

# FROM THE BRIDGE

The Newsletter of the  
Company of Master Mariners of Canada

FEBRUARY 2007



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

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## ANNOUNCEMENTS

### ANNUAL DUES ARE DUE

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It is time to pay the dues  
to your Divisional Treasurer

**Full membership \$ 130.00**

**Associate & Senior membership \$ 65.00**

**Seniors must by 65 before the 1 1 2007**

### THINKING OF MOVING?

If you are changing your street address or  
email address PLEASE let your Divisional  
Secretary know or you may miss the next  
edition



## FROM THE MASTER'S DESK

Dear Colleagues,

Although the weather patterns seem to be reversed this year, with the West coast snow covered and balmy weather on the East coast, winter is upon us, what better time to hold a seminar entitled "Canadian Arctic Issues in a Changing Climate?" The Maritimes division, and in particular Captains Calvesbert and McDonald, deserve commendation for a highly professional and well attended seminar. This seminar identified that there is a need for more discussion, and the information frequently quoted regarding the opening of the North West Passage to commercial shipping may be a long time coming.

Provided that there is not an election call, it is expected that the *Canada Shipping Act 2001* will come

into force early this year. The work carried out by members of the CMMC to aid in the development of the Act and the Regulations has been ongoing throughout. On behalf of us all, I thank those members for their contributions. The Act will simplify and reduce the wording of the existing Act, but be aware that there is new nomenclature, and new criteria to define voyages, certification, vessel types etc. With the coming into force of the new Act there will be further reviews on the Regulations; we are in for a busy time.

Criminalisation of the Seafarer, in particular Masters, is an international concern. Notably, there is the unfortunate incident involving *mv. Zim Mexico III* in Mobile where a toppled crane caused the accidental death of an electrician who was in the crane at the time. Captain Schroeder has been in jail since that time. He has been found guilty and is awaiting sentencing. Master Mariner and Seafarers associations throughout the world are protesting this. There is a natural reluctance on behalf of Capt. Schroeder's defence team to forward the protests to Judge Granade. The concern is that the judge would be displeased by what she might consider to be international interference with the US judicial system! I thought a judge was supposed to be above such things. Sentencing is due in February; in the meantime Captain Schroeder remains in jail. (Please see the editorial *When Something Fails* in this newsletter)

Also on the international front, fatigue and hours of rest are still being discussed, mainly because owners and seafarers alike are only playing lip service to the requirements. Ships and shipping have changed drastically, but the watchkeeping and harbour duties have remained much the same. If the work load increases to a state where the "hours of rest" are incapable of being adhered to, then there is a need to redefine the duties, and perhaps increase the crew complement. If a concern of owners is the cost of crewing ships, then it is time that the owners increased their freight rates to mitigate this. The working life of a Master Mariner should be significantly reduced by the responsibility; work load; fatigue; being constantly available by wireless communications to owners, agents, administrations, ports authorities and stevedores; and now above all this is the added burden of possible

criminal action against him for accidents attributable to mechanical failure or actions of a third party.

The CMMC is established to serve the shipping industry, further the efficiency of the sea service and uphold the status, dignity and prestige of Master Mariners. We need our voices to be heard, not just in journals and newsletters but by those who make the rules.

As you know, this news letter has been edited by Capt. Tom Kearsey for a number of years. He has provided us with articles, information and company notices without which we would not be informed. It is the backbone of our organisation. He has also been responsible for the distribution, a thankless and time consuming job. Tom is stepping down as editor after this edition, not so he can retire in peace, but to enable him to devote more time to carry out research and work. I Thank you, Tom, for *From the Bridge*, and for your largely unsupported distribution.

Captain Janice Kenefik has agreed to take over as Editor, and with your support I am sure that this will remain as good a news letter as it has been with when Tom as editor. Janice is in Vancouver at the moment but will be transferring to the Maritimes in June. She will need your input, not so much on history and humour, but more particularly on current items.

May 2007 bring you the satisfaction you deserve and the health to enjoy it.

Sincerely,  
Peter Turner  
National Master

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## ***DIVISIONAL NEWS***

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### **MARITIME DIVISION**



### **NEXT MEETING**

**Valentine's Dinner**  
**Armdale Yacht Club**  
**1800 hrs, Wednesday 14 February**  
**Members, Spouses, Partners, etc.**  
**MEAL SELECTION**  
**Tossed salad**  
**Main courses: stuffed salmon**  
**or bacon wrapped filet**

**Desert: chocolate moose  
or strawberry cheesecake**  
**\$33.00 per person, tax included**  
**Phone 477 5650**  
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### **Minutes of the Professional Meeting** **Wednesday, 10 January 2007** **Maritime Museum of the Atlantic**

At 1900, a quorum of nine Council members convened in the MMA conference room. Capt Calvesbert welcomed our guest for the evening, Capt Sylvain Lachance, Acting Executive Director of the Canadian Coast Guard College.

#### Arctic Seminar

Capt McDonald reported that the December seminar, the report of which is posted on the CMMC website, was an overwhelming success and has attracted attention beyond our local area. The report has been forwarded to related professional organizations, including the New Zealand Master Mariners, for inclusion in their publications. The Division Master has also been requested to deliver a synopsis of the seminar at an upcoming conference at the Bedford Institute.

#### Standing Committees

After some discussion it was determined that regular standing committees do not exist and that our normal business is handled by Council members with assistance as required. However, one increasingly important activity to our division was identified in the current, very significant development of the Maritime Museum. Capt Ball has been involved with the MMA/Queen's Landing/HMCS Sackville development project and volunteered to track our interests and report regularly to the Council.

