



# **The Deck Log**

**Newsletter of the Master Mariners of  
Canada (MMC)**

**NL Division**

**July – September 2020**

**Wednesday July 1, 2020**



Today in Newfoundland and Labrador we mark **Memorial Day** (in the morning). This is the 104th Anniversary of the most significant losses in NL's history. We will never forget Beaumont Hamel and the Battle of the Somme.

This is **Canada Day** and we are celebrating the 153rd Birthday while NL is marking the 71th year as a partner with the Canadian Federation.

**Due to COVID-19 this year there are no gatherings. Everything is done virtually.**



This picture taken in 2019 at the War Memorial

For the first time since the War Memorial was built, there was no service at the War Memorial this year.



This picture taken at 2019 service at the War Memorial



OTTAWA – Canada Day on Parliament Hill in Ottawa on Wednesday, July 1, 2020.

Tony Caldwell / Postmedia



## Wednesday July 8, 2020

The Master Mariners of Canada divisions from Victoria, BC to St. John's, NL were invited to attend a Zoom meeting of the Maritimes Division. It started at 7 pm Halifax time. This was a speaker night and the guest speaker was Ms Louella Sequeira, a member of Vancouver division.

Capt. Marshall Dunbar, Divisional Master of the Maritimes division was in the Chair. Capt. Dunbar requested Capt. Jack Gallagher to introduce the speaker.



Ms Louella Sequeira

Ms Sequeira gave a very clear picture of how she got started and how she ended up where she is now and she has 35 + years of experience. She is a private consultant and have a done a huge variety of tech related work for a large number of organizations. Some of the work she did (all technology related) include 12 years with BC Rail,

Global Container Terminal (all technology related) and Asia Pacific Gateway.

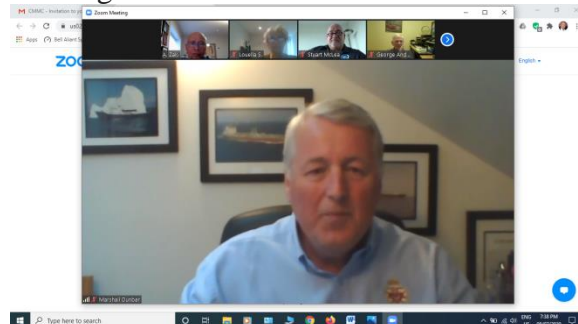
Ms Sequeira's topic of the evening was **"Smart Journey from Data to Knowledge"**.

I have taken the liberty to include the following comment from Capt. Jim Calvesbert, AFNI:

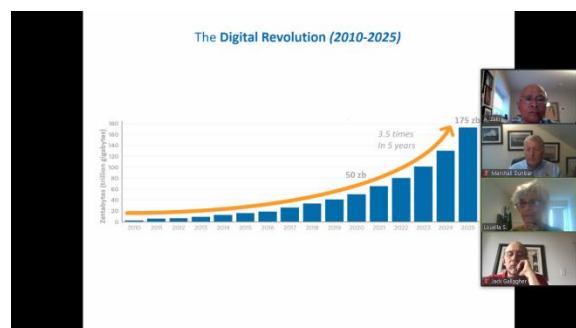
*Last night's presentation "The SMART Journey from Data to Knowledge" by Louella Sequeira would seem to have a practical application in addressing the Auditor General's report of supply chain management in DND. NOT "Getting the right information to the right people at the right time" seems to be one of the primary problems to be addressed by DND in responding to the AG.*

[https://www.oag-bvg.gc.ca/internet/English/mr\\_20200708\\_e\\_43596.html](https://www.oag-bvg.gc.ca/internet/English/mr_20200708_e_43596.html)

Seventeen (17) people attended the meeting. Here are some screen shots from the meeting:



Capt. Marshall Dunbar





## March – April 2020

### Rig Transport

#### The drilling rig Ocean Onyx

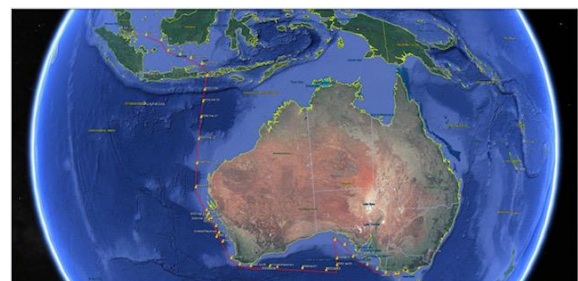
(Contributed by) Captain Richard (Dick) Spellacy

