



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



**NOVEMBER 2006**

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

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**ANNOUNCEMENTS**

**ANNUAL DUES ARE NEARLY DUE**

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**It is nearly time to pay the dues  
to your Divisional Treasurer  
Payment makes a seasonal gift for  
those who have everything else  
they want and need.**

**Dues are now**

**Full Members - \$130.00**

**Seniors - \$65.00**

**Associates \$65.00**



**FROM THE MASTER'S DESK**

Dear Colleagues,

Captain Ian Marr has guided the Company for preceding three years. Needless to say, as a member of the Executive his skills and knowledge will continue to be put to good use. Thank you, Ian, for your leadership and involvement.

The membership has given me the responsibility of National Master, for which I thank them. I will endeavour to fulfill my obligations to you during the tenure, and will look to you all for your support and input. The National Masters preceding me have developed many of the principals which now form the policies of the CMMC, and

which I embrace.

We are approaching a difficult era. At the AGM and the National Council meetings there were discussions about the "health" of the Divisions and the Company, and it is no surprise that one of the major concerns is the demographics of the membership. With the small intake of new and younger members, every year the average age of the membership increases. Not only does it raise the concern that we may no longer be up to date with the technology and needs of the Masters and Officers whom we wish to represent, but unless we are able to attract new younger members, the Company has the prospect of becoming a society of elder statesmen with a great deal of historical knowledge and data. As a Company, we must address this, and as individuals we must bring the new members into the fold; encouraging them to take on the responsibilities of Council Member and Divisional Executives. It will require effort and focus to entice them to join our ranks. With this in mind please consider that outsiders will be able to provide us with technical information relating to the modern merchant navy.

In New Westminster we were privileged to have the National President, and Seattle Chapter President and Treasurer of the Council of American Master Mariners attend our meetings. The similarity of their interests, concerns and positions came as no surprise, and their desire for closer interaction was endorsed by the National Council.

*From the Bridge* needs greater support from all the Divisions. In New Westminster each Division agreed to provide at least one article of technical or general interest for each edition. I encourage Divisional Masters to ensure that these articles are planned and forthcoming. *From the Bridge* is available to any who go to our website, and therefore should be an indication of our interest in the FUTURE of the merchant navy.

I take this opportunity to wish you and those close to you a merry Christmas, and a healthy, happy and successful 2007.

Sincerely,  
Peter Turner  
National Master

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**MINUTES OF THE  
39<sup>TH</sup> ANNUAL GENERAL MEETING  
OF THE COMPANY OF MASTER  
MARINERS OF CANADA HELD AT  
THE INN AT NEW WESTMINSTER  
QUAY, NEW WESTMINSTER, B.C.  
COMMENCING 1430 HOURS ON  
OCTOBER 21<sup>ST</sup> 2006.**

IN ATTENDANCE

NATIONAL EXECUTIVE:

Captains I.Marr, P.Turner, P.Ireland, A.Whitelaw,  
R.Wallace.

COUNCILLORS:

D.Bremner, J. Calvesbert, D.Coelho, F.Hough,  
J.McCann, R.Osborne, K.Rogers, M.Van  
Roosmalen.

MEMBERS:

Captains J.Bishop, T.Crowther, E.Dalgren, G.Harris,  
G.Houston, J.Ickringill, B.Johnston, A.Law,  
T.Monaghan, G.Morgan, P.Nelson, D.Read, J.Shroff,  
D.Tranter, E.Winter.

GUESTS:

From the United States Master Mariners Captains  
T.Bradley, R.Klein, D.Moore.

1430 Captain I.Marr, National Master opened the  
meeting and welcomed members and guests from the  
United States Master Mariners from Washington State.

1. Acceptance of the minutes of the 38<sup>th</sup> Annual General Meeting.

Moved by Captain J.Calvesbert and seconded by  
Captain R.Wallace that the minutes be accepted –  
Carried

2. Business arising out of those minutes.

Captain R.Wallace read out the proposed changes to  
the by laws, see attached changes. Captain I.Marr asked  
members for their approval of the changes – carried.

3. Reports from Officers

Captain I.Marr, National Master read and tabled his  
report.

Divisional Masters

Captain D.Bremner read and tabled his report.  
Captain R.Osborne read and tabled his report.  
Captain M.Van Roosmalen read and tabled her report  
Captain F.Hough read and tabled his report.  
Captain D.Coelho read and tabled his report  
Captain J.Calvesbert read and tabled his report.  
Captain J.McCann read and tabled his report.

Captain A.Patterson from the Newfoundland and  
Labrador was not available to give his report.  
Captain P.Ireland National Secretary read and tabled  
his report

Captain A.Whitelaw, National Treasurer, handed out the  
Treasurer' s report for 2005 and the 2006 report to date  
and the report on the Captain G.O.Baugh Fund. He  
reported that the Company's finances were in good  
shape and the Captain G.O.Baugh Fund could continue  
for another 12 years at the present rate of contributions.

Captain D.Bremner, Chairman of the Trustees for the  
Captain G.O.Baugh Fund read out his report and was  
pleased to note that two \$1,000 scholarships were  
awarded to Francois-Mathieu Dugal of the L'Institut  
Maritime du Quebec and Oleg Degtyarenco of the BCIT  
Marine Campus of North Vancouver, B.C.

Captain F.Nicol, Membership Chairman, handed out his  
report. He noted that the membership was fairly stable  
and suggested that the divisions do a follow up on  
members who did not join this year to see if they would  
rejoin next year.

SPONSORS

Captain R.Wallace thanked our sponsors for their  
generous contributions to the 39<sup>th</sup> Annual General  
Meeting as follows;

Pacific Towing,  
Vancouver Port Authority,  
Burrard Clean,  
B.C.Chamber of Shipping,  
Seaspan International of the Washington Group,  
Lloyds Register,  
Fraser River Port Authority,  
North Arm Transportation,  
B.C.Ferries.

4. Slate of Officers for 2005/2006

The following Officers were nominated for election:

Captain P.Turner, National Master,  
Captain M.Van Roosmalen, Deputy National Master,  
Captain R.Wallace, Assistant National Master,  
Captain P.Ireland, National Secretary.  
Captain A.Whitelaw, National Treasurer.

Moved by Captain R.Osborne and seconded by Captain  
J.Shroff that these officers be duly elected – carried.

5. Auditor's report

Captain A.Whitelaw, National Treasurer, handed out the  
Auditor's report.

6. Appointment of Auditor

Moved by Captain J.Shroff and seconded by Captain  
F.Hough that Mrs K.Grover be re-elected as Auditor –  
carried.

7. Other Business

Captain T.Crowther announced that a Technical Meeting will be held at the Mission to Seafarers on Thursday November 9<sup>th</sup> 2006 commencing 1730 hours, followed by dinner and a presentation on "9 years on the 7 seas" on board the yacht "Nor Siglar". The speakers are Anne Brevig and Martin Vennesland.

Captain F.Nicol was sorry to hear that the Montreal Division is having problems with attendance at their divisional meetings. He re-called that the division was initially called the Canadian Institute of Master Mariners in the 1970's and was joined by Ottawa, Halifax and St.John's as chapters of the Institute. He has records of the Institute history and would be happy to pass them on to the National

Captain Gerald Morgan who was at one time the Chairman of the History Committee of the Canadian Merchant Navy asked all members to send in any records and tapes they may have to revitalize efforts to bring the history up to date and contribute any artefacts to the new War Museum.

Captain P.Turner the incoming National Master encouraged members to assist with this idea.

Next Annual General Meeting

It was proposed to hold the 40<sup>th</sup> Annual General Meeting on Saturday October 20<sup>th</sup> 2007 in Toronto further details to be announced later.

1630 hours moved by Captain J.Calvesbert and seconded by Captain D.Coelho that the meeting be adjourned - carried.

P..M.Ireland,  
National Secretary.

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**USE OF CMMC.**

At the 150<sup>th</sup> National Council Meeting in New Westminster,B.C. on October 22<sup>nd</sup> 2006, it was decided that in order to have further recognition of the Company, members are to be encouraged to use the designator "**CMMC**" after their names on business cards and related documents or to identify their connection with the Company in other appropriate ways.