#### National Teleconference – Jan 11<sup>th</sup>

Capt Calvesbert advised that the National Council teleconference was scheduled for the following evening. Two issues up for discussion are IFSMA membership for CMMC and a proposed change in the dues structure for late-joining, senior members. Capt Calvesbert will update the local council on the progress of these issues at the next meeting.

#### February Meeting and Social

There was a well received suggestion that our annual winter dinner take place in a local dinner theatre. However, because our scheduled February dinner meeting at the Armdale Yacht Club falls on St. Valentine's Day, it was decided to take advantage of this unusual coincidence and turn the AYC meeting into a purely social dinner as advertised above.

#### Joint Meeting with Marine Engineers

We have always wished to combine a meeting with the CIMarE group with a view to professional collaboration but it has been challenging to identify an occasion or common subject of interest outside the annual Marine Ball. The Division Master discussed a number of ideas with the Council and will continue to look for a suitable opportunity to join up with CIMarE for a meeting or event.

Battle of the Atlantic Sunday

Capt Calvesbert reminded the Council that the Division would be organizing the Battle of the Atlantic Sunday ceremony in the MMA in the same way as we carried out the Remembrance Day ceremony, having taken this over from the Merchant Navy Veterans Association. Ideas and help are welcome.

Treasurer's Report

Capt MacAlpine delivered his financial and membership secretary report. He indicated that the bank account stood at over \$12,000 and that 2007 dues are now payable. He then detailed some specific membership issues which were resolved.

GENERAL MEETING

At 2005, 18 members met in the MMA auditorium. New member applicant, Capt Jack Gallagher was introduced as members took their seats.

The Division Master introduced Capt Sylvain Lachance, Acting Executive Director of the Coast Guard College. Because Capt Lachance was returning to Sydney later in the evening and had to leave for the airport by 2100, the meeting was dedicated entirely to his subject of **human resources in the marine industry**.

Capt Lachance, although Director Fleet Planning in Coast Guard Headquarters, is currently and temporarily assigned to the College as Acting Executive Director. In a 15 minute, fact-filled presentation, Capt Lachance overviewed the personnel situation in the Coast Guard and related it to the Canadian marine industry in general. He described the impending personnel shortage in the marine industry as a parallel to society in general that is seeing the "baby boom" generation transition into retirement. He noted that the current average age of Coast Guard seagoing personnel is **48** and that the same situation exists in the deck, engineering and seamen groups.

Among other measures to address the personnel shortage, the college is increasing annual intake to 48 cadets although the recruiting is proving to be more and more difficult in the "post baby boom period". Additionally, the Coast Guard is competing with other well-paying jobs in what has become an "employee's market". Further, Capt Lachance identified the increasing training challenge as experience leaves the personnel sector.

Capt Lachance suggested that a coordinated effort in the industry is required to effectively recruit new mariners. He also suggested that there is a very worthwhile role for the Company to play as a professional body with links to every part of the marine community. He closed by describing the need to much more effectively advertise the marine industry in Canada as a rewarding career.

Discussion

Much of what Capt Lachance presented was no surprise to the experienced members present but certainly of no less concern. Questions and discussion are summarized as follows:

Capt Gates asked if the Coast Guard is looking to hire mariners from outside the Coast Guard training stream such as Marine Institute graduates. Capt Lachance

replied in the affirmative, noting that this had been done in the past and that more than outside hiring would be needed to meet the demand. Capt Calvesbert noted that recent programs such as the recruiting of Marine Institute electricians have been effective.

Capt Cormier with the Halifax Port Authority corroborated the reality of the bargaining power of today's employee's, noting the easing of some professional qualifications such as the MM required for many harbourmasters in the past. Capt Lachance described a similar situation with the Laurentian pilots.

Capt Knight suggested that recruiting advertising fails to highlight the career potential in the Canadian marine industry. He also noted that offshore careers seem to be more attractive. Thirdly, he suggested that marine education in Canada is too fragmented and would benefit from some consolidation.

Capt Gates noted that the recent overhaul of our certification structure has resulted in confusion arising from the large numbers of levels.

Capt McDonald thought that the granting of an academic degree along with the nautical qualification would make the career more appealing. Members agreed and it was noted that this already occurs at the Coast Guard College by way of a link with Cape Breton University.

Capt Cormier suggested that the careers of mariners could be improved if there was an industry norm of progression from sea to shore administrative positions.

Capt Grandy allowed that the industry has experienced personnel crises in the past. Capt Lachance agreed but suggested that what is different now is the clear shortage of people in our society's labour market.

There was more discussion including real concern about the criminalization of seafarers that is seen as a major negative issue in the profession. It was also noted that the Division is planning a seminar later this year on the personnel subject, recognizing the increasing importance of human resources in the marine community.

At 2100, Capt Calvesbert thanked Capt Lachance for a stimulating and worthwhile presentation before the meeting concluded.

Jim Ready

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**CROSSED OVER THE BAR**

Captain Wilson L. Stuart,

Member, Maritimes Division

After a long illness, bravely borne, Captain Wilson Stuart passed away peacefully at his home in Dartmouth NS, on December 17, 2006. He was well-liked and much respected by members of the Division which he helped to found, thirty years ago. Many members attended the Memorial Service to celebrate his life, a life, well-lived. The service was held in St. Andrews Presbyterian Church, Dartmouth NS, a church Wil had served faithfully for many years as elder, choir member and even as volunteer gardener.

