FROM THE BRIDGE

The Newsletter of the
Company of Master Mariners of Canada

MAY 2007

Submissions to Tom Kearsey
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Any opinion or meaning you find in this newsletter is your own

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FROM THE MASTER'S DESK

Dear Colleagues,

CMMC was unable to sentd a representative to the Council of American Master Mariners (CAMM) meeting in Ponce this year, and this is particularly distressing, as we have only recently developed professional contact with the Council. From the report in *Fairplay Daily News* the meeting was positive, and well attended. Congratulations should go to Capt. Bradley. CMMC sent a position paper relating to "Criminalisation" to Captain Bradley, a copy of which was sent to all divisional Masters.

I am pleased to advise that we applied to join, and were accepted by, the International Federation of Shipmasters' Associations (IFSMA). Their newsletter can be found on the web at www.ifsma.org. I encourage you to review this to see what interests and positions our international colleagues are developing. I shall be attending their AGM in Antwerp on 23rd and 24th May, and will report on the meetings.

The by-law committee had been reviewing sections 9.8 and 5.4 of the by-law relating to fees for senior members and companion members. The National Committee has asked for the Divisions to make recommendations in writing, and asked for Divisions to get responses to the National Secretary as soon as possible.

Also at the last National Council meeting, the councillors approved the development of a 5 year plan. Capt. Alwyn Soppitt has offered to facilitate the Strengths, Weaknesses, Opportunities and Threat (SWOT) analysis and he will require some members to provide input. The Divisions must approve the appointment of these members. The SWOT analysis will enable the CMMC to identify its priorities and its direction in the upcoming years. The plan will be updated annually.

Don't forget to book early for the conference and AGM in Hamilton. And don't forget to check on which airlines fly into Hamilton!

At this juncture, I would like to thank Captain Tom Kearsey, not only for his many years as Editor of *From the Bridge*, but for completing this edition, during the period when we were seeking a new Editor. Captain David Whitaker has offered his services as Editor, and on behalf of us all, I thank him, and welcome him to the essential position.

Before enjoying the pleasures of summer, which I am assured is nearly here; please ensure that you have paid your dues to the Company!

Sincerely,
Peter Turner
National Master

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DIVISIONAL NEWS

VIMY ICE SCULPTURES 2007

On April 9, 2007, tens of thousands of people will gather in France and in Canada to celebrate the anniversary of the Battle of Vimy Ridge. Canadians captured Vimy Ridge 90 years ago in a fight for peace, freedom and hope. The Canadian victory at Vimy Ridge is thought to have been a key turning point in shaping Canada as a nation. On the 90th anniversary, we will remember what Canadians achieved - a feat that others thought was impossible. (Source: VAC)

On 8 February 2007, during Ottawa's Winterlude celebrations, Veterans Affairs Canada (VAC) sponsored the Vimy Ice Sculpture as a kick off opening to the year 2007's Anniversary of the Battle of Vimy Ridge.

Good attendance on a cold blustery day

The Minister of Veterans Affairs, the Honourable Greg Thompson, gave the commemorative address and the event was over in half an hour. The unveiling was followed by a delightful light lunch with lots of hot soup at the Crowne Plaza Hotel. There was a very good crowd considering the bitterly cold but sunny day and the Company was represented by Captains Jeff McCartney and Tom Brooks.

Captain Jeff McCartney

Captain John Daniels lays the Company's wreath during the Battle of The Atlantic Ceremony at the National Cenotaph in Ottawa

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MARITIME DIVISION

MINUTES OF THE PROFESSIONAL MEETING ARMDALE YACHT CLUB WEDNESDAY, 11 APRIL 2007

At 1830, 19 members sat down to dinner. Capt Ball delivered Grace then invited all to attend the fund-raising chowder lunch at the Missions to Seafarers on April 27th.

During dessert, Capt Gates, Deputy Master introduced Mr. John Hennigar-Shuh, our invited speaker from the Maritime Museum of the Atlantic (MMA). Mr. Hennigar-Shuh gave a 30-minute, detailed update on the progress of the Queen's Landing Project, the significant Halifax waterfront expansion of the MMA. The project includes a permanent, inside drydock for HMCS Sackville within an enlarged museum with many other features. The aim is to establish a major maritime heritage centre.

While the concept and plans are now well developed, Mr. Hennigar-Shuh explained that the details of the public-private funding package have not been finalized. He predicted that an announcement would not take place for six to eight months. He acknowledged the longstanding partnership enjoyed between the MMA and our CMMC Division and anticipated our continuing support.

At 2035, Capt Gates thanked Mr. Hennigar-Shuh for his talk, promised our support and concluded the dinner meeting.

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THIRTY YEARS AGO

The "That was the Week" section of the April 22nd edition of the Sunday Chronicle Herald newspaper contained a note about the Maritime Division.

"The Maritime Division of the Company of Master Mariners of Canada had been formed in November 1976 and by April 1977, numbered 45 members with Capt. Angus McDonald as first master. Capt. Paul Brick was assistant master, and other executive members were capts. Edgar Gold, Bob Lee, Ken Moore, Ivan Herbert and Don MacAlpine.

Among the company's aims was to "provide men, qualified and experienced in the nautical profession, who may be called upon to sit on commissions, committees or boards and to be available as consultants in shipping affairs," as well as "related business and shore-side services."

It is good to see so many of those named are still active, spry and involved with the Company.

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CMAC MEETING

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STANDING COMMITTEE ON PERSONNEL

1 May 2007

Submitted by Captain T. Brooks

3 **CSA 2001**

Occupational Health and Safety and Crew Accommodation Regulations

Objective to consolidate the regulations and make amendments to comply with Canada's international commitments under the Maritime Labour Convention.

Affected regulations: Crew Accommodation; Towboat Crew Accommodation; Tackle; MOSH and Safe Working Practices.

Plan to solicit consultations on tri-partite bases during the next year [Chaired by Transport Canada with management and labour participation].

Some participants were concerned that a great deal of previous work may be lost.

TC contact: gowier@tc.gc.ca

Boat and Fire Drill and Means of Exit Regulations

These regulations are in force but there is a concern that the provision for joint ship/shore cooperation is not working as it should.

Joint ship/shore fire drills at least every six months is sometimes proving impracticable or impossible for both parties. Some fire departments are reluctant to board ships

There may be a need to educate fire departments and engage local authority.

One region commented that they did not want volunteer fire departments to be engaged in joint drills.

TC contact: turnerb@tc.gc.ca

4 **Marine Personnel Regulations — Update**

Working Group founded in 2000.

Prepublication in 2006 in Canada Gazette Part I.

Twelve submissions received representing a good cross section of the industry pursuant to prepublication.

Publication in Part II should be soon. The Regulatory Impact Statement for Part II is very important and gives a full description of the most recent changes as a result of Part I prepublication. Watch for it on the CMAC: http://www.tc.gc.ca/marinesafety/rsqa/cmac/menu.htm or Marine Services: http://www.tc.gc.ca/tdg/consult/gazette_e.html] website.

Several labour representatives raised the problem of persons denied jobs on board ships because of unfair medical reports of health problems. They threatened to take their complaints to the Human Rights Tribunal.