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**DIVISIONAL NEWS**

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**MARITIME DIVISION**



Maritime Division members please send dues to:-

**Treasurer, CMMC Maritimes Davison,  
PO Box 315, Dartmouth, NS B2Y 3Y5**

**REVIEW OF MARITIME DIVISION'S ACTIVITY**

Our Annual General Meeting took place in September and there were some changes in the Council and executive. The new council is now:

- Division Master Capt Jim Calvesbert
- Deputy Master Capt Rick Gates
- Assistant DM Capt Chris Hall
- Treasurer Capt Donald MacAlpine
- Secretary Mr. Jim Reddy
- Capt Claude Ball
- Capt Phil Grandy
- Capt Andrew Rae
- Capt Gene Barry
- Capt Alan Stockdale
- Capt Michael Cormier

The Division's thanks goes to Captain Ball for his terms as Divisional Master and to those who served on the Council last year.

The October meeting took place at the Armdale Yacht Club with a meal and friendship. Unfortunately the guest speaker was unable to attend the October meeting but will present his paper at the November meeting.

Members participated in the Convoy Cup and the Convoy Cup Sail-past.

Upcoming events include the following:

**DECEMBER MEETING**

1700 Happy Hour  
13 December 2006

Armdale Yacht Club Dinner Meeting

Call the Club for meal selection

and to book you're meal

Professional Meeting

*Review of the proceedings of the Seminar*

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**CANADIAN MERCHANT NAVY  
REMEMBRANCE DAY CEREMONY**

The Canadian Merchant Navy Remembrance Day Ceremony was held in the Maritime Museum of the Atlantic despite it being a warm and sunny day. The Ceremony was attended by more than 250 persons, old and young. This year the ceremony was organised by the Maritime Division of the Company of Master Mariners of Canada following 13 years of Captain E. Wagner's (CMMC member) organising it on behalf of the Merchant Navy Veteran's Association.

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**Captain John David HURST,**

**February 25, 1932 – September 23, 2006**

Member and former Division Councillor, Maritimes  
Division,

The Company of Master Mariners of Canada

October 15<sup>th</sup> was a beautiful fall day for family, friends and associates to gather at the Waegwoltic Club to celebrate the life of John D. Hurst. The blue waters of the

NW Arm and the big outdoor pool glistened in the afternoon sunlight as a reminder that this was one of his favourite places and where he had enjoyed early morning swims for many years. John passed away in the New Halifax Infirmary, QE11 after being hospitalized for several weeks due to a heart attack and stroke.

John first went to sea as a cadet in 1948 with Acadia Overseas Freighters but with the rapid decline in the Canadian deep-sea fleet after 1949, he had to finish his sea time in a variety of ships in the West Indies and coastal trades. He sailed as a deck officer in the bulk carriers of U.S. Gypsum, cable ships *Cyrus Field* and *Cable Guardian*, and freighters *Rexton Kent* and *Arctic Sealer* passing for Master HT in 1960.

In 1961, he came ashore as a Marine Sales Representative for fuels and lubricants at Texaco Canada Limited. Deciding on a career change, he entered Dalhousie Law School as a mature student, graduated in 1979 and practiced Marine and Admiralty Law. Among his clientele the Canadian Merchant Service sought his professional advice in the defence of its members involved in a marine casualty because he understood seamen and the situations that occur in the operation of ships. In 1995 he became a Chartered Arbitrator and up until the time of his death, continued to work on a number of different projects for both private and government agencies.

John was a charter member of the Maritimes Division and served on the Council for many years. He drew up guidelines for the Division and ensured that the By Laws were complied with in Company meetings and activities.. He worked long and hard and was very effective in organizing Company responses to proposed legislation and regulations affecting the marine industry in the 80's and 90's.

John Hurst was a man off many talents and interests – mariner, salesman, lawyer, arbitrator and facilitator. The Nova Scotia Stamp Club, the Navy League of Canada, and the Company of Master Mariners all benefited from his many years of active involvement and wise counsel. For his work with the Navy League, he was awarded the Queen's Jubilee Medal. He loved to talk and lived life to the fullest as a big, good natured fellow who did what he what he wanted to do with a persistence to accomplish his goals. Condolences go to his wife Lois and daughters Eileen and Hilary and he will be missed by all of us who knew him.

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**MINUTES OF THE  
PROFESSIONAL MEETING**  
November 2006

The November meeting opened with eleven members present.

The Divisional Master gave a review of the National AGM, pointing out that an increase in costs of \$1,500 results in an increase in dues of \$5.00 for full members and \$2.50 for Senior members.

The guest speaker, member Captain Hall, gave a very informative talk with graphics on escort towing with azimuthing stern drive (ASD) tugs.

The tugs have a centre lead forward and twin

azimuthing stern drives aft. The skag forward plays a big part in their ability to do their task safely and effectively by shifting their pivot point forward, away from the drive. The tugs are used to assist large vessels making a transit of the narrows between the two bridges in Halifax harbour as well as to dock and undock at their berth. The tugs can be used for slowing the speed the vessel, turning the vessel and for emergency control. The small air draft under the bridges and reduced under keel clearance as well as the post-Panamax size of the vessels makes unescorted transit hazardous. The tow line is led through a ring on the bow of the tug to the stern of the escorted vessel.

There are four basic manoeuvres with the tugs, the indirect manoeuvre where the tug turns itself to a 45 angle to the keel of the escorted vessel and moves itself out at a 45 angle to the stern of the vessel. This can be done at 7 to 10 knots to slow and turn the vessel.

The powered indirect manoeuvre is when the tug moves so it is at 60 to the keel of the escorted vessel and the tug is placed so the line is along the stern of the escorted vessel. Deck edge immersion of the tug is a problem during this manoeuvre which can be carried out in the 5 to 7 knot range.

The transverse direct manoeuvre is a braking manoeuvre carried out at 8 to 10 knots and consists of the two drives being turned outwards. At less than six knots the drives are turned aft and pushed back.

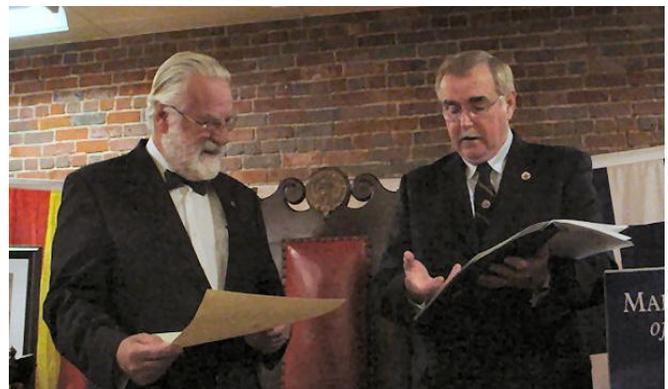
The tug can take up an angle of heel of 8 to 11 during most of these manoeuvres so ALL watertight openings on the main deck are closed before attaching to the escorted vessel. The tug can turn off the power to the propellers and turn the drives outwards which will allow the tug to fall astern of the escorted vessel. It takes practice and the tugs tow each other to train and refine the manoeuvres.

The escorted vessel can be towed and steered by the tug placed ahead of the vessel with the line through the bow ring and the tug proceeding stern first. To turn the tug at these speeds so it can get into position takes training and practice (and a lot of nerve).

In response to questions and comments from pilots it is clear that escorting tankers has saved numerous incidents in Halifax harbour from becoming news items. Good news does not make the news.

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**HONOURARY MEMBER**



## Commodore Warwick and Captain Calvesbert review the Certificate

On the evening of October 13th the Maritime Division hosted a reception at the Maritime museum of the Atlantic when Commodore Warwick became an Honorary Member of the Company of Master Mariners of Canada. Members and guests were treated to a very interesting talk by Commodore Warwick on his time at sea.