Wil was born in Ottawa in 1928 but in 1930, with his parents, he moved to Scotland and his boyhood years were spent in Glasgow from whence he started his sea career, as an apprentice with the famous Glasgow tramp

company, "Hungry" Hogarth's. Later, he served in cargo liners of Henderson's and City Line and ultimately in Hong-Kong registered ships. In 1957, he was appointed as Pilot, in the busy bunkering port of Aden.

While on a leave from Aden, Wil decided to have a look at Canada and, as luck would have it, on his trans-Atlantic voyage on the "EMPRESS OF BRITAIN", he met a Scots-born girl who lived near Ottawa. He returned to Aden, a married man.

In 1967, Wil brought his family to Canada and he joined the Coast Guard. At first he served in the Fleet. In 1970, he joined the Ship Safety Branch and later transferred to Aids and Waterways, which was responsible for Safety and Communications in navigable waters. Wil had been involved with the government-appointed "Operation Oil" Task Force to deal with the tanker "ARROW" casualty and the massive oil pollution in Chedabucto Bay, NS. A year later, the Canada Shipping Act was amended to permit new regulatory measures for control and inspection of shipping. Wil provided valuable input to the Vessel Traffic Services regulations. With his experience, knowledge and ability, Wil was the right man for the task of setting up VTS in East Coast ports, routing schemes in port approaches and a reporting scheme for inbound vessels which became known as ECAREG. As in other pursuits in his life, Wil, then, Regional Superintendent of Vessel Traffic Services, did his job with dedication and the propriety of a diplomat.

The Maritimes Division appreciated Wil Stuart's willingness to be an active member; for his years on council and as our trusty treasurer. He served with distinction on committees, such as the one struck to review the drafts of the Revised Canada Shipping Act and the planning committees for the international conferences organized by the Division in 1996 and 2001 as well as a number of ad hoc committees.

Wil was always good company, a man with a good sense of humour. He was a devoted husband to Margaret throughout their 44 years of marriage and a fine role model and mentor to their daughter Elizabeth and son Russell. Both are now Commanders in the Navy. He was much loved by his grandchildren. Generously, he donated a kidney to his brother in New Zealand. The values Wil Stuart practised, marked him as a true gentleman.

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## **CANADIAN ARCTIC ISSUES IN A CHANGING CLIMATE MARITIMES DIVISION PRESENTS A SEMINAR IN HALIFAX**

For this seminar at Dalhousie University, Halifax, NS, on December 6, 2006 the Maritimes Division of The Company of Master Mariners of Canada had the support of the Marine Affairs Program, Dalhousie University and Lloyd's Register North America.

The venue was a large amphitheatre-style classroom in Dalhousie University's Kenneth C. Rowe Management Building. Over one hundred people, including naval officers, representatives of government agencies,

academics and business people attended. Members of the Maritimes Division also participated in the seminar. The inspiration for the Seminar came from recent publicity about climate change in the Arctic as well as from the federal government's announcements about asserting Sovereignty in the Arctic. Because of speculation as to the opening of sea routes through the Arctic archipelago and on the issue of Canada's rights in that region, the Seminar aimed to provide accurate perspectives on current Arctic issues based on science and experience and to stimulate intelligent discussion. The speakers were all specialists and their presentations certainly stimulated discussion.

**The seminar was opened at 0845 by Capt. Jim Calvesbert, Divisional Master and Seminar Coordinator. He introduced Capt. Peter Turner, National Master, who welcomed attendees and spoke of The Company's continuing interest in matters affecting shipping, seafarers and the marine environment.**

### **IS POLAR CLIMATE REALLY CHANGING?**

In the first session, moderated by Dr. Dick Morgan, Climatologist, two Dalhousie University professors, Dr. Glen Lesins, Physics & Atmospheric Science and Dr. Paul Hill, Oceanographer, described the natural factors which affect climate and have done so over the centuries. Solar radiation, atmospheric circulations in polar regions and cloud cover are some examples of natural causes. They agreed that green-house gases and water vapour from fossil fuel burning are contributory factors. They warned that ice conditions are variable from year to year. Satellite observations indicate a "pull-back" of ice from the coasts of Greenland and Siberia. This may open the Northern Sea Route.

Dr. Morgan stated that the benefits of the Gulf Stream could be lost if the northwest Atlantic is diluted with large quantities of melting glacial ice.

Environment Canada was represented by Mr. John Falkingham of the Canadian Ice Service, Ottawa. He spoke of the decreasing summer ice cover during the past thirty years and the contraction of ice around the pole with exceptional years when ice was heavy. He agreed with the Professors that the ice is moving away from the Siberian and Alaskan coasts. In Hudson's Bay and the Labrador coast there was a 44% decrease in ice cover. In his conclusions, Mr. Falkingham predicted that the summer shipping season may be extended by 3 to 4 months by the end of the century; but there will continue to be inter-annual variability in ice conditions. The Northwest Passage will not likely become an east-west corridor and there will always be heavy winter ice cover.

### **THE REALITIES OF ARCTIC NAVIGATION**

This session was moderated by Capt. Jim Calvesbert, recently retired from the Coast Guard. All three members of the panel are members of the Maritimes Division.

The Commanding Officer of Canada's most powerful ice-breaker, CCGS "LOUIS S. St. LAURENT", Capt.