TC responded by saying that more work was being done on defining and evaluating "best practices" in order to narrow the disagreements between labour, medical profession and the regulator.

5 **Syllabus of Pleasure Craft Operators' Cards**

Tests will be done by accredited Test Providers.

Syllabus based on a risk based approached.

Some smaller commercial vessels will be able to use these qualifications. Labour expressed caution.

Some fear that monitoring and enforcement is weak.

6 **Update on Simulator Contribution Program**

The Federal Government is getting out of any role in the funding of marine simulators used in nautical schools.

Funding agreements to update and / or replace existing facilities has been agreed with the provinces who will in turn deal with the schools.

7 **Seafarers' Identity Document (SID)** Work is still ongoing to develop a Canadian SID to meet the provisions of ILO Convention 108. It does not appear that Canada will accede to Convention 185 despite very recently taking a leading role in developing the updated SID standards

SIDs will not be mandatory.

Presently our SID security measures will be based only on finger prints and not any biometric measures.

Labour expressed concerns that Canada will be caught off guard if the USA decides to demand SIDs with biometric security requirements. We must harmonize with the USA to ensure smooth cross border shipping.

8 **Examination and Certification Program**

Of major interest to the Company were papers TP-2293E and MPS-307. These were the master's syllabus [Chapter 5] and a flow chart respectively. They are too detailed to describe in this report and members are advised to get a copy if they are

interested. TP-2293E is presently being prepared for the web and should soon be found at: http://www.tc.gc.ca/MarineSafety/Tp/TP2293/menu.htm

A copy of the flow chart can be found on the Capital website.

11 **Marine Occupational Health and Safety (MOSH) update**

MOSH regulations being updated so Canada can accede to the ILO Convention

Consultation difficulties are primarily caused by the different consultative practices used by Labour Canada who have the legislative control of most of the MOSH provisions.

Labour and management were concerned that the years of work that they had contributed to the update may be ignored.

14 **Other Business**

Approval of simulators for training of seafarers to launch lifeboats

Anthony Patterson from the St. John's Marine Institute [also our Newfoundland Divisional Master] gave a presentation on the development of best practices for launching lifeboats in various sea states. A simulator program is being prepared that incorporates these best practices.

Funding has been secured for a three and a half year project.

Presently the study is focusing on the offshore industry.

Annex A / Crewing Matrix — problems with applying the Matrix to small passenger ferries

Trafford Taylor from BC Ferries gave a presentation about problems applying the Matrix in certain circumstances.

In some cases where the owner makes what are considered safety improvements the ship is required to add more crew instead of less. Annex A does not sufficiently recognize improved technology as a means to reduce crew size. Must revisit Annex A

Annex A is a positive step but it needs to be modified to recognize ergonomics and training.

Labour wants to be part of any review of Annex A.

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POET'S CORNER

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THE BALLARD OF THE ROVER

Come all you jolly sailor lads, that love the cannon's roar,
Your good ship on the bring wave, your lass and glass ashore,
How Nova Scotia's sons can fight you presently shall hear,
And of gallant captain Godfrey in the Rover privateer
She was a brig of Liverpool, of just a hundred tons;
She had a crew of fifty-five and mounted fourteen guns;
When south against King George's foes she first began to steer,
A smarter craft ne'er floated than the Rover privateer.
Five months our luck held up and down the Spanish Main;
And many a prize we overhauled and sent to port again;
Until the Spaniards laid their plans with us to interfere,
And stop the merry cruising of the Rover privateer.
The year was eighteen hundred, September tenth the day,
As off Cape Blanco in a calm all motionless we lay,
When the schooner Santa Rita and three gunboats did appear,
A-sweeping down to finish off the Rover privateer.
With muskets and with pistols we engaged them as they came,
Till they closed in port and starboard to play the boarding game;
Then we manned the sweeps, and spun her round without a thought of fear.
And raked the Santa Rita from the Rover privateer
At once we spun her back again; the gunboats were too close;
But our gunners they were ready, and they gave the Dons their dose.
They kept their distance after that and soon away did sheer,
And left the Santa Rita to the Rover privateer.
We fought her for three glasses and then we went aboard,
Our gallant captain heading us with pistol and with sword;
It did not take us very long her bloody decks to clear,
And down came the Spanish colours to the Rover privateer
We brought our prizes safe to port - we never lost a man;
There never was a luckier cruise since cruising first began;
We fought and beat four Spaniards - now did you ever hear
The like of Captain Godfrey and the Rover privateer?

Three Sea Songs Archibald MacMechan
T.C. Allen, 1924, Halifax

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MARINE NEWS, WEATHER & SPORTS

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COMPARISON

During a 24 month period in 2003 to 2005 there were 1,852 US, UK and coalition forces personnel killed in Iraq, an average of 71 per month. During the

same period there were at least 13,000 mariners killed at their work place. If the fisherman, many working alone or in small boats, were included, the number would jump to 50,000 deaths at sea. The loss of mariners on the peaceful pursuit of their job averages out at over 2,000 per month - yet this never makes it to the headlines. There are on average 100 commercial vessels lost every year but let one military ship get attacked and it is front page headlines. If there was a "yellow ribbon" campaign for mariners the tree would soon collapse under the weight.

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PLEASE MOVE SO WE CAN HIT YOU

Following a collision with a container ship in October 2006 a South Korean tanker capsized with 2,000 tonnes of benzene onboard. To prevent pollution the environmental agency had two jet fighters lob two-thousand pound laser guided bombs at the hull. Some missed their mark because of 'thick clouds.' Two helicopters were then dispatched to fire hellfire missiles at the hull. They too failed to sink the vessel, although the ministry said this mission was more effective than the first. The ship's stern now sits on the sea floor with the bow poking just above the surface, presenting a very small target. The question then was how to sink it completely. The choice was to let aircraft have another go or use naval gunfire to try and blow more holes in the hull. Another possibility was to use a torpedo, but at $ million each this was an expensive alternative.

I have been unable to find out if the wreck was eventually sunk or if they are still working on it. A mark one frogman with a few sticks of dynamite might do the trick, and at a cost most governments could afford. The best defence against modern 'smart weapons' is apparently to stay still.

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THE FIRST HELICOPTER RESCUE

The first successful helicopter, the Sikorsky VS-000 flew in January 1941. By 1942 people were climbing ladders to a hovering helicopter to assess its potential as a rescue vehicle. Helicopters were also being considered as an anti-submarine aircraft.

On 3rd January 1944 USCG Commander Frank Erickson flew the first rescue mission in a helicopter when he took two cases of plasma from Battery Park, New York City, to Sandy Hook, New jersey during a violent storm. The delivery time from door to door was 15 minutes for a trip that would have taken hours by car. The plasma was required for badly burned crewmember of the USS *TURNER*. On 20 December 1943 Erickson had flown his helicopter with a stretcher slung under the landing gear and in early 1944 had moved the stretcher to the side of the aircraft. These flights were in an HNS-1 helicopter.

