvement in more than ship owning. The line operates 60 ships and employs over 3,000 people moving more than 1.5 million vehicles from factory to dealership a year.

+ The Malacca Strait is some 600 miles long and as narrow as one mile in parts and is transited by some 50,000 ships a year carrying one third of the world's freight.

+ The port of Shanghai reported it moved over 443 million tons of cargo in 2005.

+ Malaysian national carrier MISC may be taking a big interest in TK shipping through TK's New York listing. MISC recently took over American Eagle Tankers and is reported to have 1.5 billion of some kind of money to spend from profits from six months trading. TK is reported to carry about 10% of the



Stop bitching,
with all the cut
backs, just be
thankful you still
have a job

world's oil and gas shipments. [Does TK still have Canadian connections or did it pull out when Bill C 15 was pushed through?]

+ CP Ships has been purchased by Hapag-Lloyd's owner TUI. It would appear the name CP Ships will disappear as the shares, etc. are swallowed by TUI.

+ The number of medals on an officer's chest varies in inverse proportion to the square of the distance of his duties from the front line.

LEGAL LOCKER

WHO'S WATER IS IT?

A sexual assault occurred on an Alaska State ferry when the ferry was in Canadian waters. Unless my recollection of Ship Masters Business is incorrect this puts the case into the Canadian courts. The defendant, at trial in Alaska, contended the American court had no jurisdiction. On appeal the Alaskan (?) Supreme Court ruled that the Alaskan court could exercise jurisdiction as the state ferry system was of great importance to Alaska. Presumably the trial will be held in Alaska. No word on defending our sovereignty from Ottawa. [Unfortunately the Arctic Sovereignty protectors did not hear of this before the election].



PROTECTING THE SPANISH COASTLINE

A former Spanish government official, then the director of Spain's Merchant Marine, wanted to send the *PRESTIGE* away from the coast after he had received the 'Mayday' call. This is revealed in a taped telephone conversation that occurred three hours after the 'Mayday' had been sent. A member of the political party in power at the time has stated the decision to send the tanker away was "based on strictly technical criteria aimed at reducing and possible danger the ship may have brought to our coastline." [No comment on the reducing danger the crew were already in]. The tapes have been released to the Spanish court hearing the case.

CLOSE QUARTER SITUATION RULING

The *TRICOLOR* and the *KARIBA* were proceeding in a westerly direction in the English Channel, with the *TRICOLOR* overtaking the *KARIBA* on the *TRICOLOR*'s port side. The *CLARY* was approached them from their port side and was a little over 2 miles away when the *KARIBA* altered course to starboard and bumped into the *TRICOLOR*, sinking her. The wreck of the *TRICOLOR* was hit by two vessels before she was removed. The over all costs of this incident are enormous. The *KARIBA*'s master said he altered because of the 'close quarter' situation he was in relative to the *CLARY*.

A US District Court has ruled that a 'close quarter' situation may be deemed to exist at 2 to 3 miles on the high seas but would cause difficulty in the English

Channel. If the 2 to 3 mile rule was applied in the Straits of Dover area it would 'obligate every vessel to slow to a degree that manoeuvring in this portion of the channel would be impractical.' This aspect of the decision in the *TRICOLOR - KARIBA - CLARY* case is a precedent. Presumably, the *KARIBA* would therefore be responsible for the sinking of the *TRICOLOR* and the subsequent collisions [allisions?] with her wreckage.

It will be interesting to see if there are lines drawn on the surface as to where the change from a 2 to 3 miles close quarter or less is to apply, and what the 'less' is taken to be.



A 400 ton heavy lift derrick

PUFFING, POTTY & PETROLEUM PROBLEMS

The US Coast Guard now requires any marine casualty that poses significant harm to the environment to be reported to them. This came into effect on 17 January under the Oil Pollution Act of 1990. It involves all vessels in US waters and US flag vessels world wide. It has been reported that the USCG said it would "take only one hour per form" to comply. [Why not use the paper to soak up the oil spill?]

CANADIAN POLUTION FINE

The Dutch flag roro - heavy lift vessel *PROJECT EUROPA* was detected from an aircraft leaving oil in its wake 65 miles south of Cape Race in August 2003. The vessel was boarded in the St Lawrence as the vessel made its way from Spain to Montreal. It was

determined that the vessel leaked about 40 litres of oil while the crew worked on the oily water separator. The owners and master pleaded guilty and a court in St John's fined the vessel \$70,000 Canadian in August 2005.

The fine is much smaller than those frequently levied by France and the USA, for instance, for oil pollution infractions. [The cost per litre for a fill up for heating oil in Canada will soon match that per litre in a fine].