Tony Potts, recently returned from the Arctic, spoke of forcing heavy ice through the Northwest Passage to reach the Beaufort Sea where scientific personnel on board did seismic reflection surveys in connection with Canada's claim for an extension of jurisdiction over the continental shelf beyond 200 miles. He stated that, in the Arctic, ice conditions each summer season are unpredictable and added that multi-year ice is as hard as reinforced concrete. There will be hazards to all vessels as long as multi-year ice exists and in open water channels there will be floating growlers and bergy bits. In the Arctic there are no repair facilities, no tugs, no fuel supplies, no ports or even docks and depth surveys are incomplete. Capt. Potts predicted that the average shipping season in the Arctic archipelago will slowly increase but storms and periods of dense fog are to be expected. As first year ice melts, multi-year ice moves in. One third of Arctic ice is from 3 - 10 m. in thickness.

Capt Gene Barry, who commanded our major Arctic ice-breakers, warned of the hazards facing shipowners or charterers who might wish to use the Northwest passage as a shorter route. Powerful ships would be required by government, in the interest of safety and pollution prevention. Fuel costs would be high, speed would be reduced in multi-year ice and unpredictable weather conditions. Once the ship was clear of ice and proceeding on open ocean passage its engine power and strengthened hull would make it costly to operate.

Capt. Alex MacIntyre, an A.P.A. senior pilot and for many summers an ice adviser on cruise ships, corroborated what the two previous speakers had said about conditions in the Arctic. Some Russian scientific vessels have been converted for cruising. The adventurous passengers go ashore by Zodiac, when conditions permit. Occasionally the cruise ships have to call on an ice-breaker, if one is in the area, to assist. The few ice-breakers go to the Arctic with specific duties to perform in a short season. The cruise ships receive clearance from Transport Canada. They must comply with the Arctic Waters Pollution Prevention Act and regulations and report to NORDREG, the VTS station in the Arctic.

### **COMMERCIAL SHIPPING IN THE ARCTIC**

Of the natural mineral resources discovered in the high Arctic great quantities have been shipped out in Fednav's ice-breaking ore and oil carrying ship, the "ARCTIC", these past 27 years and exploitation in the harsh climate continues. This company has added another ice-breaking freighter, "UMIAQ I", modified in accordance with the Company's experience in the Arctic. Mr. Tom Zagon, representing FEDNAV, added that Arctic conditions are changeable and extracting minerals from the high Arctic is costly, can be shipped for limited periods each year and is affected by world commodity prices.

Over the years, Fednav has used chartered bulkers but always they provided expert ice advisers to those ships.

### **WINTERIZATION AND THE POLAR CODE**

Mr. Bud Streeter, Vice-President, Lloyd's Register North America, spoke about IMO's Polar Code and how the principal classification societies are developing rules more appropriate to polar voyages than current Ice Class rules. The basis of the Polar Code is Winterization which will cover hull construction, propulsion systems and power, deck equipment including safety equipment, operations procedures and crew training. Stability considerations will also be factored in as ice builds on vessels. Winterization is an economic matter; maintenance and repairs will be difficult and expensive. Exposed deck equipment must be tested and approved for polar conditions. Crews would have to be trained in vessel evacuation and survival in Arctic conditions.

Mr. Streeter, graciously hosted the lunch, a truly free lunch, to all participants.

### **ARCTIC SOVEREIGNTY - MILITARY CAPABILITY**

Canada's Military Capability in the North was ably described by Capt. (N) C. Plows of Canada Command, in a most interesting panel presentation shared with Air Force Capt. A. Laaouan and moderated by Cdr. Ken Hansen, now a Research Fellow with the Centre for Foreign Policy Studies, Dalhousie University. Cdr. Hansen brought "GREETINGS" to the Seminar participants from the Commander JTF Atlantic, R/Admiral Dean McFadden. Several naval officers from DND HQ, Ottawa attended the Seminar.

Capt. Plows spoke of the Joint Task Forces under Canada Command which has regional sectors and a mandate to respond to emergencies such as natural disasters, threats from illegal activities, and also to assert Canadian Sovereignty by its presence in Northern Canada. Canada Command is building lasting relationships with other government departments in the north. It provides surveillance and domain awareness while contributing to national security and security to Arctic communities. It has a presence in three Northern territories and its HQ in Yellowknife is being upgraded.

Capt. Laaouan, 2 O.I.C, Rescue Coordination Centre, Halifax spoke of his centre's responsibilities for Search and Rescue in the Arctic region and of the time factors involved in moving aircraft from Trenton ON or Greenwood NS. Fuel stops and landing strips have to be available en route. Actual search times and rescue operations in the Arctic may be drastically curtailed by lack of fuel when an aircraft arrives in the area.

### **ARCTIC JURISDICTION - LEGAL AND ENVIRONMENTAL CHALLENGES**

This final session of the Seminar was moderated by Capt. Angus McDonald who introduced the three speakers, one, a former National Master, Capt. Alan Knight.

Participants heard a legal expert on the United Nations Convention on Law of the Sea (UNCLOS), Dr. David VanderZwaag, Dalhousie University, say that

there are two main jurisdictional challenges for Canada, (1) the legal status of the Northwest Passage and (2) the "high seas" beyond national jurisdiction. He noted that the Arctic Waters Pollution Prevention Act covers a questionable 100 miles beyond Canadian shores. Canada has drawn base lines around the islands of the Arctic archipelago and claims all areas within these. The United States claims that it has right of passage through the Northwest Passage. UNCLOS does not state what usage of the passage is appropriate and the US is not a party to UNCLOS.