The attached photos depict the load out of a drilling rig call the **Ocean Onyx** aboard the heavy lift vessel **Blue Marlin** for transport from **Singapore to Melbourne** via the Great Australian Bight. The operation commenced on the 10<sup>th</sup> March of 2020 and was completed on April 20. The move took an extra twelve days due to weather conditions crossing the Bight.

The first photos show the steps involved in loading the rig in Singapore, preceding these steps of course was the cribbing layout on the deck of the heavy lift vessel which took three days.

My function was as the owners' representative / tow master and to liaise with the vessel master on a continual basis. The rig overhung the vessel by as much as 15m or more in places and this severely restricted our routing as we had to avoid, wherever possible, dipping the rig into the seas when rolling. Should that happen, the action produce buoyancy on the rig relative to the depth of immersion which in turn lightens the loading on the cribbing which is already being impacted by the seas coming on board and risks putting sufficient loading on the cribbing to start eroding that cribbing.

During the trip, avoiding seas that would produce such a roll added considerable time to the voyage.



Tow Route

## July 2020

The COVID 19 have created tremendous amount of problems for everyone and businesses.

The City of St. John's NL came up with a great idea and has implemented that. It is called Pedestrian Mall. Part of Water Street was blocked off for all motorised vehicles and only pedestrians use this length of Water Street. This has made a lot of people happy.

These three pictures by Eric Way:

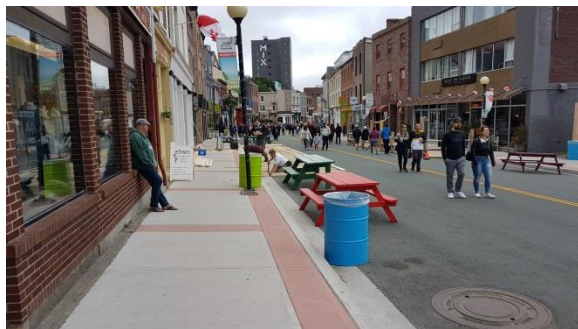


The Pedestrian Mall on Water Street in St. John's is shown on Wednesday, July 8, 2020. A section of the historical downtown street is now closed to vehicular traffic from noon to 10 pm daily until September 2020. The Pedestrian Mall was approved to allow Water Street venues to expand into the street and provide social distancing. THE CANADIAN PRESS/Paul Daly

## July 25, 2020

Bulk Carrier goes aground in Mauritius.

*Wakashio* ran aground on a [coral reef](#) on 25 July, but did not immediately begin leaking oil.<sup>[7]</sup> Oil began to leak from the ship on 6 August,<sup>[7]</sup> by which time Mauritius authorities were trying to control the spill and minimize its effects, isolating environmentally sensitive areas of the coast, while waiting for help from foreign countries to pump out an estimated 3,890 tons of oil remaining on board.



It appears that public at large and the businesses are extremely happy about this.





*The 58-year-old captain of the vessel could face negligence charges after it emerged the crew were celebrating a crewmember's birthday and had headed nearer towards the Mauritius coastline to get a [wi-fi](#) signal just prior to the vessel's grounding. The revelations come from investigators who have interviewed the crew of the ship. [\[14\]](#) The island's environment minister Kavy Ramano, together with the fisheries minister, told the press that it was the first time that the country faced a catastrophe of this magnitude, and that they were insufficiently equipped to handle the problem.*

## Wednesday August 12, 2020

MMC Maritimes Division held a speaker night. Other divisions were invited to attend this Zoom meeting. The speaker was Doctor John Ross of PRAXES Medical Group. The PRAXES emergency specialists work 24/7. There are 4 doctors on call every day.

The meeting started at 7 pm ADT. Captain Marshall Dunbar was in the chair. There were 14 attendees at this meeting.