In August 1944 a USCG HNS-1 "Hoverfly" helicopter was fitted with an electric winch on the outside of the helicopter. Tests were conducted over Jamaica Bay from Floyd Bennett Field on the feasibility of rescuing people from the water and for transferring personnel to and from an underway boat. A hydraulic hoist was fitted soon after to overcome problems with the electric unit. Erickson also developed the rescue sling, rescue basket and floats for on water landings. Demonstration rescues were conducted in 1945 using the hydraulic winch.

The east coast of the US was stormy, with near hurricane winds on the night of the 28th November 1945. The oil barge *TEXACO 397* broke adrift and ran aground on the Penfield Reef off the Long Island coast. The two occupants fired off flares but attempts to rescue them by boat and breaches buoy failed. In the morning the nearby Sikorsky helicopter factory was contacted by the police to see if they could assist. Igor Sikorsky's test pilot nephew, Dmitry "Jimmy" Vasser and Army Air Force Captain Jack Beighle took off in the first available helicopter and dropped a note on a rope from the helicopter to the stranded mariners. They replied they were in a bad way as the barge was flooded and breaking up. The helicopter was not fitted for hoisting so the pilots flew back to the Sikorsky pad and returned with a Sikorsky R5 which was fitted with a hoist. Barge crewman Steven Pennington became the first person to be hoisted by helicopter during an emergency. He was flown to the beach, partly in and partly outside the helicopter. This was the first rescue from a hovering helicopter, although other rescues had occurred with the helicopter landing on the ground. Captain Joseph Pawlik was being hoisted when his luck ran out, the winch failed. He reached the beach hanging thirty feet under the helicopter.

The facility at Floyd Bennett field included a primitive flight simulator which lifted the 'fuselage' off the ground and moved it about the hanger. There was also a 60 X 40 foot pitch and roll platform, named USS *MAL DE MER*, to simulate deck landings for test and pilot training / evaluation purposes. Quite the training aid when it was introduced in April 1944.

Captain Pawlik hanging under the helicopter as it hovers him down to the beach

It has been estimated that in the years since that day in 1945 there have been one million people rescued by helicopter.

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SAR AWARD

The National Search and Rescue Secretariat's annual Awards Program recognizes individuals and organizations that have made significant contributions to search and rescue (SAR) in Canada.

The Outstanding SAR Achievement Award is presented to an individual or group that has enhanced Canadian SAR through commitment and dedication. The Lead Minister for Search and Rescue will be invited to present the Award at the banquet held during the SAR*SCENE* workshop on Saturday October 20, 2007, at the Victoria Conference Centre, Carson Hall, Salon A&B, Victoria, British Columbia.

Certificates of Achievement will be awarded at the SAR*SCENE* banquet to individuals or groups that have contributed to the Canadian SAR system.

You are invited to submit nominations for both the Outstanding SAR Achievement Award and the Certificates of Achievement. The nominations will be assessed on the criteria listed. Complete information is available online.

If you would like to nominate an individual or organization, please complete the nomination form found on the web page and return it, along with supporting information, to the address on the form. Please ensure the nomination covers in detail the criteria and follows the guidelines as stated in the Award Rules on the web page.

We appreciate the time and effort you put into nominations. The awards help to showcase the selflessness and hard work that epitomizes people who do search and rescue.

Please distribute this call for nominations to your membership, colleagues, or anyone else who may be interested. The Secretariat looks forward to receiving your nominations for the Awards Program by **June 29, 2007**. Please contact me if you have any questions, or visit ***www.nss.gc.ca/site/awards/index_e.asp*** for more information.

Sincerely,
Mary E. Thomas
Awards Program Coordinator
Telephone: (613) 996-2782 or 1-800-727-9414
Facsimile: (613) 996-3746
E-mail: *inquiry@nss.gc.ca*

If you have nominations please call the Awards Program Coordinator at any of the above addresses or means.

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LITTLE BUOY BLUE & YELLOW

"What is THAT ahead, call the Master?" If one has not popped up ahead of you yet, be thankful as you may have joined the party of the sunken. A collision and sinking in the English Channel in 1971 resulted in other vessels running into the sunken vessel adding to the carnage, presumably because they did not know what the flashing lights and coloured buoys meant. This incident reduced the number of buoy systems world wide from thirty-two (32) to two (2). The *TRICOLOR* incident, again in the English Channel, resulted in more collisions with a sunken vessel so a universally recognisable wreck marking buoy has been added to the international buoyage system. Fortunately it will be the same for both systems.

IMO APPROVE NEW EMERGENCY WRECK MARKING BUOY

Friday 2nd February 2007

The IMO's Maritime Safety Committee, at its eighty-second session (29 November to 8 December 2006), at the request of IALA and with a view to improving the safety of navigation, approved the circulation of a recently adopted IALA Recommendation O-133, which introduces, on a trial basis, a new emergency wreck marking buoy that could be used in addition to the IALA Buoyage System.

Loss Prevention Bulletin 499 detailed the new wreck marking buoy being used by Trinity House. IMO Circular SN.1/Circ.259 invites member governments to bring the information contained in the IALA recommendation to the attention of masters of their ships. The text of the IALA recommendation is listed below:

Emergency Wreck Marking Buoy

1 INTRODUCTION

The wreck of the 'Tricolor' in the Dover Straits in 2002 has brought into sharp focus the effective responses required to adequately and quickly mark such new dangers and prevent collisions. Responsible Authorities need to assess their areas of responsibility and rapid response capability as part of their contingency planning.

The IALA Guideline No.1046 - Response Plan for the Marking of New Wrecks (June 2005) provides guidance to Authorities for an immediate, effective and well co-ordinated response in such a situation. The guidelines recommend procedures to be observed, as well as considerations to be taken into account with respect to all necessary measures when confronted with a new danger or an obstruction as a result of an incident within their area of responsibility.

Furthermore, there has been discussion with regards to the limitations of the present IALA Maritime Buoyage System when providing initial marking of new dangers. At present, new dangers are generally marked by cardinal or lateral buoys, although it is recognised that a number of Authorities also deploy isolated danger marks. Recent groundings and collisions have indicated a need for a revision of how new dangers are to be marked, especially in an emergency. As such, Guideline No.1046 provides guidance and recommendations for emergency wreck marking.

2 SCOPE & OBJECTIVES

Within the Guideline, reference is made to an 'emergency wreck marking buoy'. This Recommendation provides details of a new buoy configuration, in addition to that already found in the IALA Maritime Buoyage System, which Authorities may consider deploying when responding to a new danger or obstruction.

3 CONSIDERATIONS

A new wreck can be very dangerous for shipping, not only when its exact position is unknown and is still unmarked, but even when the position is known and the wreck is properly marked. In the past, new wrecks have caused problems to other shipping resulting in damage, pollution and even loss of life. As detailed in the Guideline No.1046, Authorities should consider a range of responses including the deployment of guardships, the use of AIS, temporary VTS and deployment of buoys amongst other risk mitigation measures.

Whatever additional risk mitigation measures are initiated, a new danger must be physically marked. Weather conditions, sea state and unknown facts about the danger can all hamper timely marking. However, it is of great importance that the location of the danger is marked as soon as practicable and that this marking can be readily recognised by ships as a new hazard.