Natural Resources Canada's representative, Dr. Jacob Verhoef, spoke of his involvement in delineating and drafting Canada's claim to the United Nations for jurisdiction over areas of the Beaufort Sea and the North Atlantic Ocean which extend beyond the EEZ to the edge of the continental shelf in the Beaufort Sea and the North Atlantic. Russia had already claimed a majority share of the polar continental shelf, a claim being contested by other northern states. Surveys are being done each summer season and Canada has until 2013 to lodge its claim with the UN.

The last presentation was by Capt. Alan Knight, representing the Director General of Marine Safety, Transport Canada. Capt. Knight revealed a new vision of the North originating in the Arctic Marine Shipping Assessment of 2005. This also resulted in a three-year plan which will provide information on current level of Arctic shipping activity, the environmental, social and economic impacts of shipping, the projected levels of shipping by 2020 and 2050 and impacts in those years. Canada is one of eight Arctic states forming the Arctic Council. Its members will monitor climate change in the Arctic regions which may result in increased shipping and fishing and present challenges to Arctic communities, to the environment and to the governments protecting them. At present, all shipping in the Arctic is required to report to NORDREG a vessel traffic regulatory system with a station in Iqaluit which provides Transport Canada with an awareness of shipping in the Arctic.

Following each session there was a discussion period which brought out additional information on the topics. A full report on the Seminar's proceedings and the discussion periods plus the names and affiliations of the speakers, may be read on the website of The Company of Master Mariners of Canada. Its address is: [www.mastermariners.ca](http://www.mastermariners.ca).

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### AN EVENING OUT

Free talks and activities at the Maritime Museum of the Atlantic. Please mark the calendar for the day and item of interest.

- *Tales of Pirates & Privateers of the North Atlantic*; 1900 / 2000hrs on 20 Feb, 6 & 20 March, 3 17 April at 1730.
- *Ghosts & Marine Folklore; Ages 10 and older*; 1900 / 2000hrs on 13 & 27 February, 13 & 27 March, 10 & 24 April at 1730

- *Remembering Halifax's Darkest Day*; Wednesdays at 1400hrs until end of April.
- *Lifeline to Victory*; Thursdays at 1400hrs until end April.
- *From Kindly Cape Islander to Monster Boats*; 1930hrs on 5 March
- *Lighthouse Legacies*; 1900hrs on 28 March
- *Strait Two-Step*; 1930hrs on 2 April
- *Putting a Pirate Figure Head on Trial*; 1930hrs on 24 April
- *Model Makers Showcase*; 21 & 22 April
- *Canada's First Lighthouse Keeper*; 1900hrs on 25 April

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## FUNDY DIVISION

January 14, 2007 marked the 50<sup>th</sup> anniversary of the sinking of the Saint John Pilot Boat No.1.

Pilot Boat No. 1 was cut in two at 7:13 a.m. January 14, 1957 by S.S. Fort Avalon while on station in thick vapour, temperature -22 degrees Fahrenheit. From the Evening Times Globe dated January 15, 1957:



Capt. John McCann, Fundy Divisional Master is shown laying a wreath at the memorial service January 14, 2007.

"A pall of gloom hung over the Port of Saint John today as the unrelenting search went on for the seven occupants of pilot boat No. 1, missing since the vessel was in collision with a freighter in the Bay of Fundy yesterday morning. The anxiety and tension could be felt in every household, whether or not the family had any direct association with the day-to-day activity of the harbour front. For the accident had occurred very close to home, and it had involved several members of the intrepid group of men who follow an adventurous, rigorous and often risky life throughout the year, their goings and comings are a familiar sight to all".

The melancholy quest directed the spotlight of public attention to the essential job the harbour pilots perform faithfully and unobtrusively with never a thought of personal acclaim, with even, in fact, a characteristic

reluctance to have notice drawn to their exploits.  
All hands lost:

William J. Murray	Pilot
John V. Cunningham	Pilot
William P. Traynor	Pilot
Ward Poole	Apprentice
Frank Coughlan	Seaman
Blanchard Cosman	Cook
Ronald Johnson	Chief Engineer

Although not the official account, the S.S. Fort Avalon was found to be proceeding at full speed in restricted visibility without a proper lookout, coupled with evidence that the vessel was some 2-3 miles off its estimated position. A marine radar on the S.S. Fort Avalon was also in use at the time and it was determined that there was a 4 degree blind spot on the bow.

Two years later the wreck of the Pilot Boat No. 1 was recovered from the bottom and confirmed that the pilot boat was on station at the time of the collision.

The memorial service was well attended by members of the Fundy Division including our National Master, Capt. Peter Turner. A church service followed the memorial ceremony.

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### **POET'S CORNER**

A Sailors Lament

Gulls have pecked my eyes out, fish have cleaned my bones

A man's recycled this way, in the locker of Davy Jones,  
Me and many shipmates, all were heaven sent,  
To cross the bar in silence - in liquid monument,  
Finished with our human form and all the earthly strife,  
Now biding midst the briny in our salty afterlife,  
Whether you just paddle, or sail across the sea,  
Please treat the water kindly - for it could be partly me.

Author unknown

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### **The Company of Master Mariners of Canada Website**

**Capt. Jim Calvesbert – webmaster**

A little over two years ago, the national executive approved the restructuring of *"the Company's"* website. Previously maintained by the Rev. Jim Smith, as a favour to a friend, the site no longer met the needs of *"the Company"*. In January of 2005, the new site ([www.mastermariners.ca](http://www.mastermariners.ca)) became available to members and the world.