Dr. John Ross spoke about COVID 19 in the marine industry. He spoke about various aspects of this coronavirus. He spoke about the various safety precautions and how important it is to keep safe distance and also wear the face mask. He showed the correct way to put the face mask.

Here is an item captures from internet:

*“The coronavirus outbreak has thrown the maritime industry into turmoil, with no vaccine or treatment available for the time*

*being, and testing not yet universally available. It's fair to say that yachting has some unique challenges with COVID-19 on the scene.*

*We asked some specialist maritime medical experts how captains can mitigate the risks of cruising with owners or chartering with guests. Specifically, what steps can captains take to minimise the health risk to crew in the day-to-day operation of their yacht?*

**Dr. John Ross** is an emergency physician at the Halifax Infirmary, Nova Scotia, Canada, and serves as medical director of **Praxes Medical Group**, a private sector telemedicine provider to remote sites around the world, and as provincial advisor on emergency care to the Deputy Minister of Health. He is a Fellow of the Royal College of Physicians of Canada (FRCPC) in emergency medicine and is a professor of emergency medicine at Dalhousie University, with a focus on acute airway management. He also works as a trauma team leader, teaching rural trauma team development courses throughout the Maritimes.”

Here are some pictures from the Zoom meeting:



Dr. John Ross



The meeting was a very interesting meeting.

## August 13, 2020

Another vessel goes aground.



*Investigators from the Filipino Coast Guard, after an initial investigation, said, "According to Captain Nguyen Hoai, skipper of MV Globe 6, their Officer on Watch (OOW) fell asleep when the maritime incident happened."*

## September 2, 2020

The following from Veterans Affairs Canada web page:

## D-Day and the Battle of Normandy 75<sup>th</sup> anniversary — 1944-2019



On June 6 1944, Allied troops stormed the beaches of Normandy (France) to open the way to Germany from the West. Victory in the Normandy campaign would come at a terrible cost. The Canadians suffered the most casualties of any division in the British Army Group.

June 6, 2019 marks the 75<sup>th</sup> anniversary of D-Day and the Battle of Normandy. [How will you remember?](#)

Members of the public who will be in France for the 75<sup>th</sup> anniversary events may wish to take part in activities hosted by the [Juno Beach Centre](#). Check out their website for information.

## September 9, 2020

Member only content

[Barb Dean-Simmons](#) ([barb.dean-simmons@thepacket.ca](mailto:barb.dean-simmons@thepacket.ca))

**Published:** 13 hours ago

**Husky Energy suspension of White Rose Extension construction projects worries NL towns, workers. Mayors of Placentia and Marystown say an extended delay will impact local and provincial economy.**

Another shock wave has hit the Newfoundland and Labrador oil industry, with Husky Energy announcing Wednesday that it will carry out a review of the massive West White Rose extension project, which was suspended in March due to the COVID-19 pandemic.



Work Site of Major Construction work on the West White Rose Project, NL.

The decision throws a major project in the province's offshore industry into limbo, as it involves thousands of construction, production and supply jobs, as well as billions of dollars in revenue for the provincial government.

In addition, the Calgary-based oil major, which operates the White Rose oilfield in offshore Newfoundland, will also review "future operations" in Atlantic Canada.

## Thursday September 10, 2020

Regular monthly meeting resumed this evening. Due to COVID 19 we have not been able to meet for six months.

This meeting was in person and virtual. Some of the members attended the meeting at the Crow' Nest Officers' Club while some others joined virtually. Medical guide lines were followed.

Some of the discussions were related to Nautical Skills Competition (NSC) and how we may carry out that under today's restrictions. Some members suggested that we may have to come up with some sort of a virtual way to carry out this competition.

The Divisional Master Captain Eben March said that we have to figure out shortly about the NSC and our Christmas Dinner.

Captain March indicated that the next meetings may have to be in tonight's format – in person and virtual.

It was a good and a successful meeting.

While we were at the meeting we noticed the CCGS Henry Larson leaving St. John's harbour for the Arctic.



## Tuesday September 22, 2020

The following from Old Farmer's Almanac:

*"In 2020, the **autumnal equinox**—also called the **September equinox** or **fall equinox**—arrived today, Tuesday,*



*September 22, 2020. Fall begins in the Northern Hemisphere and spring begins in the Southern Hemisphere.”*

Enjoy the fall. Stay safe.