The volume of traffic, background lighting and proliferation of Aids to Navigation (A to N) in the area may make the deployment of cardinal or lateral marks difficult for mariners to quickly identify a new danger in the initial stages of an incident. In these instances, Authorities are invited to consider the deployment of an emergency wreck marking buoy that is specifically designed to mark new dangers.

4 EMERGENCY WRECK MARKING BUOY

The emergency wreck-marking buoy is designed to provide high visual and radio aid to navigation recognition. It should be placed as close to the wreck as possible, or in a pattern around the wreck, and within any other marks that may be subsequently deployed.

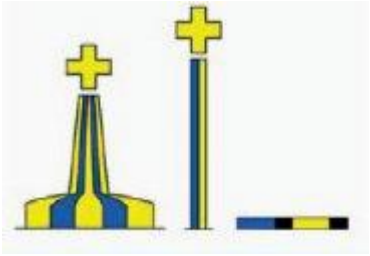
The emergency wreck marking buoy should be maintained in position until:

- the wreck is well known and has been promulgated in nautical publications;
- the wreck has been fully surveyed and exact details such as position and least depth above the wreck are known; and a permanent form of marking of the wreck has been carried out.

4.1 Characteristics

The buoy has the following characteristics:

- A pillar or spar buoy, with size dependant on location.
- Coloured in equal number and dimensions of blue and yellow vertical stripes (minimum of 4 stripes and maximum of 8 stripes).
- Fitted with an alternating blue* and yellow flashing light with a nominal range of 4 nautical miles (authorities may wish to alter the range depending on local conditions) where the blue and yellow 1 second flashes are alternated with an interval of 0.5 seconds. B1.0s + 0.5s + Y1.0s + 0.5s = 3.0s
- If multiple buoys are deployed then the lights should be synchronized.
- Consideration should be given to the use of a racon Morse Code "D" and / or AIS transponder.
- The top mark, if fitted, is to be a standing / upright yellow cross.



Diagrams of the new buoys

* The light characteristic was chosen to eliminate confusion with blue lights to identify law enforcement, security and emergency services.

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WEB PAGES OF INTEREST

Latest news on the Bourbon Dolphin
http://www.marinelink.com/Story/ShowStory.aspx?StoryID=206885
Ship Emissions Tops IMO Agenda
http://www.marinelink.com/Story/ShowStory.aspx?StoryID=206874

Great Circle Calculator
http://216.147.18.102/dist/index
Good Marine Diesel Engine Notes and Diagrams for anyone writing their certificate
http://www.dieselduck.ca/machinery_page/diesel_engine/diesel_engine.01.htm
Deck Officer Study on Line Guide
http://www.deck-officer.info/docframe.htm
To find shipmates etc.
http://www.shipspotters.nl/frameset.html
Blue Star Line:
http://www.bluestarline.org/index.html

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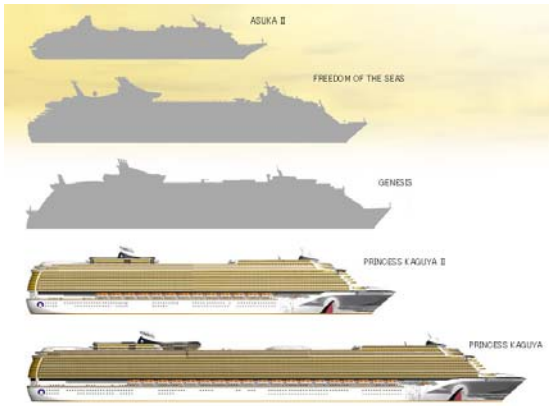
JAPANESE DESIGN CRUISE SHIP FOR LOCALS TO VISIT

By J. Kenefick

The world's largest cruise ship to date will be unusual, not on proportions, but in its purpose - to provide amenities for the ports it visits rather than the reverse.

According to the ship designer's website "There are quite a few international cruise ships traveling around the world, and none are open to the local people of the cities they visit. The ship becomes nothing more than the scenery from the harbor. The ship we are planning will be fully available to the people it visits at each port of call, functioning as an international cultural exchange."

The *Princess Kaguya,* designed by Japan Contents Network Inc. will be a 20-deck, 450,000 GT cruise ship capable of carrying 8,400 passengers and accommodating 10,000 local visitors in port.



The ship's amenities will include three 1,200-room hotels, 45 restaurants, movie theatres, spas, fitness areas, atrium, shopping mall, concert hall and amusement park. Its 7,000 square meter multipurpose hall to hold large events ranging from exhibitions and trade shows to indoor sporting competitions.

Although critics question whether the huge ship will actually be built, the *Princess Kaguya* has completed its feasibility study by cruise ship building yard Aker Yards Cruise.

More information can be found at www.princesskaguya.com.

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NEW LLOYDS CHECKLIST AIMS TO CURB MARINE POLLUTION

By J. Kenefick

"The operational, social and political realities of life at sea have changed dramatically and seafarers now work in an environment where they can go to jail if they make a mistake. We are seeing masters, chief engineers and shore-based managers being charged with and convicted of criminal offences such as conspiracy and obstruction of justice." So said Lloyd's Register's Alan Gavin when he and UK P&I Club's Karl Lumbers launched their joint publication, *Marine Pollution Prevention Pocket Checklist*, in February 2007.

The checklist provides practical advice for owners, operators and particularly seafarers to help them comply with the MARPOL Convention and prepare for Port State Control inspections.

In 2005, PSC found over 220 MARPOL infringements among vessels classed with Lloyd's Register. The top 10 detention items related to oil filtering equipment (40), shipboard oil pollution emergency plan (SOPEP) (36), oil record book (27), 15 PPM (parts per million) alarm arrangements (23), retention of oil on board (22), other MARPOL Annex I (19), prevention of pollution by oil (IOPP Certificate) (18), garbage record book (17), garbage management plan (11) and oil discharge monitoring and control system (9). Tankers featured in 46 per cent of incidents, bulk carriers were 13 per cent and dry cargo ships were 10 per cent.

Underlying causes of pollution incidents included failure and misuse of valves, overflows, defects in plate and pipes, hose rupture, contaminated bilges and faulty gauges.

Deck officers were at fault in 27 per cent of incidents in 1987-2004. However, taken together, crew, engineering officers, pilots and shore personnel slightly exceeded this figure. Further, 75 per cent of claims by value involved human error, according to Lumbers.

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WORLD'S FIRST GLOBAL MARITIME TV CHANNEL BEGINS

By J. Kenefick

The world's first global maritime TV channel, MarineBiz will begin broadcasting in North America in August 2007. It is already available in Asia, Europe, the Middle East, Africa and Australia.

The new channel is a venture of Aries Marine, Dubai, the largest ship design consultancy firm in the Middle East.

"MarineBiz TV will become the single point of contact for all marine activities and information and also aims to propagate and help create a safe maritime world," Aries group CEO Sohan Roy said.

"We aim to provide a service that is relevant, entertaining, informative and responsive to needs and opinions of the marine community."

The company's aim appears to be reflected in its ambitious program list. There are sections on ports, maritime organizations, marine industry news, conferences and marine gatherings, training institutions, marine careers and profiles, interviews with industry's "prominent personalities, new product launches and the latest information on everything from nano technology to computer related hazards and crimes.