Commodore and Mrs. Warwick, Mrs and captain J. Calvesbert, Mrs. And captain McDonald and Mrs & captain Knight

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### ITEMS OF INTEREST - MARITIME MUSEUM

**Sun., Dec. 3:** Halifax Explosion Survivors Reception, 2pm, Maritime Museum of the Atlantic, Halifax; A special commemorative ceremony honours survivors and victims of the Halifax Explosion. Hear stories, both heart-breaking and heart-warming, from those who lived through the devastating tragedy that changed Halifax forever.

**Mon., Dec. 4:** Spans Across the Water: The History of the MacDonald Bridge , 7:30pm, Talk, Maritime Museum of the Atlantic, Halifax

**Tues., Dec. 5:** A Tragic Halifax Explosion Ship and the Island of Barra, 7:30pm, Talk, Maritime Museum of the Atlantic, Halifax ; The SS Curaca suffered the highest death rate of any ship in the Halifax Explosion. Join author and historian, Janet Kitz, for a look at this ship and its international crew, including many who came from the tiny Scottish island of Barra.

Shattered Ship: The Remains of the Mont Blanc, Talk, 7:30pm, Maritime Museum of the Atlantic, Halifax ; Join Dan Conlin, Curator of Marine History, and research associate, David Walker for a fascinating presentation about the Halifax Explosion's ill-fated munitions ship, Mont Blanc.

**Sun., Dec.10:** Christmas at Sea, 1-4pm, Maritime Museum of the Atlantic, Halifax ; Craft nautical ornaments to decorate the tree, sing carols, have a cup of hot chocolate, and listen to the Theodore Tugboat Christmas Story. A wonderful event for the entire family in support of Mission to Seafarers.

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## VANCOUVER DIVISION

VANCOUVER REMEMBRANCE DAY CEREMONY



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## CAPITAL REGION DIVISION

The Governor General opened the Valiants Memorial on the 5<sup>th</sup> November 2006. The nine busts and five statues represent Canadian wartime persons from 1534 to World War II. The persons depicted represent others in similar branches of the forces, service or conflict. The Merchant Navy was not going to be represented when the Memorial was first proposed but MN organizations persuaded a change of mind and Captain John Wallace Thomas was chosen as our representative. His plaque reads as follows:-

***Captain John Wallace Thomas, CBE (1888-1965)***

Born in Newfoundland in 1885. He served in the merchant navy in the First World War and was thrice torpedoed. During all the Second World War he commanded the 26,000-ton Canadian Pacific ship *Empress of Japan*, (renamed *Empress of Scotland* after Japan entered the war). He was the only merchant navy recipient of the CBE, which he won for his skill in handling his ship while it was being attacked by the Luftwaffe off Ireland on 9 November 1940, in the area where her larger sister-ship *Empress of Britain* had been torpedoed just two weeks before. He died in Vancouver in 1965.



The bust of Captain John W. Thomas CBE at the Valiants Memorial

A full description of the statues and busts now surrounding the Cenotaph can be found at the Capital Region's web page at:-

<http://www.mastermariners-capital.ca/veterans.htm#valiants> or  
<http://www.mastermariners-capital.ca/current-events.htm#veteransweek>

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### **CMAC NOTES**

Plenary Session - CMAC, Nov. 2006, Ottawa

Two members from the Capital Division attended the opening Plenary Session of the Nov. 2006 session of CMAC (Canadian Marine Advisory Council) in Ottawa. As usual, the meeting was very well attended with the Government Conference Centre Main Hall being virtually full. This report will only cover the highlights of the Plenary. Readers are urged to find more detailed information at the CMAC website [www.cmac-cmc.gc.ca/](http://www.cmac-cmc.gc.ca/). The Chairman for the meeting was the recently appointed Director General of Ship Safety - Captain Bill Nash. The published Agenda was approved with one minor addition. Current Marine Safety regulatory initiatives were outlined in a number of presentations. Two of these on-going issues that appeared to be the most controversial, as expressed by the delegates, were the proposed Regulations for the Prevention of Pollution from Ships and Dangerous Chemicals and the proposed Stability requirements for Fishing Vessels. Charles Gadula gave a presentation on

the five main priority issues for the CCG, namely 1) Renewal of the Fleet, 2) Special Operating Agency Status, 3) Security, 4) Introducing Modern Technology and 5) Focus on CCG Personnel. Regarding the latter, he pointed out the average age of the CCG personnel was 50. Tia McEwan of Marine Safety gave a very detailed presentation on the mechanics of the Regulatory Process. Witnessed by those present, the Deputy Ministers of TC and DFO signed a MOU to enhance cooperation on the Safety of Fishers. Robert Allan, the well-known West Coast Naval Architect, gave an enlightening discourse on the steps necessary to ensure good stability for a new fishing vessel, culminating in the approval of the Stability Booklet. There was a presentation by an Environment Canada official on the Changes to the Format for Marine Forecasts. After closing remarks by Captain Nash, the meeting then broke up. In accordance with normal practice the rest of the week until Closing Plenary on Nov. 9, was taken up by Standing Committees and Working Groups on specialised subjects.

Brian D. Thorne, Secretary, Capital Division

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### **POET'S CORNER**

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#### **I AM A POPPY**

I blew in the wind,  
 Surrounded by death  
 And wept for the loved ones lost.  
 I saw the men fall beside me  
 Each one as brave as the last:  
 Too young to fight,  
 Too young to perish,  
 Too young to meet this end.  
 I will stay and guard the lost for ever,  
 And watch over were they fell  
 As a reminder in years to come.  
 For I am a poppy  
 By Emma Healiss, age 12.

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### **MARINE NEWS, WEATHER & SPORTS**

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#### **AT LAST, A MEMORIAL TO Mrs. MARINER**

A memorial to seafarer's wives will be funded from a prize won by Mr. Efthimios Mitropoulos, head of the IMO. The award was for environmental issues and included a cash prize from Greek sources. Half of the prize money will be used to erect the memorial in his home town of Galaxidi. Recognition of the seafarer's wife is long overdue as it is they who, before the time on time off system, had to raise the family, look after the home almost alone and suffer the deprivation and loneliness that went with the tasks.

I am sure all members will recognise the contribution the marine spouse has made while being unheralded and unsung during voyages just as stormy and long as ours.

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### SUEZ CANAL INCREASING IN SIZE

The Suez Canal is growing in both depth and width as is indicated in the following table:-

SUEZ CANAL DATA

| Date | Depth | Width |
|------|-------|-------|
| 1956 | 10m   | 60m   |
| 1967 | 11.6m | 89m   |
| 1980 | 16,2m | 175m  |
| 2001 | 18.9m | 215m  |
| 2006 | 20.2m | 225m  |
| 2010 | 21.5m | 365m  |

Tankers make up 23% of the traffic, containers 46% and bulk carriers 17%. One way convoys are still used.

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### A RANT

The reduced manning and increased work load hoisted on mariners by for paperwork imposed by authorities who only have to shuffle the papers, not operate the ship as well must be taking a toll on the mariner. Well meaning things like ISM may be the cause of accidents as it would either increase the off-watch paperwork or the not to be recommended on-watch paperwork. [ISM created jobs ashore but work on ships] The two watch system was found to be poor a hundred years ago but we have it again in the name of economic necessity. On short sea trades the master stands a 12 hour watch before being the master and responding to all the demands of 'the suits' via the wonders of modern communications. Can he get information as quickly and timely from them as they expect it from him? The more fatigued the mariner the more likely there is to be an accident. There is no slack in case of illness or injury, just suck it up and stay on watch (and flog the sleep sheet). Tight schedules and non-marine management personnel are a dangerous mix as 'the suits' do not always understand the results of weather, tide, and all those other variables, such as the added distance caused by being the 'give way vessel.'

It is reported that crewing agencies are now refusing to place senior personnel who may be as young as 40 to 45. Mariners no longer have the security of being employed by 'the Company' so have no company pension, seniority or other benefits common to those available in years gone by. Employers may wish to reduce their medical bills by refusing to employ even middle aged mariners but surely better medical screening would be more effective. Mariners these days have to take time off work as well as sponsor themselves to obtain and keep current all the training courses required for the job at sea so the employer does not have to foot the bill. Better food, accommodation, rest, more personnel onboard and less stress would reduce the medical bill considerably. These benefits would also reduce the accident prospects by providing a more rested and capable work force.