The website was designed to focus on the Company of Master Mariners of Canada, to provide information to our members, and to be easy to use. The short term goal was to ensure that members could access the latest news about *"the Company"* in general and the various Divisions as well. The longer term goal was to have *"the Company"* become more known throughout the marine world and to other associations of Master Mariners, and marine related organizations, in particular.

Are we meeting those goals? Well, for the short term goal, some of the Divisions are using the website well and some haven't yet found a real purpose for it. For the

long term goal, here are some of the latest usage statistics:

- In the 7 days around mid-December 2006, there were 1490 "hits" (requests for information sent to the site)
- From January 2005 to mid-December 2006, there were 104, 417 "hits"
- The PDF files which contain the National and Regional newsletters received the largest number of the "hits"

The statistics indicate that we are meeting our short term goals and probably achieving some of the long term goals as well.

Another interesting statistic is that there are "hits" recorded for all Divisional sites even though some Divisions do not contain information. Those Divisions should consider trying to find someone within their group who can coordinate their Divisional information to send to me. Capt. Tom Kearsey, as editor of the National newsletter *"From The Bridge"*, and I have the same problem; neither of us can produce the best product if we don't have the information from the Divisions.

Maintaining the website is a "labour of love" and I'm not a professional website designer so there are programming features which don't work the same on different web browsers; it works best on Microsoft Explorer for some reason. I would appreciate assistance from anyone knowing how to rectify this and even how to permit multiple contributors to the site without creating the requirement for a large financial outlay. Better yet, can we create a development group with one knowledgeable member from each Division? How about putting this on the agenda for your next divisional meeting and then contact me at

[james.calvesbert@ns.sympatico.ca](mailto:james.calvesbert@ns.sympatico.ca)

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### **FTB ON THE WEB**

On the member's mailing list there are 442 names of which 112 receive *From The Bridge* via the Canada Post route. There are 31 people / organisations on the 'complimentary' list of which 14 receive their copy via Canada Post. There are 14 marine education / training organisations that receive their free copy via Canada Post.

Each copy cost about \$ 0.91 (with tax) to print, \$ 1.06 (with tax) to mail with another \$ 0.17 (with tax) for envelopes and address stickers etc. Each Canada Post edition therefore costs the Company about \$ 2.14 per recipient. The email delivery system costs nothing so has kept the dues from increasing more than they have.

Not everyone has email and this fact is likely to continue for the foreseeable future so there should always be a Canada Post delivery available to those who require it. Canada Post returns those addresses that are not correct, sometimes months after the fact but they do get returned. The Division must then try to find the correct address.

Sometimes my email system tells me an email address is no good, then I get an receipt from that address. Sometimes I get no notice it was rejected or if it was received. I assume it was received unless indications say it was not received. As others will be taking over the delivery tasks from me I can provide you

with some advice on how I have been doing it so you do not make the mistakes I did.

It is up to YOU, the recipients, to let people know any changes of address or if you have not been receiving a hard copy or notification. Sending a receipt for the reception of the email notice is one way of letting people know if the address is still good and the message has been received.

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



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## **CANADIAN BEACON REGISTRY IMPORTANT**

### **Do we have the most up to date information?**

It could save your life!

The Canadian Beacon Registry is maintained by the National Search and Rescue Secretariat. The Registry contains basic owner information on the following types of emergency beacons:

- Emergency Locator Transmitters (ELTs)
- Emergency Positioning Indicator Radio Beacons (EPIRBs)
- Personal Locator Beacons (PLBs)
- These beacons, when activated, send a distress signal through the [Cospas-Sarsat](#) satellite system. This signal serves two purposes:
  - it alerts the rescue services that a distress situation exists
  - it provides information on the location of the distress situation.

This allows rescue resources to respond more quickly and save lives.

The information contained in the Registry, provided through registration cards which are distributed with each beacon sold, is not available to the public. It is provided solely to the Canadian Mission Control Centre (CMCC) in Canada for use in responding to emergency beacon signals received via the satellite system. The information provided allows the CMCC staff to identify the source of the signal and to perform a preliminary verification of the distress call.

If you have an emergency beacon of the types listed above, you should ensure the Registry has the correct information recorded. Online access (at <http://beacons.nss.gc.ca/>) to the Registry is now available for all beacon owners to register new beacons, update their information and receive automatic confirmation. You may also contact the Registry by [e-mail](#) (at [Beacons@nss.gc.ca](mailto:Beacons@nss.gc.ca)) or by telephone at 1-800-727-9414.

**(Belated) Merry Christmas**

Edward Hitchcock

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[As the sleigh is not a seaplane it would come under the aviation side so would have to carry ELTs]

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## **WATER BEETLE**



Daddy-longlegs. Rubber pontoons forward with metal tubes aft for the engines and jet drives. What looks like old leaf springs support the legs on which the wheelhouse sits.



Interesting mechanical engineering, may be there is a place for old fashioned seamanship on these new fangled vessels after all.