Some of the other categories are unusual and even humorous. For example, The Travelogue & Tourism section includes "Picnic Tips and Tour Planning." Another category includes "table manners" and "cultural ethics." The medical/health topics range from details about the world's hospitals to meditation and yoga for stress management.

Cultural listings include marine museums, songs and paintings as well as religious places, haunted beliefs and marine myths. Other listings include water sports, marine life and yacht clubs. Marine themed movies and entertainment will also be shown.

MarineBiz's creators hope to be able to outsource content and become well established within two years. The company has already launched a related website at www.marinebiztv.com.

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RESEARCHERS FIND GLOBAL POSITIONING SYSTEM IS SIGNIFICANTLY IMPACTED BY POWERFUL SOLAR RADIATION BURSTS

By J. Kenefick

Solar radio bursts can have a serious impact on the Global Positioning System (GPS) and other communication technologies using radio waves.

This was announced in April 2007 at the first *Space Weather Enterprise Forum* - an assembly of US academic, government and private sector scientists focused on examining the Earth's ever-increasing vulnerability to space weather impacts.

Solar radio bursts begin with a solar flare that injects high-energy electrons into the solar upper atmosphere. Radio waves are produced which then propagate to the Earth and cover a broad frequency range. The radio waves act as noise over these frequencies and degrade signals, including those used by GPS and other navigational systems.

Forecasters from the National Ocean & Atmospheric Administration (NOAA) Space Environment Center in Boulder, Colo., observed two powerful solar flares on December 5 and 6, 2006. These violent eruptions originated from a large sunspot cluster identified by NOAA.

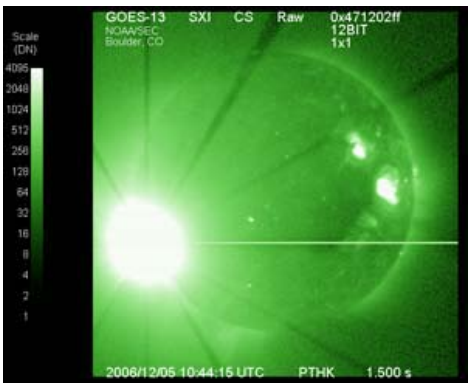
The December 6, 2006 solar flare created an unprecedented intense solar radio burst causing large numbers of receivers to stop tracking the GPS signal.

"In December, we found the effect on GPS receivers were more profound and wide spread than we expected," said Paul Kintner, Ph.D., professor of electrical and computer engineering at Cornell University. "Now we are concerned more severe consequences will occur during the next solar maximum."

"This solar radio burst occurred during the solar minimum, yet produced as much as 10 times more radio noise than the previous record," said Dale Gary, Ph.D., chair and professor of the physics department at New Jersey Institute of Technology (NJIT). "Measurements with NJIT's solar radiotelescope confirmed, at its peak, the burst produced 20,000 times more radio emission than the entire rest of the sun. This was enough to swamp GPS receivers over the entire sunlit side of Earth."

The Global GPS Network, a set of precise GPS receivers used for a variety of scientific and real-time applications, also was affected by this solar disturbance. These applications include the very high accuracy positioning service that can provide a user's position with 10 to 20 cm accuracy anywhere in the world, on land, in the air or in Earth's orbit.

"NASA wants to better understand this solar phenomenon so we can limit the adverse impacts on real-time systems," said Tony Mannucci, Ph.D., principal technical staff and supervisor, Ionospheric and Atmospheric Remote Sensing Group at the NASA Jet Propulsion Laboratory.



Three cautions were issued concerning solar radio bursts.

"First, society cannot become overly reliant on technology without an awareness and understanding of the effects of future space weather disruptions," said Anthea Coster, Ph.D., MIT Haystack Observatory.

"Second, the December 6 event dramatically shows the effect of solar radio bursts is global and instantaneous.

"Third, and equally important, the size and timing of this burst were completely unexpected and the largest ever detected. We do not know how often we can expect solar radio bursts of this size or even larger."

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TRAINING PROGRAMS LAUNCHED TO

COUNTER SHORTAGE OF QUALIFIED MATES ON TUGS

By J. Kenefick

To meet a chronic shortage of qualified individuals for the tug and towing industry in the USA, The Pacific Maritime Institute (PMI) of Seattle has launched *The Workboat Mate (500/1600 Tons)* Program. The new program recruits students who aren't already working in the industry. The Workboat Academy's new online newsletter profiles, as an example, a student who is a former realtor with no previous marine experience.

The towing industry "is facing a critical shortage of vessel personnel," said Dale Sause, president of Sause Brothers, in congressional testimony last year. "We are having difficulty in finding an adequate number of licensed individuals necessary to crew our vessels. We are having difficulty in attracting new people to the industry and convincing those who do begin employment aboard vessels to make their career on the water." Turnover at the entry-level is over 50 percent, Sause said.

Similar to traditional merchant navy cadet programs, PMI's two-year *Workboat Mate (500/1600 Tons)* Program alternates shore-based with sea-based-training.

The shore-based portion of the program is divided into five phases for a total of 25 weeks of academic and simulator training. The Workboat Academy's tug simulator has a Full-Mission Towing Simulator utilizing a 330-degree horizontal field of view and 42 degrees vertical field of view. It works in tandem with a ship simulator for ship assist and escort training as well as research including application of direct and indirect towing forces. Additional tug Specific Equipment includes Kobelt Telegraph and NFU Toggle Steering Control, Lilaas Z-Drive Controls, Voith Schneider Controls and a Towing Winch Hardware Panel.

The sea-based portion of the program is divided into four phases for a total 52 weeks. The sea time is served on tug and towing vessels belonging to American companies. An example of a recent student assignment was to a tug towing two barges from Seattle through the Panama Canal to Louisiana.

Once the candidate has successfully completed all of the training, passed the U.S. Coast Guard examinations, and obtained sufficient sea time, they will be issued a Mate 500 or 1600 Gross Tons License, with the Towing Endorsement and AB Limited certification as well as STCW95 Certificate OICNW on Vessels 200 GRT (500 GT) or more.

The cost of the program is $27,000, but this is offset by trainees earning $845 per month during the sea training phases (total of $10,140 for the 52 weeks).

The Workboat Mate (500/1600 Tons) Program has its critics who question whether it's long enough. Writing for the Workboat Magazine (US), Joel Milton says, "Many captains that I have spoken to say that about four-to-six years experience is about right for most people starting from scratch. I agree. The Pacific Maritime Institute's entry-level two-year mate program is a very good step in the right direction for our industry. It was long overdue.

"However, it would be foolish and dangerous to believe that a graduate of the PMI program, with only one year of actual sea time, will really be qualified to do much more than undergo further training as a second mate. To expect more than that would be like throwing them off the deep end long before you know whether they can swim."

He suggests, "Some companies, particularly those that operate articulated tug-barge units, have created the position of "cargo" mate. This is roughly the functional equivalent of a training mate and it is a good compromise. It should be expanded into the conventional tug fleet as well."