CAN IT OR CAN'T IT?

The French aircraft carrier *CLEMENCEAU* may be on its way to scrap on a beach in India, if the issue of asbestos and legality can be resolved. Apparently the law against sending asbestos scrap (Bale Convention 1989) to another country does not apply to war ships so the vessel can proceed. Some contend she is no longer a war ship so can not proceed. There are protest groups who say the Indian yard is not equipped to handle asbestos so the vessel should not be allowed to proceed. The Egyptians have held up the vessel in the Canal to ensure all the documentation is in place. If memory [say what?] serves correctly the vessel was towed around the Mediterranean a few years ago looking for a scrap yard or place to remove the pollutants. The French maintain they have removed 90% of the asbestos but others say there is still 100 tons on board.

The Canadian Coast Guard is doing an audit on many of its vessels to determine if asbestos has been returned to it's fleet during refits and repairs by contractors. Asbestos was removed as much as possible in years gone by.

A ROAD LESS TRAVELED



A different telegraph, possibly from a British pub? Would it be from an old tanker, a dry-dock or canal lock pump room?

A ROAD STILL TRAVELED

There will be 3 Maritime Memories Voyages by Snowbow Productions in association with Voyages of Discovery in 2006.

These popular voyages celebrate the famous

shipping companies of yesteryear, with special events onboard dedicated to these companies. The voyages are on the cruise ship Discovery ex Island Princess.

The first voyage is on May 13th from Nassau, Bahamas arriving Harwich May 27th via Turks & Caicos Islands and the Azores. The second Maritime Memories voyage begins at Harwich August 9th for Iceland, Greenland and Ireland then back to Harwich Aug 27th.

On the 3rd Voyage passengers fly to Aqaba in Jordan on November 8th for a 19 day cruise to Barcelona via Sharm El Sheikh, Port Suez, Alexandria, Benghazi, Tripoli, Malta, Tunisia, Palermo, Civitavecchia and Corsica.

I fancy this latter one as I spent my 21st birthday stone cold in Alex in 1943.

Alan Shard

PRENTICE LAD

My Apprenticeship. 1940 - 1944

Part 3

Things changed on March 20th. 1941 whilst anchored in Plymouth and I experienced a Blitz. I had just returned from 4 days leave and as I stepped out of North Road Station at 2300 an incendiary bomb landed across the street. I beat a retreat and went in the tunnel under Platform 6 along with about 50 others. Shortly thereafter a HE bomb landed at the entrance of Platform 8 and filled the tunnel with blue acrid smoke. Fortunately no-one was hurt. The All Clear went at 0130 and I went up to the street. It was devastation with fire hoses strewn all over. There were no taxis and I had to hump a sea bag over my shoulder and with an attaché case in one hand headed for the dock a mile away. It could have been worse, it might have been raining. At the dock I had to wait for the ship's boat to pick me up at 0700. Once onboard I found a piece of shrapnel which had landed onboard. Friendly fire no doubt.

The Official Report established :-

Quote

Night of Thurs 20/21 March 1941.

Major attack carried out by 125 aircraft of Airfleet 3 against Plymouth between 7.00p.m. & 11.30 p.m. During this raid 159 tons of bombs were dropped on the city plus some 30,000 incendiary bombs. The central area of this attack was situated between the Hamoaze and the docks at the eastern end of the Great Western Docks.

Night of Friday 21/22

Second major attack by some 160+ aircraft from Airfleet 3 against Plymouth between 8.45p.m. & 11.45p.m. 187 tons of bombs were dropped plus another 30,000+ incendiaries. The central focus of the attack was between the Hamoaze & Sutton Pool with much damage also done to Devonport dockyard.

In these two raids more than 300 people were killed. The trawler HMS Asama was also sunk at Devonport. Putney Hill damaged by enemy action in Blitz.

Unquote.

Our ship then went alongside O.H.M.S and loaded military supplies for the British Army in Egypt. We

resumed loading in Swansea, Newport and sailed Barry Roads 16th April. We anchored at Simonstown (RN Base) near Capetown 23rd May 1941 to await instructions. Table Mountain was wearing its tablecloth (a low white cloud). The Australian troops were in town and got up to their usual pranks. In a park two nannies had left their charges in their perambulators for a few minutes and the soldiers swapped the babies. In another escapade several of them picked up a baby Austin car and carried it into a bank.

On to the 'barren rocks' of Aden 15th June 1941 where a half-cut Sparks stood on a bar stool and almost got scalped by a rotating ceiling fan. In Suez Roads for the 20th. We anchored approx 400 metres abeam of the White Star liner "Georgic" disembarking troops. After completion she was bombed by aircraft and settled on the bottom. Later she was salvaged and towed to India for a temporary refit before sailing to the UK under reduced power and eventually resuming a peace time passenger service. (Separate article).