The industry is already in a poor way with regard to qualified and competent people, especially at the top levels yet here are crewing agencies cutting out the most experienced, highly qualified and possibly the most productive and competent personnel based on an

arbitrary age limit. To cut access to a resource that is in short supply in this way can only make the situation worse down the road as it will discourage persons from entering the industry.

UK's Marine Accident Investigation Branch is advocating the three watch system for watch keepers on 24 / 7 ships.

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### IT IS THE SIZE THAT MAKES THEM BIG

Now the scientists have experienced them and measured them, they are official, officially big waves that is. A wave measuring 29.1 meters (95 feet) has been recorded near the island of Rockall 150 miles west of Scotland. The wave was one of a number of nearly as large waves that pummelled the RRS *DISCOVERY*. The wave and the series of waves has put a dent in the scientific ideas that such large waves did not exist and now it has been found the rules for ship building may have to be amended as ships are not built to withstand such monsters. Another finding is that the scientific theory that such large waves were individual has also been debunked, they came in groups. Yet another thing discovered by the study is the mark one experienced mariner's eyeball estimate of swell height is accurate.

The discovery that there are waves as high as mariner's have been saying for years and the indication that the computer models do not predict such waves is cause for concern for mariners. Are the ships we sail in built to survive such waves? Will there be a limitation added to the safety certificates so ships are not allowed to sail in such conditions if they are not built to withstand them? In future will ships be required to be built to withstand such waves?

The crew of a large mobile offshore drilling unit were told about 'the hundred year storm it was built to withstand. During a three week period on the Grand banks it experienced this once a century storm not once, not twice but three times! What will happen in the next 99 years can only be imagined.

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### BALLAST WATER EXCHANGE IS IT SAFE?

The ballast water exchange requirement may be the cause the vehicle carrier *COUGER ACE* took a severe list in July while the vessel was eastbound across the Pacific Ocean. Some experts, even marine biologists are saying that ballast water exchange is both ineffective and hazardous. One of the salvors, a naval architect, died when he fell on the vessel and suffered head injuries. The vessel was righted at Dutch Harbour and returned to the owner. There were 4,813 automobiles on board and most are said to be in good condition.

Ballast water exchange of a ballasted vessel must produce unsymmetrical loading and possibly unexpected stresses to the ship's structure. The *FLARE* report indicated the vessel was unsymmetrically ballasted and this caused the massive structural failure that resulted in her loss and the loss of most of her crew.

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### OUT WITH THE OLD & IN WITH THE NEW

In about 1975 the Nova Scotia Nautical Institute purchased a twenty person open Viking lifeboat for the Marine Emergency Duties program. In October 2006 this boat was removed from it's gravity davits and trucked to the main building where it will be launched into the swimming pool by gravity davits. In the thirty one years the boat has been used for MED courses it has probably been operated by 10,000 prospective and experienced mariners. (Over 1,200 were trained in one year in the late 1970s, early 80's). A remarkable record for a plastic boat with a one lung hand cranked diesel engine. Many mariners (and members of CMMC) started their boat handling training on it and the open oar and sail boat at Pier 19 on the Halifax water front.

The refurbished enclosed lifeboat used at the now decommissioned Panook oil platform off Nova Scotia has replaced the open boat at the water front. It has joined an enclosed lifeboat that has been in service at the Nautical Institute since about 1982. [It is hard to be nostalgic when you can not remember it].

Will there be a naming ceremony where a sachet of survival craft water is poured over the bow? I nominate Emily (MacAskill) Hartley for this honour as she has looked after the mariners' educational needs at the Nova Scotia Nautical Institute for nearly 20 years.



The new boat arrives on a flat bed.  
To assist collision avoidance should the boat have arrows pointing towards the bow?

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### CAPTAIN J. SAMSON HONOURED



Preparing for (possibly) the last dip in salt water, the open boat used for over thirty years



The open boat is trucked away



The Samson family with the plaque and Captain Wagner

Captain John E. Samson was remembered at a ceremony at the Nova Scotia Nautical Institute in Port Hawkesbury when a plaque remembering his long service to marine training was unveiled. Eleven members of the Samson family attended the ceremony and afterwards enjoyed 'voyaging' in Halifax Harbour on the visual simulator. Captain Samson was principal of NSNI from its formation in 1973 at Pier 21 on the waterfront until he retired in 1985. He was, however an instructor and head of navigation training from 1959 to 1973. John was a forward thinker and also thought 'outside the box,' his plan for a four year Cadet program for the new facility ran aground on the political games of the 1980's. He was a staunch supporter of the Maritime Division and the National objectives of CMMC. He was a very good exponent of the 'one minute manager' concept, giving a quick word of encouragement or quiet suggestion on a

change of course was appropriate and letting those who wanted to take authority for a project take the project on. His one piece of advice to me when I relieved him at NSI was 'to protect yourself - protect you're minister' was well founded as the media went into a frenzy over the move to Port Hawkesbury. The ship survived and I reached retirement. So many of Captain Samson's predictions came true and some are still happening.

The inscription on the plaque reads as follows

**IN MEMORY OF E. JOHN SAMSON  
1920 - 2001**

Captain Samson left his native Newfoundland for five years in the Merchant Navy during the Second World War. He continued at sea post-war with Imperial Oil tanker fleet and obtained his Master Foreign Going Certificate in 1959. He then joined the Nova Scotia Marine Navigation School as an instructor in 1959 and later became principal. He was a key figure in the amalgamation with the Nova Scotia Marine Engineering School in 1973 and through his initiative and effort this union became the Nova Scotia Nautical Institute in 1974 where he served as principal until his retirement in 1985. Captain Samson influenced hundreds of students during his career and many mariners owe their success in large part to his guidance and encouragement. He was also a leader in developing the Marine Firefighting School., active in the public service unions, he served as Secretary of the NS and PEI Region of the Canadian Merchant Navy Veterans Association and was a member of the National Council of the Company of Master Mariners of Canada.

Presented to the NSNI by his friends.  
September 2006



Airline Captain Lloyd Samson responds on behalf of the family

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**A STORY TO TELL**

The story of the cargo vessel *AL MANARA* (St Kitts registry according to the United Arab Emirate) that drifted about the Indian Ocean, arriving in the Seychelles and being sold from under the master is even more interesting

now things are drawing to a close. The commanding officer of an Indian Naval vessel reports that the *AL MANARA* loaded charcoal in a place called Bravo in Somalia but the vessel did not leave as the owner refused to provide fuel, spares and provisions. The cargo owner provided three guards (armed gunmen) to protect his interests. The crew said the three started to act like pirates and opened fire on the crew, injuring a couple of them. Eventually forty tons of fuel was provided and the ship sailed, the captain headed towards Kenya for supplies, rather than the United Arab Emirates, the intended destination, The engine broke down a total of 26 times during the voyage, eventually giving up the ghost, and the ship drifted. Food was provided by US warships and a container ship but it is not clear if they left the ship drifting or offered a tow or other assistance. The 'guards' were disarmed by the US personnel and then locked them in a compartment on the *AL MANARA*. The ship drifted for about 25 days before it entered Seychelles waters and was towed into Port Victoria by the Seychelles Port Authority on 11<sup>th</sup> February 2006. A helicopter from the Indian Naval ship is reported to have flown over the *AL MANARA* and spotted a sign reading WE HAVE NO FOOD written on it. It is not clear if this took place before or after the meeting with the US warships or what action the Indian vessel took after seeing the sign.