## **A Perspective on the Yachting Industry**

By: André Simões Ré  
(Member of NL Division)



Row, upon row of yachts being built on a factory line

What do you get when you take cruise ships, shrink them down, and make them available to the rich and wealthy? The result is part of the yachting industry. Racing sailing yachts and being around pleasure yachts for most of my life has allowed me to see, to live, and to experience all that is the yachting industry. My time as a broker furthered my knowledge of pleasure yachts, allowing me to get a rare glimpse into the life of someone in the yachting industry. For someone wanting to work in the yachting industry, there are many different avenues they could take. One could design boats, build boats,

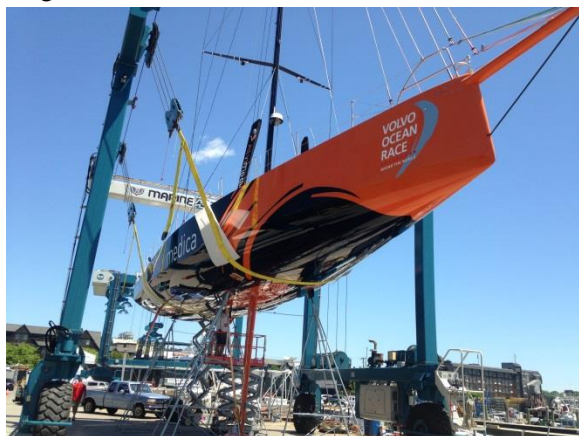
service boats, race boats, own boats, or use boats. People have even created television shows about working on expensive mega-yachts, chartered out to wealthy individuals to experience the life of luxury. Out of all these different aspects of the yachting industry, I however, will focus on my time as a yacht broker, and selling boats in the industry.



High-end motor yacht at the Paris Boat Show 2017

Most think that one has to be extremely wealthy to own a yacht, but I learned that depending on the amount of time and money someone wants to spend on purchasing and repairing a yacht, almost anyone would be able to purchase a yacht. The price of yachts can be compared big-ticket items such as a house. Thus, a broker could be compared to a real estate agent that deals with movable waterfront property. A broker has to be well versed in a range of different yachts of varying age and construction. They need to know how both sail and power handle and perform. They need to know how to find the right fit for their clients' needs whatever type or style. To better understand the construction of the yachts I was selling, I was able to visit the Group Beneteau Factory. Group Beneteau is the parent company to a number of smaller yacht companies; some include Beneteau Power, Beneteau Sail, Jeanneau Power, and Jeanneau Sail. I learnt about the research and design that goes into building a pleasure yacht; how pleasure yachts are constructed and finished. I then had the luxury of attending the Paris Boat Show, one of the largest pleasure craft boat shows in the world. I was able to use my new knowledge of

construction to examine other yachts on the market. Once the broker has matched a client to a boat the process of selling begins, beginning with a written offer. The offer will outline the terms, one of the most important being the terms around the survey of the vessel. A third party surveyor will act on behalf of the buyer to inspect the vessel listing any defects according to regulations set by the governing bodies. In the time between the offer and the close, the broker is responsible for researching the vessel for registration and liens. At this point the broker needs to be versed in basic federal regulations and maritime law. Pleasure crafts follow a different set of regulations than commercial due to their purpose, which the broker needs to understand. With the accepted survey, the broker proceeds to close where registration and ownership are transferred. Depending on the terms laid out in the offer, the broker may provide some guidance and hands on instruction to the use of the vessel. This means a broker needs to know how to maneuver a yacht flawlessly, sometimes with nothing more than a single screw.



One of the worlds most extreme and demanding sailing races is the Volvo Ocean Race. Team Alvmedica preparing their multi-million dollar carbon fiber yacht to race around the world

At the end of the day I was able to see my clients sail off into their dream adventure, spending their hard earned salaries. That is the major difference between yacht owners and

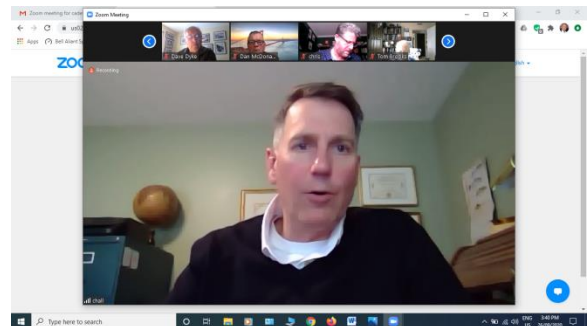
seafarers; yacht owners spend their salary to go to sea while seafarers go to sea to earn one.