More information on the program can be found at Pacific Maritime Institute, 1729 Alaskan Way South, Seattle, Washington 98134, Toll-Free: 888-893-7829 E-mail Gregg Trunnell, at gtrunnell@mates.org, Website: www.mates.org

The program will also be offered at the Maritime Institute of Technology and Graduate Studies (MITAGS) in Maryland.

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SHIGI LIFEBOAT HOOK

Marine Safety Advisory Letter # 11/06 speaks of the "inadequacy in design and operation of the Type SRS-37 lifeboat release gear mechanism manufactured by Shigi Shipbuilding Company. This follows a lifeboat accident onboard the *SEA URCHINE* in Seven Islands in 2006. Although the release handle was in the 'closed' position and the safety pin inserted the hooks were not fully secured. One hook opened and the boat fell eleven metres into the water. Although this hook model has been out of production for a number of years there are an estimated 500 of these units on ships throughout the world's fleet. If you have lifeboats fitted with this type of release hook, take care! I wonder how this information will be communicated to those unfortunate enough to have this type of lifeboat hook.

Despite the fact the 'cam' type hooks fail OPEN a

prominent lifeboat and hook manufacturer continues to say there is nothing unsafe about their hooks, the hooks open because they are not properly maintained onboard and or the crew do not know how to operate them. Trying to obtain this manufacturer's factory training to conduct the onboard maintenance can be difficult. Another prominent lifeboat and hook manufacturer's on-line application system for hook maintenance training has been inoperative for at least six months. How does a poorly educated mariner on a ship with little or no management support or external communications links find out about changing requirements let alone comply with them when someone who tries to be in the know and has access to communications can not get the required information.

Some lifeboats are now being built with the coxswain's seat facing to starboard (I have not seen one facing to port, yet - is this prejudice or so you can more easily vessels in a crossing situation?) while the wheel remains facing the bow. Another 'innovation' by at least one manufacturer is for the side-saddle sitting coxswain to rest his feet on the shoulder of a crew mate as there is no foot rest for him. It is hard to imagine after these innovations what 'improvements' they will think of next, sunshine roofs or glass patio doors at the stern? Has the Managing Director of the company with side saddle coxswain's seats had the seats of his car turned sideways so they have to twist round to operate the non-power assisted steering? I wonder as well if they rest their feet on their wife's shoulder when out driving?

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ROCK LOCK LIFEBOAT HOOK

Safety pin being withdrawn from hook and side plates

A Newfoundland company by the odd name of Mad Rock has devised a lifeboat hook that fails SAFE, ie, if the cables connecting the cam (that holds the hook closed) to the release handle fail or the hook is not set absolutely correctly, the hook will remain CLOSED. As an additional safety feature there is a pin that goes through the face plates and the hook to ensure the hook can not open unexpectedly. The cam system is different to the traditional type and it does not exert loads on the cable to the release control if it is not closed properly.

The rubber flap in the hydrostatic interlock has been dispensed with. Mad Rock uses a float which does not need servicing or replacement. The hydrostatic unit has a plexiglass cover so it can be tested, and seen to be functioning correctly, without being disturbed as was the case with the other units.

I have not been involved with any launching operations with this unit but it appears to be user friendly, as are the people at Mad Rock.

The hooks come in two sizes, three ton and six ton and can be retrofitted to most lifeboats without reconstruction of the boat. Information is available at www.madrock.ca

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ONE THAT GOT AWAY

Rescue hoist operations from the lifeboat of the *MSC NAPOLI*

The 26 person crew of the container ship *MSC NAPOLI* successfully abandoned ship in their twin fall lifeboat. The weather and sea conditions (12 metre + seas and 110 kilometre per hour winds) made launching, releasing and working the boat clear of the ship a hazardous operation. The report I saw might indicate they did an 'on-load' release and belly flopped into the water, a very hazardous way to get a davit launched boat water borne. It very unpleasant inside the enclosed boat in the sea conditions so it was initially decided to leave the crew in the lifeboat. The anti-seasick pill bottle was dropped into the bilge

so the re were many sea sick people in the boat. Dehydration quickly sets in and this can become very debilitating and life threatening. The RN rescue diver, who had difficulty getting onboard the lifeboat, determined it best to hoist them onto the helicopter. This was accomplished, despite the sea conditions.

The lifeboat was found by fishermen three days later, with the engine still running.

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COMMENTS REQUESTED

A joint effort by Intertanko, Intercargo and the International Life-Saving Appliance Manufacturers Association are seeking comments and suggestions on how to improve the design and operation of lifeboats. Comments can be emailed to lifeboats@intertanko.com.

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SHORT SNAPPERS

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•.There are three kinds of people, those who can count and those who can not.

- Criminalisation is not a word but a sentence
- Shedder plates fitted over the elliptical curved corner of the deck in way of hatch openings should NOT be welded to the deck and up a minimum of 100 mm up the side. The welds cause cracking of the deck plate. The shedder plates are fitted so bulk cargo is not caught on the deck plate. The non-welded joints should be sealed with plastic steel, mastic or similar to prevent water or dirt entry behind the plate. An alternative is a concrete or epoxy filler to shed the cargo.
- In 2001 heavy duty diesel trucks, buses and cars burned more than a billion metric tons of fuel while ocean going ships consumed 280 million tons of fuel. The ships, however, far more SOX and NOX and other nasty stuff.
- In early April there were reported to be 220 bulk carriers waiting to load at the eight major Australian bulk ports. Demurrage costs for coal producers alone could top $460 million Canadian in 2007.
- Another of the Maersk giant container ships, *EVELYN MAERSK*, has suffered teething problems. A bearing in the unit which provides pressure for the fuel as it enters the engine burnt out. A spokesman said, “That is why we have sea trials, to identify such problems.”
- Politicians promise they will cut red tape, they do, but they cut it lengthwise.
- Maersk purchased 14 tankers of 104,000 dwt in 2001 for $61 million US each. They must have been profitable at $ 82,000 per day in 2003 when their running cost was estimated at $ 14,000 per day. Maersk has sold another of these ships for $ 61 million US and have chartered it back for five years at $ 25,000 per day. This is the fifth vessel of the 14 Maersk has sold so the bottom line must look good if the profit was as high on the others.
- Half the people you know are below average. What a scary thought as that includes me
- The Swan Hunter shipyard iin England s reported to have been sold to Bharati Shipyard in India. The equipment will be removed and rebuilt in a new yard in India. Bharati is the second largest private shipyard in India.
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- MOL plans to increase from 118 capesize and panamax ships to 120 cape and 30 panamax size ships by 2012.

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All aboard for Survival Systems Training’s sea day - the sea temperature was a balmy zero Celsius

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MAIL CALL

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Dear Sir,

Having been a member of CMMC for only two years I’ll start by saying thanks to Tom Kearsey – I can well imagine the time and effort that goes into ‘From the Bridge.’ I found the February issue of particular interest – will try to kill several birds with one stone here.

Arctic issues.