A case was brought against the owner by 18 of the crew (there may have been a total of 20 in the crew) for non-payment of wages. Another case has been brought against the owner of the *AL MANARA* by the Seychelles Port Authority for towage fees, fuel, food, water and [the inevitable] administration fees. The Seychelles Court awarded the crew over \$ 100,000 US and the Port Authority \$ 180,858.92 US (they claimed 270,000 US) on 24<sup>th</sup> August 2006. The cargo owner has obtained the release of their cargo which was still on the ship. The cargo owner has expressed an interest in purchasing the vessel when it is auctioned off. The vessel is expected to fetch about \$ 400,000 US. The Court must decide the priority of the claims and the proceeds of the sale are to be deposited with the court.

The crew were India, Iraqi, Ukrainian, Ethiopian, Sudanese and Burmese. The ship's normal trade was between Somalia and the EUA.

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**BOXES MOVES**

Some container statistics of interest:-  
TEU movements

| Year            | 2002      | 2005      |
|-----------------|-----------|-----------|
| China to US     | 4,117,000 | 7,761,000 |
| US to China     | 891,000   | 1,668,000 |
| China to Europe | 1,418,000 | 3,194,000 |
| Europe to China | 466,000   | 916,000   |

The Chinese port of Shanghai moved 17,911,000 TEU in 2005, add the next five best ports in China and the total movements goes up to 54,702,000 TEU in 2005. Montreal moved 1,246,000 TEU while the 6<sup>th</sup> busiest port in China, Guangzhou, moved 4,603,000.

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**EMMA MAERSK ROUND VOYAGE**

The *EMMA MAERSK*'s sister has also run into some pre-

delivery problems. The *ESTELLE MAERSK* has shaft problems which will delay her entry into the string of vessels going from Europe to China. *EMMA MAERSK* is back from her maiden voyage to China. These ships have a crew of thirteen, yes thirteen (13) people so there would not be much chance of handling any emergency that occurs onboard. The psychological effects of being so isolated from humanity for two months round voyage on such a large vessel must be something worthy of study. The port rotation is listed as Felixstow, Rotterdam, Gothenburg, Aurhas, Algeciras, Singapore, Japan and Yanntian, China's fourth largest container port.

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### SUCKED SHUT

What an epitaph; crew abandoned ship successfully but perished when lifeboat doors could not be opened.

A ship launched its totally enclosed fire protected freefall lifeboat by lowering it into the water. The doors were closed and the engine was run at full speed and the deluge system tested. On completion of the test the lifeboat crew could not open the doors because there appeared to be a vacuum inside the boat. The crew opened the lifeboat's compressed air system but this action produced a thick mist that reduced visibility inside the boat and out the minute wind shield to dangerous levels so the air was turned off. The crew then dismantled the bilge pumping system so the outlet above the water level let air into the boat thereby freeing the doors.

There are two pressure relief valves fitted into the canopy of an enclosed lifeboat, one lets out an over pressure inside the boat while the other lets air in if the interior is at a pressure lower than the outside pressured. The inlet valve on this was found to be seized so the engine sucked the air out of the boat, causing the partial vacuum. Mariners with enclosed lifeboats are advised to check the pressure relief valve, most are a spring loaded disc which you can push in by hand that snap back when you stop pushing on them. If a death had occurred there would undoubtedly be a requirement for rupture disks to be fitted to compensate for a valve failure. "It can not be allowed to happen - AGAIN," as the political people keep telling us.

Lifeboats on tankers have air and deluge systems. The air system is provided to supply air to the occupants and the engine for at least ten minutes. This provides a slight overpressure in the boat to keep hostile gas and or fire gases from entering the boat. The cylinder pressure can be as high as 4,500 PSI but there is a reduction valve to bring this down to about 150 PSI at the air outlet. There IS a loud hiss when this system is on. The deluge system releases water over the outside of the boat to protect it from the heat of a surface fire on the water. The hull valve is NOT opened until the boat is on the water so oil is not sucked up and blown over the canopy as the keel passes through the oil layer. Things like the recovery strops left on a freefall lifeboat will obstruct the flow of water over the hull so should not be secured to the boat unless actually hoisting the boat. There is no windshield wiper on the lifeboat so pouring water over the windshield when it is not necessary makes it difficult for the coxswain to see where s/he is going, another reason

not to leave the suction valve open.

I am not sure of the atmospheric conditions inside or outside the boat to cause the mist described by the crew trapped in the boat. If anyone has any ideas please let me know and I will pass them on.

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### END OF NORWAY / FRANCE

The *BLUE LADY*, ex *NORWAY*, ex *FRANCE* was beached at Alang on 15<sup>th</sup> August 2006. No word on the pollutants that were of concern to many organizations when she was towed east a year or two ago. The environmentalists predicted that the story the ship was to be used as an hotel were just fabrications to cover her move east before quietly and quickly slipping her up the beach before action could be taken to protect workers and the environment. How right they were.

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### BLOWN UP & BLOWN AWAY



On 30 July the Yarmouth, UK, Coastguard handled over twenty incidents involving inflatable toys, fortunately brightly coloured, such as balls, pillows, 'boats,' rings and mattresses. The wind was offshore at 20 to 30 knots, quickly pulling people as much as a half mile from shore before rescue. Visibility was fortunately good so they were easily spotted. The Royal National Lifeboat Institution had a busy day reuniting parent / child / brother / sister / friends etc. The more idiot proof things are made, the better the idiots being born.

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### SHOULD QQ BE FLOWN?

At least two hundred passengers and crew on the cruise ship *VAN GOGH* have had bouts of norovirus on two cruises in June 2006. The ship was disinfected in early May 2006 and it was impounded in late May for four days when it was found the master intended to depart on a cruise despite the virus still being on board. The ship was sanitized and allowed to continue its schedule. A retired couple joined the ship in the UK for the next voyage, a six day trip to Norway. On the fourth day the 78 year old woman became ill with vomiting and diarrhoea. The Ukrainian doctor, who was said to have little or no bedside manner and spoke little English, said he was not informed of the lady having any of the symptoms common to the virus. The doctor also failed to inform the authorities that there had been a death onboard. The woman became ill and the doctor was called to her cabin and administered pain killers and then a drip. He visited the woman up to eight times in the next

few hours but her condition continued to deteriorate. The woman later died. She died of a ruptured oesophagus, a rare side effect of the virus. A senior official with the operating company told the inquest that such outbreaks were a part of operating cruises. A verdict of death by natural causes was reached.

The 15,420 grt *VAN GOGH* was built in 1975 and has 250 cabins . It is operated by the British firm Travelscope.

The residences at Mount Allison University in New Brunswick have had an incident of this type of virus on and about the 13 (Friday) October so it does impact shore establishments, not just cruise liners. St Francis Exavier University in Nova Scotia had a bout of it the next week.

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### SHORT SNAPPERS

- + Aircraft note: When one engine fails you still have enough power left to get you to the scene of the crash.
  - + The Oxford English Dictionary originally defined 'terrorism' as 'government by intimidation.'
  - + The Southampton city council (England) has banned the taking of photographs of children, including your own children and or grandchildren at the City's pool. This is to prevent pedophiles from obtaining photographs of children. Groups such as the Brownies can make an application for an exemption, however, but permission is not automatic and takes time.
  - + The Sands Lightship that marked the south end of the Goodwin Sands has been replaced by a light buoy. There has been a lightship on this station since 1832, although the ship has been unmanned since 1985.
  - + Canada and Norway are financing the transportation of three derelict Russian nuclear submarines from their base in the Arctic to a scrap yard in Russia.
  - + The Merchant Navy Memorial at Tower Hill contains 35,810 names of those who have no known grave but the sea. During WWI 3,305 ship were lost with about 17,000 MN personnel of which about 12,000 names are shown on the memorial. During WW II 4,786 ships were lost with about 32,000 MN personnel of which about 24,000 names are shown on the memorial.
  - + Canadian government scientists are working on dehydrating water to reduce the logistical problem to sustain our troops in Afghan desert areas. It just needs re-hydration in the field.
- If you come across an 1,811-dwt chemical tanker filled with gas oil somewhere in the Middle east to South Korea area, the owner is looking for it. The 1980 built *SNOW WHITE* has been taken over by her master and crew who have contacted the owner regarding a price for the return of the vessel. Barratry is alive and well, to go along with piracy, no wonder the owners are crying poor. I have been unable to find out if there is a compliment of seven on board or if they are vertically challenged. [Snow White and the seven ... forget it]
- + The Frontline shipping company took delivery of the 299,000-dwt tanker *FRONT BEIJING* and sold it two months later to Taiwan Maritime Transport for a profit of \$50 million US. Not bad, a profit of about \$ 40,277 per hour!
  - + A poster regarding bulk carrier safety can be

downloaded from [www.nautinst.org/bulk](http://www.nautinst.org/bulk). The poster is advice to masters of bulk carriers loaded with high-density cargo. If there is water ingress into the cargo spaces the IMO advice is to prepare the survival craft