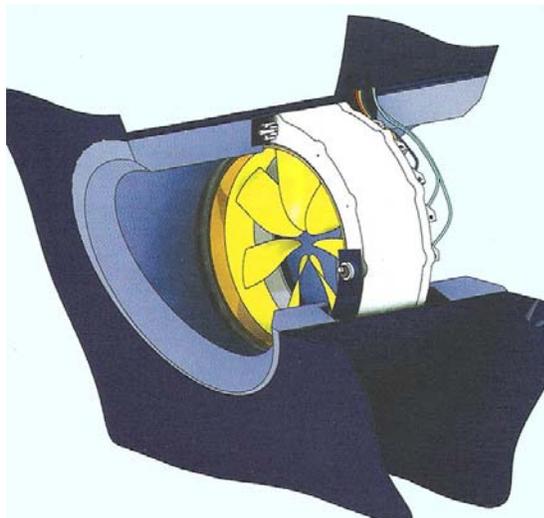
The wheelhouse with windowless house aft.

This odd looking vessel, no number, name or port of registry, has been seen on the Northwest coast of the US during the fall. The boat was built by James Betts in Washington State to a design by Antrim Designs. It is said to be 'ocean capable' but there has been little said about it so far.

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### RING MOTOR

A saving in weight, simplified construction and less noise and vibration are being claimed with a new electric thrusters system. The new system uses the rim of the tunnel as the stator magnetic ring motor with the blades mounted on the inner rotating rotor ring. This eliminates the strut needed to get power to a motor and to support the motor in the centre of a conventional thruster. The blades taper towards the centre of the ring without the need for a hub or cone, although a cone joining the blades has been used. There is a reduction in fuel consumption for a given power output because of the reduced water disturbances, drive shafts etc. The moving sea water is used as a coolant and lubricant. So far this system has been used for thrusters but there is an application as an alternative to the azipod type of drive. An anchor handling vessel named *OLYMPIC OCTOPUS* has been fitted with this type of thrusters. This system can be added to the ship at a lot later stage of construction than a conventional unit.



Ring motor in bow thrusters tunnel. The rotor with blades attached rotates in grooves on the outside of the tunnel tube with the stator in the hull outside the rotor assembly.

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### LEFT BEHIND

The *MARIAM IV* (or *MER YAM IV*) with a cargo of cement sank off the Yemeni island of Socotra on 1<sup>st</sup> July 2006. The crew abandoned ship into a liferaft which washed onto a reef and was punctured, dumping the men into the water. Nineteen of the crew made it to the remote Island of Abd-al-Kure but another three drowned,

including the master. The crew were (reluctantly) given some help by Yemeni soldiers stationed on the island and were helicopter off by a German Naval helicopter on the 6<sup>th</sup> July, one of those rescued later died in hospital from arm injuries. The chief officer was left on the island and is living in a tent loaned by the army. It is not clear if he was separated from the other survivors in the water, on the beach or could not be lifted off with the others. He is reported to need urgent medical assistance but the winds are too strong and persistent for him to be removed so he may have to stay there until the garrison is relieved in September. He was still there at the end of August and I have not found any later reference that he has been taken off. I hope he is home by now. I wonder if his pay stopped the day they abandoned ship? Let us hope not! The chief engineer was held in custody for two weeks after reaching the main land to try and get payment from the owner for any pollution that may have occurred from the sinking.

The 1970 built *BALTIC VALIANT* became the *LADY FRANKLYN* in 1989 and was reported to have been renamed *MARIAM IV*. There are also reports the ship was built in China in 1979 as the *ONILAIY* then became the *MEVA*, then *SHUJAA II* then the *MARIAM IV*. Does anyone know for sure which one it is?

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### RUDOLF DIESEL

Rudolf Diesel took out a patent on a pressure-ignited heat engine in 1894 and had his first successful engine operating by 1897. In 1900 he ran an engine on peanut oil at the Paris exhibition. His engine could run more efficiently and on a greater variety of fuel types than steam engines could so this did not make him popular with the coal barons and big business. He said his engine was intended to assist small business compete with big business. Much to his dismay big business, such as MAN and Sulzer were taking over his invention.

Industrial uses were found for his engine and the development of submarines depended on his engine for safe operation. The German government tried to stop him marketing his engines to other countries that were developing submarines.

By the time a ship, the *SELANDIA* of 6,800 dwt, was operating with a Diesel engine in 1911 Rudolf Diesel was very disgruntled that others were developing his engine. He was described as oversensitive and a little paranoid and spent a lot of his fortune in court cases, many being ones he could not win.

On the 29<sup>th</sup> September 1913 Rudolf Diesel boarded the mail ferry *DRESDEN* in Antwerp for the overnight crossing to Harwich, England. He was to attend the opening of a Diesel engine factory in Ipswich. Rudolf was not onboard when the ferry docked, his body was found in the waters of the North Sea ten days later.

Was he pushed, did he jump or did he fall? His engine threatened many powerful people and groups. The German navy, coal interests, the oil interests if his engine could run on vegetable oils and the engineers he had sued.

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### WOOLLY JUMPERS

The sheep carrier *MAWASHI AL GASSEEM* was

arrested on arrival in Australia on the 23 March 2005 for non-payment for bunkers and then non-payment of repairs was added. In October 2005 the 69 member crew were still onboard, unpaid since March and depending on local support for food and other necessities. The ITF and other seafarer's organisation as well as the bunker supplier had the ship sold in court and the crew were eventually paid and repatriated home. The crew's claim came after the expenses of the Marshal involved in the case; and then the bunker claimant, needless to say.



The livestock carrier *ALAMAWASHI*

The ship was built as a tanker in 1973 and was converted to a sheep carrier in 1983. Her dimensions are 195 X 34 metres and can carry 86,000 sheep.