Climate change is an issue of almost infinite complexity, far more than just the CO2 issue. It is also an issue that none of the serving politicians will live to see resolved, at best they can only start the cure which very quickly becomes an economic issue. Should we be flying flowers around the world for Valentine’s day; are huge, ever faster container jobs carrying consumer items (for ‘just in time delivery’ to minimize inventory) really environmentally responsible actions? From a seaman’s perspective much of the Canadian Arctic is still not surveyed to a modern standard (perhaps 35% in 1995) and that will also be a major concern for underwriters. Over the last two decades the Hydrographic Service’s budget

has been almost literally decimated. Quite apart from ice some areas of the Arctic change rapidly due to erosion and deposition. In 1993 I commanded a hydrographic survey ship surveying Dolphin & Union Strait where the maximum depth is about 13 metres. In 1999 & 2000 when again in the same area considerable change had occurred. Just one survey in a century is not enough in such an area. The same is true for Simpson Strait and James Ross Strait though they lie outside the commercial route in question. The same survey established a 'corridor' across Coronation Gulf. It didn't establish what happened to ships outside the corridor – in an area with notoriously rugged bathymetry, and ice, at any season does not always respect corridors. The shortest route to western Europe from Bering Strait takes one to about 85ºN, 70ºW; via the Canadian Archipelago would be at least 1500 miles longer and fraught with choke points. If McClure Strait and Parry Passage were clear that would be more desirable but will be a long time coming. The thickest ice, and that most formed under pressure lies to the NW of the Queen Elizabeth Islands, i.e. in way of the most direct route. Whatever the case, 'less' ice may well be more mobile and even less predictable. And that makes the North East Passage, or Northern Sea Route, coupled with accelerating improvements in ice conditions considerably more attractive. There is no knowing just how the political wrangling over the north will end, sensibly or otherwise. Under the Borden government Canada foolishly laid claim to Wrangel Island off Siberia! Given the hysterical response of the stock market to oil prices and availability daily it is pretty hard to make realistic projections of use and availability decades into the future. The future of the polar ice, both in the open ocean and among the islands (two very different situations) is still in the hands of computer modellers. It appears to me to be a very considerable number of decades before major shipping threatens either the environment or our sovereignty in the Arctic.

To me, Military Capability when applied to the Arctic is an oxymoron. Presently surface traffic is controlled largely by good will, and no control whatever over sub-surface traffic. Zero Arctic capable ships or trained men, same for Arctic troops, Inuit rangers are only window dressing. Aircraft and bases? We used to have numerous airstrips right up to the high Arctic – how many are in operational condition now? Every decade or two whichever party that is in power resurrects 'armed icebreakers etc ad nauseum', but little changes. How did that Chinese research ship arrive off Tuktoyaktuk a few years ago without anyone knowing? Did the Americans have their eyes shut in Bering Strait or is Canada not on their mailing list? Whatever the law says about Arctic jurisdiction can we actually do anything about it? The experience with America would seem to say no, besides which a spat would be bad for tourism and cross-border trade.

The Unknown Statistic.

During my work I encountered a number of scientists involved with the clean-up of the Exxon Valdez. Several asserted that the clean-up put more hydrocarbons into the atmosphere than the spill put in the ocean, for what it's worth.

Human Resources in the Marine Industry.

This 'baby-boomer' just transited into retirement a few months ago after 44 years seafaring. I have seen a lot of changes and the challenges of recruitment are considerable. The suggested progression of 'sea to shore' positions may work for masters and chiefs but is less applicable to other ranks. Besides, we live in a very prosperous country with low unemployment and a luxurious lifestyle – why not go directly into a shore job? It's always easier to find seamen in poor countries; people in prosperous countries stay ashore, that's true in North America and in the prosperous west European countries formerly prominent in shipping. Also, such a proposal can lead to people of little experience being in very senior positions. In the CCG today the general idea is that an officer's progress will involve both ship and shore positions. Coupled with a very good leave system, that could result in a man of 50 being in charge of the largest ship with no more than ten years sea-time. Perhaps that is where technology takes over from the lack of actual hands-on experience. The modernization of shipping over the last 40 years has undoubtedly introduced great efficiencies and savings; to my mind it has also made the traditional world of cargo ships far less interesting. I freely admit to being a Luddite. If I was 17 again I very much doubt I would go to sea with so many other interesting avenues to pursue. Ships where the work is performed offshore, i.e. offshore oil and CCG too, would be more interesting than today's cargo ships in my opinion. Unfortunately CCG has a problem there too. If a young job applicant had the choice of an oil company (pots of money, modern fleet, a game plan) or the CCG (elderly fleet, chronically under-funded, government can't quite make up its mind what to do with CCG, great leave – hard to get sea-time), career-wise not a hard choice. Canada is a great place to come ashore, not to go to sea. Employees of the classification societies, CSI too, come from many lands – with a nautical background – they came here to go ashore. The foregoing may be construed as a completely unhelpful comment, and I don't have answers to the recruitment problem. Nonetheless, I would say over the last decade or so numerous youngsters have served under my command in all departments. By and large their outlooks and expectations of sea-life are very different to mine as is to be expected given the difference in age. What is encouraging though is that by and large they have been well educated (many more so than when I started) and highly motivated individuals who will do well at the technological sea of their generation.

Capt. John Anderson

523 Louise Road
Ladysmith, B.C. V9G 1W7
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Tom;

Don't know if this should go to you or the National Secretary to correct the Minutes of the National 2006 AGM? ut don't have his email address.

In the latest "From the Bridge", National Meeting minutes, page 3, Item 7, second paragraph. Please remind Capt Nicol that there was also a Great Lakes Division of the Canadian Institute of Master Mariners, Captain John Mann, now deceased was the Deputy National Master of the 'Institute' and Toronto leader. We used a Latin name, Institutio Canadiensis Magistroum Navium on our blazer badges to avoid getting into the French/English debate. Still wear a jacket with it on now and again to remind others there was once another group. Don't believe we knew the CMMC existed, only when we started to incorporate it was revealed the CMMC and a tug company called Master Mariners existed. We would have to have got their permission to use our title. So decided to amalgamate with the older group.

I too have a copy of the first Annual report, April 1st, 1972 to March 31st 1973. Which includes the list of Founding Members. Fernando dos Santos was number. 80, Frank Nicol number. 51, total of 117 Founders, Members and Associates. Quite a few already gone on the long voyage to ....?

Wilson, Douglas J, Founder number. 74

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To: The Editor, “From The Bridge” ---- May 6, 2007

PLAUDITS FOR INITIATIVES

he National Master, Captain Peter Turner, is to be highly commended and staunchly supported in the initiatives he has taken in his first 6 months in office.

In October 2006, when he was elected, he made contact with senior members of the Council of American Master Mariners and joined with them in protesting the imprisonment, in the US, of a Master whose ship collided with a dockside crane resulting in the death of a man working on the crane. Early this year, Capt. Turner sent a letter to all Divisional Masters requesting suggestions on how The Company should proceed in the serious matter of Criminalization of Seafarers by authorities in many countries, including Canada. Capt. Turner also contacted the International Federation of Shipmasters’ Associations (IFSMA), based in London, which has consultative status at IMO. As a result, The Company is now a member of IFSMA. In the National Council teleconference, April 19, 2007 the National Master announced that a Strategic Plan for The Company would be developed. As a first step, a small group of members experienced in this type of planning, will perform an analysis of The Company’s status.