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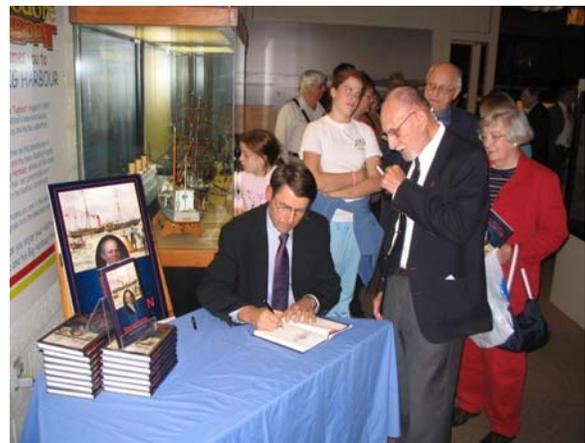
### REMEMBERING SAMUEL CUNARD

Members of the Maritimes Division were among many Nova Scotian's who remembered Samuel Cunard, one of its favourite sons, in Halifax in October. Cunard was born in Halifax in 1787 and it was here that his merchant and shipping business was started



The family and Commodore Warwick stand beside the statue.

On Friday, October 6th, a book entitled *Steam Lion* (ISBN 1-55109-584-X) was launched at the Maritime Museum of the Atlantic. The book by Haligonian John Langley tells the story of how Cunard forged his merchant empire from Nova Scotia in the early part of the nineteenth century. Published by Nimbus Publishing Ltd, this 170-page biography is an excellent read for those wishing to know more about a man who made a huge contribution to international trade on land and sea.



Member Peter Hutchins' book, *Steam Lion* is signed by author J. Langley at the Maritime Museum of the

Atlantic. That is not a cigarette in Peters left fingers.

The following day, a bronze statue of Samuel Cunard was unveiled at Pier 20 on the Halifax water front. The Queen Mary 2, which had come alongside that day, provided a fitting backdrop and sounded her whistle as two of Samuel's great-great-great- grand children assisted in the ceremony. Other dignitaries on hand to witness the event included ex-Cunard Commodore R.W.Warwick, the Master and Officers of the Queen Mary 2 and the Lieutenant Governor of Nova Scotia.

Submitted by Peter Dunford

See

<http://www.mastermariners.ca/Maritimes/MPages/Events.htm> or <http://www.mastermariners.ca> and then look under "What's New"



The statue is unveiled by Samuel's great-great-great-grand children

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### **BOOK REVIEWS**

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#### **A SUBMARINE TRILOGY**

*The SUBMARINE, A History* by Thomas Parrish, published by Penguin, ISBN 0-670-03313-8.

*SINK ALL THE SHIPS THERE* by Fraser M. McKee; Vanwell Publishing Ltd. ISBN 1-55125-055-1

*THE BATTLE OF THE ST. LAWRENCE* by Nathan M. Greenfield; published by Harper, ISBN 0-00-639450-7

The first book traces the development of the submarine from trials with steam engines for power to the nuclear submarine. The second is a history of Canadian vessels sunk by U-boat during the second world war. The third book covers the ships lost and the actions taken to drive the U boats from the area of the Gulf St. Lawrence. Some notes from the books are worth recording for members.

In the First World War U boats sank 5,708 merchant ships of 11 million GRT, this is a quarter of the world's shipping at the start of the war. Half the losses were British. 373 U-boats went to sea of which 178 were lost

with 5,000 officers and crew. The loss of commercial vessels nearly cost us that war.

In WWII of 377 HX (fast?) convoys from Halifax sailing eastward across the Atlantic, 322 crossed without loss or damage to merchant ships. The 55 convoys that suffered damage lost 110 ships with another 96 lost as stragglers or after the convoy dispersed. Of the 177 eastbound SC (slow) convoys from Sydney there were 29 that suffered losses of 145 ships with 66 stragglers and ships lost after the convoy dispersed. From a total of 2,200 Atlantic convoys U-boats sank 2,779 merchant ships for 14,119,413 GRT and an additional 148 warships. Of the 39,000 men in 1,100 U-boats 28,000 died at sea. *May they all, friend and foe alike, rest in eternal peace.*

An interesting point is made that a single ship can be seen from, say ten miles, while a convoy of 20 ships would increase the detection range for the group to about 11 miles from the central column, making 20 vessels only a little bit easier to find than one vessel. U boats found the easiest targets to attack to be the leading corners and the vessels forming the side columns of the convoy. Therefore, a broad front but short length convoy presented the smallest opportunity for the U-boat to attack. This formation also got the convoy past a location in as short a time as possible. The space between rows was initially two (2) cables but as the experience level of officers diminished as the war progressed this was later increased to three (3) cables. The space between columns was three cables by day but this was increased to five (5) by night. Later, as proficient helmsman became fewer this was left at five (5) by day or night. This wider spacing also diminished the U-boat's aim at overlapping columns. Therefore a 20 to 60 ship convoy would sail with up to ten columns and up to six rows deep presenting a block of ships measuring 4.25 X 2.25 miles on the vast ocean. [Considering the difficulty of locating a distress before GPS and EPIRBS it is a wonder the U-boats found anything]. May we never have to re-learn these technical details.

In the Pacific the US submarines sank 4,000 Japanese commercial ships of about 10 million tons. Towards the end of the war a US Submarine was forced to surface after being depth-charged only to find the destroyer drifting helplessly after running out of fuel! Commerce raiding worked, fortunately ours was better than theirs, and we survived theirs.

The second book lists all the Canadian flag vessels lost by enemy action during the Second World War. It is divided into a company by company, ship by ship story so you can jump about the book as you wish. There are details on the vessel, the names of those mariners lost and an account of the action leading to the loss. There are also details on the submarine involved.

The third book listed deals with the forays of U-boats into the Gulf St. Lawrence and their impact on coastal shipping and the disposition of Canadian resources. The book points out that in 1939 the RCN consisted of 129 officers and 1,456 men with 66 officers and 196 men of the RCNR and 115 officers and 1,435 men of the RCNVR to man 13 ships. How unprepared we were. Donitz said "Give me three hundred submarines and I'll win the war for you." Fortunately German resources were not put into

U boat construction and he never had his three hundred submarines to work with at any one time. Even so it was a near run thing. The book covers the ships sunk in the Gulf, the various forms of protection provided and the political activities involved.

All three are interesting, informative and are very good read. Drop hints for Christmas.



The *QUEEN MARY 2* passes Maugers Beach and the anchor from the aircraft carrier HMCS *BONAVENTURE* at Point Pleasant Park, Halifax  
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### GUIDE TO CONTAINER SECURING

A new publication entitled *Master's Guide to Container Securing* is available from the Standard Club. P&I clubs have an interest in reducing the number of containers lost overboard as a ship owner has recently paid \$3.25 million US for the loss of containers off California which may have an environmental impact on the Monterey Bay Marine Sanctuary. The book covers the subject from the novice to the experienced ship master's needs. At 35 pages it is not a text book on the subject but a guide to be used as and when needed. It is reported to be 'splash proof' so could be taken on deck if needed. Bullets are used for quick reference on the do's and don'ts' on the subject. The title may be misleading as the publication is intended for more than just the master. Note: I have not read this book, just noting it as something of interest to members on container ships.  
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### LETTER TO THE EDITOR

Dear Mr. Kearsley,

I am writing in response to a piece in the August issue of *The Bridge* in which my article in *The Globe & Mail* about modern-day piracy was mentioned, and the letter to the editor from Capt. Knight was printed. My thanks to you for printing both.