## Master Mariners of Canada Annual General Meeting

2020 have turned out to be a very unusual year due to COVID 19. This year the MMC AGM was conducted virtually. It was a Zoom Meeting that was held on September 26<sup>th</sup> in the afternoon.

This was the 53<sup>rd</sup> AGM of the Master Mariners of Canada. There were 22 participants at this meeting. The following divisions were represented: Vancouver Island, Vancouver, Great Lakes, Capital, Fundy, Maritimes and Newfoundland and Labrador. There were 8 divisions however we now have only seven (7) as Montreal, after 42 years, closed in 2017.

The meeting was opened by Captain Chris Hall, President (National Master).

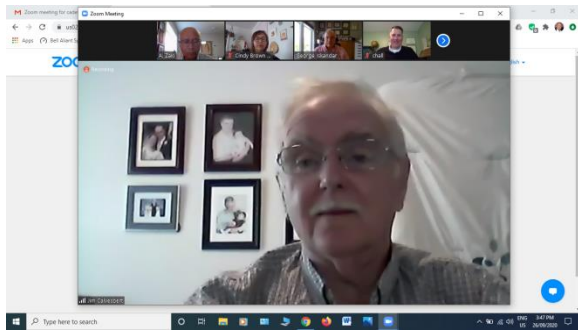


Captain Chris Hall

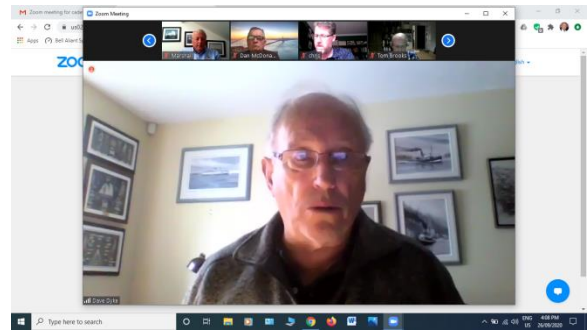


MMC Secretary, Captain Cindy Brown

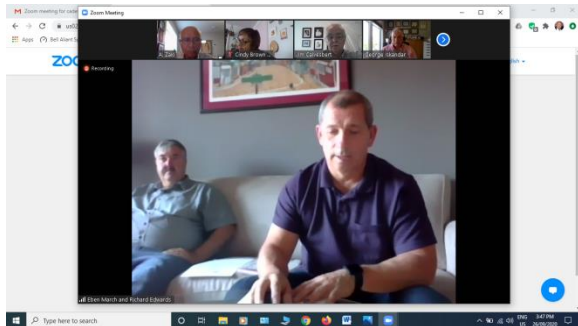




Captain Jim Calvesbert  
MMC National Education Chair



Captain Dave Dyke  
Vancouver Island Divisional Master



Captain Eben March (NL Div. Master) and  
Captain Richard Edwards



Captain Jack Gallagher  
MMC National Treasurer



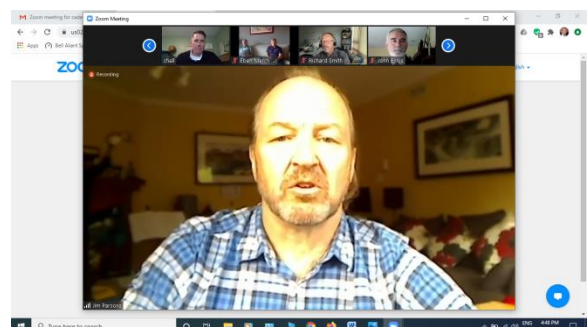
Captain Marshall Dunbar  
Divisional Master, Maritimes



Captain Farrokh Kooka  
MMC National Membership



Captain John Greenway  
Great Lakes Divisional Master



Captain Jim Parsons  
MMC Foundation Chair