HAVE YOUR SAY

Divisions will be asked to provide input to this analysis, based upon their members’ views of The Company, its activities, its potential. Each and every member should take an interest in these initiatives. Contribute your own thoughts and ideas for The Company’s direction, through your Divisional Master and in the columns of “FROM THE BRIDGE” , our quarterly Newsletter.

A VETERAN’S VIEW

I have been a member of The Company for over 30 years and this is what I think of its present status. The Company’s strength is in the knowledge and experience of its members; in members’ participation in appropriate professional activities and, also, in The Company’s good reputation developed by members over the years. Its weakness is that too few members speak up for The Company and actively participate in its projects. Opportunities for The Company occur frequently and when they do they must be recognized and receive positive attention.

Over the years, Divisions have been involved in, the Commissions of Enquiry on Tanker Safety, the House of Commons Standing Committee briefings in the lead up to the Marine Act, the revision of the Certification, Regulations, and the revision of the Canada Shipping Act, to give a few examples. Several divisions have staged seminars and international conferences which have given The Company wide exposure in the maritime scene here and abroad. I would suggest that each Division note what they have done in matters of professional interest and significance. The group doing the analysis would be interested in what the Divisions have done.

WHAT DO I GET FROM MY MEMBERSHIP?

Members and prospective members have asked what is the return on their investment in membership dues. The Company is a professional association managed by and for its members, without reward except the satisfaction of achieving its objectives. These may include The Company taking positions on matters affecting Safety at Sea, Marine Education, Training and Certification, Fair Treatment for Seafarers and advising Government on draft legislation involving ships and seafarers.

Three current issues of interest are the replacement of ageing Coast Guard vessels, support for degree-based cadet training programs and Canada’s recent ratification of the International Convention on Seafarers’ Standards. Each member of The Company may have an opinion on these or other appropriate issues. The governing Council should know your opinions and would be guided accordingly. Membership offers you a chance to make a difference in matters you deem appropriate and in keeping with the terms stated in The Company’s Letters Patent.

Let us follow the National Master’s lead. Members are needed to participate in ways that will make The Company better known in Canada, respected by government, industry and other marine-oriented

professional organizations. Check our web-site, www.mastermariners.ca, for Company information and by one way or another - HAVE YOUR SAY.
Capt. Angus McDonald,
Maritimes Division

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LEGAL LOCKER

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COVERED IN RED TAPE

A Maltese flag 38,888 dwt bulk carrier named *WARRIOR* crossed the Atlantic with taped over cracks in its deck. Crew members reported this to the USCG who arrested the ship (and the crew who reported the defect?) in San Francisco. Two cracks, each about a metre in length, were found in the port fore deck. Tape had been placed over the cracks and then the area had been painted over. Other cracks had been welded up and painted over. Ten members of the crew were released from custody when the owner pleaded guilty to a charge of a misdemeanour. The name of the shipping company, Twilight Marine.

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CLEAN UP THE COMPUTER

Canada Border Services Agency is looking at the content of personal computers on foreign ships arriving in Canada. Mariners arrested for possessing child pornography lose their right to be considered crew members. [I wonder how they do that?] The owner may have to post surety of at least $ 25,000 for having brought the mariner into Canada. This amount may also be used for escorting the individual out of the country. Other enforcement costs are recoverable from the owners.

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PUFFING, POTTY & PETROLEUM PROBLEMS

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ERIKA TRIAL, AT LAST

Four companies and eleven individuals are on trial for the sinking of the tanker *ERICA* on 12 December 1999. The oversize court dock was filled for the long delayed trial which started on the 12th February 2007. The master was not present and may not attend any of the trial. [He should be present to receive the medal he so richly deserves for averting a human tragedy while trying to avoid an environmental catastrophe.]

The court must decide if the vessel was sub-standard, and if it was, why it was allowed to sail and who allowed it to sail. Another question is why a reputable company chartered a ship if it was sub-standard. On the other hand the court may have to decide why it broke up and sank if it was seaworthy.

Malta, the flag state, was not charged as one EU nation would not want to put another member state on trial. It would, however, be the maritime authority that would be charged rather than the Maltese state.

The Port State Control officer in Dunkirk (who is not a defendant) has been criticized for allowing the vessel to sail if it was, in fact, un-seaworthy.

The French Total Oil Company has blamed a 'hidden structural defect' in the *ERIKA* for her loss.

The *ERIKA* was in dry dock for about a month having plates renewed while she was taken off the BV classification and put under RINA. Sixteen millimetre plates were not available so foreteen millimetre plates were used. The thinner plates would more closely match the adjacent plate thickness on the hull so make the welding job easier.

The blame game continues

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SCRUBBED A HOLE IN IT

There are 74 old ships moored in Suisun Bay, USA, that are to be scrapped. To add to the environmental issues such as Asbestos, PCBs etc there is now an issue of the infamous "invasive species." The hulls must be cleaned on the outside before the ships can be moved. Antifouling, lead and copper must be removed and then the bay floor must be rehabilitated. The ships may be so weak they would be damaged if cleaned in dry dock. [Put them into commercial service and they will suddenly become seaworthy]. Can they be moved elsewhere (Mexico?) for hull cleaning before they arrive in Texas for scrapping? Why clean the hulls when there are other ships arriving in US waters without the hulls being cleaned? If the hulls are so weak could cleaning them in the water compromise their safety?

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CALL THE MATE

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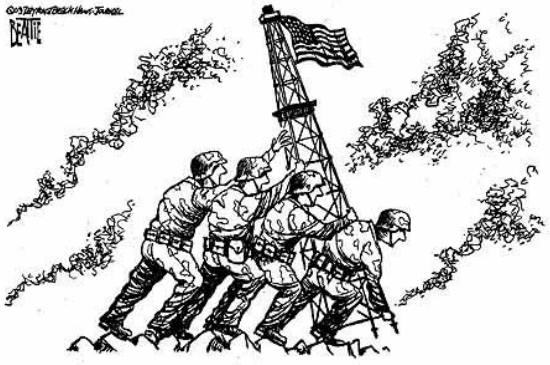

When the flag has been raised
the troops can come home

A Whittaker lifeboat heading for the dock

The Whittaker can turn in it's own length, even at full speed

The ability to turn very quickly is an asset as the single fall Whittaker can spin round when being launched

"Who put that speed bump there?"

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DECK LOG

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Like a politician I take my second curtain call as I hand over the editorship of *From The Bridge*. I may have moved the newsletter's content into different and or new areas of interest which some may not have agreed with while others liked the change. I am sure the newsletter will move in new directions under new editorship so if you do not like the content send in what you want to read. The business plan for the Company will also impact on the content of *From The Bridge* as the Company becomes more active in marine affairs. I hope the involvement will be sustained and provide a voice that will be heard and listened to in the halls of power and the media (where the power now is). I am glad to receive some input of general interest for this edition and also some letters with members expressing their opinions and concerns. I hope this trend continues.

I hand over the green eye shades of the editor to David Whitaker and wish him well. If anyone has copy for inclusion in the August edition it can be sent to me and I will forward it to David for his consideration.

Tom Kearsey

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TTFN