However, the afterthought in the newsletter wondered if my article was somehow cynically tied to the release of my book "Ocean Titans", as though the article was a form of promotion.

For the record, I wish to state that I began work on a feature article on piracy after completing my book. Indeed, it was from professional mariners with whom I

spoke while working on the book that I realized the very real danger that maritime piracy poses today, and the need to show the public how nefarious the situation is.

I am intimately aware of how overlooked the world of professional mariners is to the general public – that was one of the reason I wrote my book. Sadly, it has not received much publicity in Canada, but my goal was never to sell books; it was always to chronicle the lives of those involved with commercial shipping (from shipwright to seafarer to shipbreaker).

If it seems trite that my *Globe* article used the experiences of vacationers to tweak the interest of readers, I hope the members of *The Company* can forgive me. Anything that can gain the attention to reveal the plight facing mariners seems necessary in today's world.

I have nothing but the utmost respect for the profession of seafaring. As anyone who has read my book would see, I know well the privations, dangers and camaraderie that come from going down to the sea in ships. I only wish to open your world to those who cannot fathom its depths.

And, to that end, I am about to begin work on a new book that looks at modern-day piracy. This is something about which the general public knows little – but should.

Whilst I may be an interloper into your world to some, it is only because seafaring is among the most fascinating of endeavours imaginable.

Sincerely,  
Daniel Sekulich

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### THE LEGAL LOCKER

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### TOWARD RATIONAL BEHAVIOUR

Bill C-15: An Act to amend *The Migratory Birds Convention Act* and *The Canadian Environmental Protection Act* (CEPA) was proclaimed 19 May 2005. We must thank Captain Ian Marr for the well-written critique of this Bill in his letter to the Minister of the Environment. We are comforted that Mr. Paul Fitzgerald, a Senior Policy Advisor, in his reply for the Minister, gave assurances that enforcement would be in conformity with the *Canadian Charter of Rights and Freedoms*.

We did not find in the reply, or the amendment, evidence that there were consultations with any organization that could have presented the viewpoint of a main target: the master. It is worth noting from the published official rationale of the Act that "It will not always be appropriate to require every director and officer of every corporation that has an ownership link to a ship to meet the 'all reasonable care' standard and to hold them accountable." Indicating perhaps that industry was consulted.

The Minister had to be seen to be doing something in

response to the public demand for action to stop ship source oil pollution killing migratory birds. However, the focus of this "seen to be doing something" amendment, intended or not, appears to be to administer a public palliative. This will be worse than ineffective because it will delay a cure.

As our Merchant Navy veterans found when seeking recognition: negative perceptions of the mariner are historical and hard to overcome. An identifiable subgroup, with a limited constituency, can become a ready source of scapegoats, a persistent theme in our tribal culture. Yet dragging the master of the *Prestige* away in handcuffs did not save the Governor of Galicia. There is scant shelter to be had in the lee of the disposable mariner.

Masters of ships work in two hostile environments: one natural and the other regulatory. Even before C-15 they were fatalistically aware of existing in a condition of permanent guilt. They do the best they can to follow the multitudes of mandated procedures. More coercion is redundant.

The causes are several, deeply embedded in the complex structure of the whole marine world. Our blame culture requires particular villains but there are none. Mariners are no less rational than their contemporaries ashore - except in the respect that they continue to work in this increasingly unrewarding environment. If asked, they could identify some real causes and offer rational remedies to the benefit of all. What is irrational is to repeatedly prescribe the same remedy for more than fifty years and expect different results.

Alan Stockdale

**BILL-C15  
EXTRACTS: LIBRARY OF PARLIAMENT  
BACKGROUND AND ANALYSIS**

New section 13(1) makes it an offence to contravene the Act, regulations under the Act, or an obligation, prohibition or order made under the Act. An offence can be committed by either a person or a vessel.

The offence is a hybrid offence, (section 13) with a fine of up to \$1,000,000 or up to three years' imprisonment, or both, if prosecuted as an indictable offence; and a fine of up to \$300,000 or up to six months' imprisonment, or both, if prosecuted on summary conviction. Fines may be doubled in cases of second or subsequent convictions (section 13(2) of the Act). The bill removes the current distinction between corporations and individuals, consistent with the approach taken in CEPA. The proposed maximum fines are in keeping with fines in other federal environmental legislation, including the *Species at Risk Act* (section 97) and CEPA (section 272(2)).

Clause 33 creates a new power under section 222.1 to arrest without warrant any person or ship that the enforcement officer reasonably believes has committed, is committing or is about to commit an offence under CEPA.

Clause 41 adds a new subsection to section 280, which deals with offences committed by corporations. New section 280(2) provides that if a ship commits an offence under the Act or its regulations, and a master or chief engineer directed, authorized, or was party to the commission of the offence, that person may be held liable whether or not the ship has been prosecuted or convicted. This provision holds the two key people in charge of a ship to the same standard applied to directors and officers of a corporation. The defence of due diligence applies to section 280.1, 280.2 and 280.3 offences

The authority to search without a warrant set out in section 220(3) of CEPA also applies to foreign ships if the Attorney General of Canada has consented to the exercise of those powers without a warrant (new section 220(5.1)).

The liability provisions differ in their application to directors and officers, as opposed to masters and chief engineers. Only directors and officers are in a position to direct or influence the corporation's policies or activities" regarding its obligations under the Act will be held liable under section 280.1. This reflects the nature of corporate structures in the shipping industry. It will not always be appropriate to require every director and officer of every corporation that has an ownership link to a ship to meet the "all reasonable care" standard and to hold them accountable.

As amended by the House of Commons Standing Committee on Environment and Sustainable Development, clause 9 adds a new section 13(1.11), providing for a minimum fine for offences under section 5.1 (the prohibition against deposits harmful to migratory birds) committed by vessels of at least 5,000 tonnes deadweight: the minimum is \$500,000 in cases of indictable offences, and \$100,000 for summary conviction offences.

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**PIRATES CONVICTED**

In January 2006 the Indian dhow *SAFINA AL BISAARAT* with 16 crew onboard was boarded by 10 Somali pirates from two speedboats. The pirates beat some of the crew and demanded money and \$ 50,000 US ransom. A US warship released the dhow to its crew 40 miles off the Somali coast six days after the pirates boarded it. The pirates were landed in Kenya where a trial has been held and all of those charged were found guilty. The pirates said they were stranded fishermen while their defence stated the Kenyan courts had no jurisdiction in the matter. The Kenyan court sentenced each of the ten to seven years in jail. The sentence will be appealed, according to their lawyer.

It is to be hoped a few more cases will bring retribution on the pirates and those who support and protect them.

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**PUFFING, POTTY &  
PETROLEUM PROBLEMS**

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## BLOWING YOUR OWN WHISTLE

If you are a chief engineer with the ship owner / operating company Overseas Shipholding Group (OSG) it would be advisable NOT to by-pass the overboard oil monitoring systems. The chief engineers on the *CABO HELLAS* and the *PACIFIC RUBY* have been indicted for flogging the oil record books, discharging pollutants and messing with the oily water discharge system. The monitoring system on the *PACIFIC RUBY* had fresh water injected into it to fool the system into thinking the oil discharged was within legal limits. The *RUBY* is an Aframax tanker built in 1994 with a deadweight of 96,258 tons. The *HELLAS* is a Panamax tanker of 69,636 tons deadweight built in 2003. OSG has about 91 ships they own or charter with another 30 on order. Most of their fleet was built after 1995.

The reason the chief engineers should keep their noses discharge clean is the fact it was the ship owner / operator who turned them in to the United States Coast Guard for their offences. The cases occurred in 2004 to 2005 but the charges have only recently been laid. It will be interesting to see if OSG is fined for these incidents and if they get their money back under the whistle blower program.