Work was never ending, chipping rust and red leading, holy stoning wooden decks and renewing standing and running gear. One job came with a thrill, tallow and oiling of shrouds from a bosun's chair high above the deck.

The Chief Steward was a Geordie and in cahoots with the Old Man. Our ration of jam in a very large tin which had to be opened by can opener was always Greengage and Ginger and after about a year we got fed up with this and I was fingered as senior boy to request the Steward to allow us similar to the Officers, namely Strawberry for a change. Much to my surprise he acquiesced. (He had turned me in to the Old man previously for snitching an orange from his cabin, a fruit we never saw on our table). I rushed back to our mess anxious to sample the jam (the label read Strawberry) on a 'butty' of doorstep proportions. The other 3 gathered around whilst I attacked the can and lo and behold it was revealed as, you guessed it, Greengage and Ginger !!! Off back to see the Steward and the s.o.b said, "You can't return it, you have opened it". Such was our status as the lowest of the low.

A real lousy job, fortunately only done once, was the lime washing of Fresh Water Tanks located in the Tween Decks. Apprentices job again. When the manhole plates were removed and clusters placed inside, the temperature was up in the 120's, but worse in retrospect was the complete lack of concern by the Mate for sufficient oxygen. A second one, but more frequent was the exhausting chore of pumping fresh water to the Officers Tank on Monkey Island. Done by hand from a well-type pump outside the galley and it took 45 minutes and one was slipping and sliding towards the scuppers if she was rolling.

Alexandria was a fascinating place full of crooks. Lots of pimps tugging at your arm at every turn. Every nationality practiced the ancient trade. The street was named Sister Street. Those who weren't pimps were trying to sell you something else. Stepping outside the dock gates in our whites we were *besieged* by urchins in the 7 - 9 age bracket asking if you wanted a shoe

shine in spite of the fact that they were already shining to see ones face. Didn't matter, they persisted and were told in no uncertain terms "What do you think this is, Scotch Mist" and they received a kick up their backside. This resulted often as not in razor blades being produced and your arms being slashed before they melted into an alley. Another time walking through the Casbah with a R/O and 4th. Eng., we were accosted by two teen-agers walking parallel in step. One was foaming at the mouth and holding a small open pen-knife menacingly in a clenched fist. His mate said that he was crazy and to give him money, which my two companions did. Even in those days my poor upbringing revolted at handing over any of my hard earned gains and I signalled that I had nothing. The knife was pointed at my trouser pocket whereupon (thinking quick on my feet) I took out a bunch of keys and rattled them to indicate his mistake. It worked! Another favourite of the scallywags was to walk up behind you and spraying liquid camel dung on the back of your khaki pants and then bringing to your attention an offer to clean it off. Finally a trick that caught a lot of British Army boys was the Johnny Walker whisky for an unbelievable low price. Not until they got back to barracks did they find out that it was cold tea. A small hole had been drilled under the bottom and then replugged with wax. What could you expect for five shillings.

To be continued

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DECK LOG

This edition of *From The Bridge* is 4 pages shorter than has been the case since at least the mid 1990s when 16 pages was the norm and has been until now.

A committee from Council asked me to reduce the content as some members found it too much to read. [Read it over a number of days or select the items you wish to read]. Others, who receive marine magazines, said they have had access to the news items elsewhere so do not want to read it in FTB. [Those who do not get the magazines may find the items informative]. Others have complained, but not to me, there are no items about the West Coast and they are not interested in international items. [If you do not read what you want to read why not write the copy you wish to read and submitting them for inclusion]. The email edition has halved the cost of publication and reducing the content will only reduce the cost of printing by about 7 cents per member per edition, postage remains the same. Some members, apparently, only want news from the Divisions. [This would reduce printing and mailing as this edition, for instance, would only be five pages long, most being information from the CMAC meetings in Ottawa and items from the Maritimes].

Those who have commented on *From The Bridge* directly to me say they like the news items as they are a way for many to keep in touch with an ever changing marine industry.

Your comments on what you want to be included in *From The Bridge* are welcomed, by post or email. It is

your newsletter and those who comment will be the ones who are heard and the ones who may sway the content you get to read in the future. **PLEASE ADVISE.**

The Maritimes is basking in unusually warm and snow free weather, the sea temperature off Halifax is 3° C, unusually warm for this time of year. Winter is not over yet!

Tom Kearsey

"CALL THE MATE!"



DUCK as you overtake
An artistic rendition likely to cause an accident



The buoy is not a nautical perch for Big Bird



More of those 1 teu ships