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## IT WILL NOX YOURE SOX OFF

MARPOL Annex VI calls for a reduction on Nox and Sox from ship's exhausts. Intertanko, the tanker owner's association, is looking at using marine diesel fuel in place of residual fuel, although this move will add an estimated \$50 billion US a year to the fuel bill. Intercargo, the bulk carrier owner's association has follow suit. The International Chamber of Shipping and Bimco are not as likely to follow suit. As shipping consumes some 200 million tons of residual fuels a year the refinery capacity to produce this much marine diesel would be stretched. Bunker costs are on a steady climb so this is most likely to add to the spiral. Fresher air obviously comes at a price.

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## A ROAD LESS TRAVELED

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### PRENTICE LAD

#### *My Apprenticeship. 1940 - 1944*

By Captain Alan Shard

Part 6

We sailed on November 8th. 1942 and when secret orders were opened we found ourselves bound for Algiers, North Africa where 'Operation Torch' landings were taking place that very day. The journey down to Gibraltar was uneventful, but after getting through the Straits it became interesting. My Action Station was in the 20mm Oerlikan gun-tub on the starboard bridge wing. Italian torpedo planes made best efforts flying low between the line of ships, but were unsuccessful and we got alongside in Algiers on November 21st. Curfew was at 1800 so we did not get ashore for more than an hour which precluded any ideas about the 'Black Cat' cafe (and dive). I did however taste the flavour of Muscatel.

After discharge by British soldiers we loaded some captured equipment including a self propelled 88mm, the

most feared gun in the German armoury. It could be used both as an anti-tank and anti-aircraft gun. Enroute North we had to contend with Focke-Wulf Condors abreast of Biscay. I had made a deal for a German helmet, a French sailor's hat with red pompom and a Spandau machine gun which I hid in the attic of my home. (Just after the war I was very upset to learn that my parents had turned the gun in when they saw an announcement in the local cinema for requirement to turn in any weapon souvenirs to the Chief Constable within 30 days).

In Liverpool for Christmas for more military cargoes for Bone, Algeria, where we arrived on February 18th 1943.

The front line was reportedly only 30 miles to the East and our Churchill tanks were desperately needed. Bizerte a 100 miles East in Tunisia was occupied by the Afrika Corp.

Once again curfew was 1800 in Bone. However this time we got a weekend in port and Apprentice Lambros and I took a stroll ashore, but not before stuffing our haversacks with Ardath cigarettes which fell out on deck as broken cases were being discharged. We had only gone about 200 yards beyond the dock gates when we were accosted by a French civilian asking if we had any cigarettes to sell. We thought our ship had come in until he tried to bargain us down to an unprofitable amount. We told him where to go and he suddenly produced identity that he was plain clothes Surete' and bid us to accompany him to the police station. We thought it was a great joke and casually followed him figuring he was a crook who was trying to be funny. We entered a corner building and with a big shock we heard the steel barred door clang behind us. We were in the British Army Military Police HQ. Consternation reigned how we were to account for this little escapade. After two hours the Sergeant MP told us we were being taken back to the ship and I am thrilled at my first ride in an army jeep in wartime, which was almost worth the price of admission. We were taken directly up to the Master's cabin and arraigned before him. The MP's were dismissed and Capt. Roberts a kindly old Welshman floored us by asking if we had been dropping our 'hook in muddy waters'. I leave the reader to figure that one out as it took us innocents some time to twig. We protested and confessed to having collected the packages of cigarettes as they spilled out from the cargo sling as it was going over the side. It was no excuse really as the cargo still belonged to the Army. We were let off with a mild rebuke with no reference to our indentures being endangered.

Practically every evening in Bone we were subjected to air raids by Stuka 87DB's dive bombers which inflicted a lot of damage in the harbour which was defended by the anti-aircraft ship HMS Aurora. They came screaming over the hill overlooking the harbour just as the sun was setting and therefore on top of us before we realised it and away just as quick. One afternoon they came earlier than usual and we were caught ashore unable to get back. The Army directed us to an old match factory and whilst there the curfew started and we had to remain there all night. The Tommies gave us tea and blankets and we slept on the concrete floor. When daylight came we hotfooted back to the ship before the Bosun found out we were missing.

Next we head for Gibraltar March 3rd. 1943 enroute to Cardiff. A trip to Saint John NB May 1st. 1943 for grain was a nice change.

The stevedores paid the Apprentices to trim the cargo. Only old shellbacks will remember the limber boards over the bilges that had to be burlapped prior to loading to try and keep the grain from seeping through. They never worked 100% and 'bilge diving' was a given for all Apprentices. And what a stinking job it was after discharging, digging out the wet mouldy grain.

A quick trip from Hull June 20th. to New York July 8th. was uneventful and off to Alexandria this time through the Med., arriving August 8th. 1943.

It was in Alexandria that I almost met my Waterloo. A young Egyptian tally clerk befriended me one day whilst I was watching Hold No.4 for pilfering by longshoremen. He invited me next day for a visit to his seafront bungalow about a mile from the ship. We arrived about 1400 and he offered me a whisky and I got a little apprehensive being a non-drinker of hard liquor at the time and especially when the only furniture was a mattress on the floor!!! but I wasn't prepared for what happened next. He went into the other room and I tossed my whisky into a potted palm (ala Secret Service style) and he returned showing full frontal. I freaked out for a split second, but immediately recovered as I put Plan B in operation. I preferred my empty glass and asked for a refill. As soon as he went into the kitchen I was out of the front door like greased lightning and did not stop running until I was halfway back to the ship and I observed he was not following me. I was sweating like a pig whether from the heat or a fate worse than death. Needless to say the tally clerk never showed up for work for the rest of our stay.

Haifa, Palestine Sep.22nd. 1943 to load military equipment and troops for Italy. British 8th Army, 5th Indian Division, Ghurkas, Sikhs amongst others. What a picnic on deck where they slept and cooked. Some didn't eat pig, some didn't cut their hair and others faced East several times a day. The ship sailed for an unknown destination in Italy as it depended on how far the Allies had advanced. Meanwhile we drop the anchor in Augusta Sicily before berthing in Taranto on 10th October 1943. The convoy is attacked by Italian naval units and a bizarre situation developed. The very next voyage again from Haifa, but this time to Bari, Italy we are escorted by the same Italian naval units, as they had surrendered.

We arrive 10 days after the 'Disaster at Bari' (Dec 3rd) where 17 ships were sunk and hundreds of civilians and troops died from mustard gas released from the cargo of the American Liberty Ship "John Harvey". (Kept secret for 30 years in the Public Records Office). (Separate article).

In between I spend my 21st birthday in Alexandria and quaffed so many beers I never recalled how I got back to the ship at anchor, waking up sat on the 'throne' at 0230. That was the first and last time that I was ever in that shape and luckily I was amongst shipmates.

Pretty exciting times. The ship got back to England in April 1944 and because it was close enough to 4 years since I signed my Indentures I was discharged in order to go to Liverpool Tech for 2nd Mates Certificate which I was fortunate to pass first time around. On June 6th."D"

Day Invasion arrived and we were all put on 24 hours Standby for command of a landing craft.

Having got my foot on the first rung of the ladder I decided not to quit the sea when the war ended. My fiancée apparently thought differently and I cannot blame her, so I was given the old heave-ho, but I asked for and got my ring back.

That was it for my Apprenticeship and I sailed for Halifax NS to join the Canadian Manning Pool onboard r.m.s 'Aquitania' in August 1944 meeting up with Gerald Morgan from the days at Liverpool Tech and who I still see to this day. Joined the s.s. "Prince Albert Park" in Saint John NB as 2nd Mate. I was 21 years old.

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### ***“CALL THE MATE!***



Canadian Navy personnel during assignment to the Army in Afghanistan.

At least the vehicle costs less than a tank  
Send the industrial strength  
45 gallon drum of sun block

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### ***DECK LOG***

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Family and professional commitments have taken a lot of my time the last month, resulting in a later than expected publication of From The Bridge. I wish all readers a merry Christmas and a prosperous new year.

Tom Kearsey