There was a spat of sheep cargoes rejected by the Arab nations a couple of years ago because of medical problems, real or alleged, with the sheep. The ships steamed around the hot waters for up to 16 weeks with sheep dieing from injury, dehydration and starvation before resolutions were reached. The normal death rate on these voyages is about 2%, of these 47% of the deaths are starvation when the animals refuse to eat. Another 27% of the deaths are due to infection made worse by starvation so the two are related issues. Twelve percent (12%) of the deaths are by trauma, generally during loading when the animals slip on the deck, do the splits aft and can not walk to get food or water. A sheep produces about 500 grams of manure per day so on a 100,000 sheep carrier on a 20 day voyage that is 1,000 tons of the little round pellets left on deck. [Would sheep swaying with the ship's motion cause a counter free surface effect?] It is reported that it remains where it is until after the sheep have left and then is washed overboard, with the urine, by high pressure hoses. The carcasses of the deceased sheep are sometimes ground up and dumped at sea or else just dumped at sea whole. The sheep travel in this growing mess as the ship enters warmer and more humid climes.

It is hard to say if the sheep or the crew of the *MAWASHI AL GASSEEM* were worse off.

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### **INFO ABOUT CLOTHES DRYERS**

I received the following information and thought it would be of professional (shipboard) as well as personal (home) interest to members. The latest fire-starter on ships is the clothes dryer. Who cleans the lint catcher? It is often everyone's responsibility but no one's job to clean the lint catcher. There is, apparently, more to it

than just scratching off the lint. The catcher looks much cleaner after a wash as mentioned here.

A friend wrote:

I had a wonderful morning; the heating unit went out on my dryer! The guy that fixes things went in to the dryer and pulled out the lint filter.

It was clean. We always clean the lint from the filter after every load of clothes. He told us that he wanted to show us something. He took the filter over to the sink, ran hot water over it.

Now, the lint filter is made of a mesh material - I'm sure you know what your dryer's lint filter looks like. WELL.....the hot water just sat on top of the mesh!!! It didn't go through it at all!!!

He told us that 'dryer sheets' makes a film over that mesh and that's what burns out the heating unit.

You can't SEE the film, but it's there. This is also what causes dryer units to catch fire, and potentially burn your house down with it!

He said the best way to keep your dryer working for a very long time (and to keep your electric bill lower) is to take that filter out and wash it with hot soapy water and clean it with an old toothbrush (or other brush) at east every six months. This is said to double the service life of the dryer. [A dryer on a ship is sued much more often than one in a house the cleaning should be more frequent].

Another safety point is NOT to secure any metal air pipe together with screws as lint gets caught on them and could be a fire hazard by blocking the trunking.

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### **AIS INFORMATION PROBLEM**

Check your Automatic Information System (AIS) system to ensure the feed-in from the gyro and log are correct as these sometimes get cross connected or the gyro heading shown is the reciprocal of what it should be. You can not see you're own AIS so at some quiet time on a passage have a target ship or VTS give you feed back. Vessels have been seen going backwards or sideways compared to their AIS information. Many AIS manufacturers have the system programmed so the operator can not change the settings so the misinformation may be displayed for months before it can be corrected. Even a name change of the vessel can require AIS manufacturer action on board. OOWs seeing targets reporting information that does not agree with their actions may become confused or take inappropriate action. The USCG can fine a vessel up to \$5,000 US and or detain the vessel for not having the AIS turned on or if it is sending incorrect information.

There is debate as to AIS being a security risk as it identifies the ship in good or bad visibility. As schedules are often freely available on web pages and newspapers any terrorist should be able to determine where a target is likely to be. SOLAS Chapter 5 indicates AIS to be turned on at all times 'except where international agreements, rules or standards provide for the protection of navigational information.' However, IMO Resolution A 917 indicates a master can turn off the AIS if it is considered AIS might compromise the safety or security of the ship or security incidents are imminent. If the AIS is turned off in a mandatory reporting zone the fact and

reason the AIS is turned off shall be reported to the competent authority. A log book entry, with reasons why AIS is turned off, must also be made.

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### WHERE HAVE THE BAD GUYS GONE?

The Belize flag has made the USCG's Qualship 21 roster which lists just nine countries. Belize has been on almost everyone's blacklist, even the USCG's. The Belize authorities brought in new ships with good records, worked on those under the flag to improve their standards and removed 1,600 or so substandard ships from its registry. The flag has moved to the grey level under the Paris MOU and hopes to make the white list in Paris and Tokyo by 2008.

While the improvement is very commendable, various authorities and organisations are wondering, where did the 1,584 substandard ships removed from the Belize registry go? While some substandard ships may have been scrapped the remainder have continued the game of 'flag hopping' to stay in operation.

Just a crazy ongoing thought, if 'Flag' was done away with and ALL international voyage ships were under one standard, such as being registered at IMO, then the substandard ships would have no where to go or hide.

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### BUYING LOYALTY

The growing shortage of senior officers is causing a growing market in poaching them from other companies. Companies are also complaining that officers have no loyalty but it is hard to show manners when their employers have none either. Some big management companies report that some owners refuse to carry cadets even though the managers are footing the bill so picking qualified officers up from elsewhere is the only choice left. Unless there is a commitment to training their own officers, providing a long term career path with shore appointments is it any wonder there is no loyalty to most employers.

Offering share options is one solution to buy officer loyalty. One company tried this with shares on the ship the individual was on. The senior officers cut corners so the ship was more profitable and so were their shares. The scheme was soon ended and fewer taking up the profession?.

If IMO took over the registration, inspection and regulating of ships without the variables of flag state in between ship and IMO things could improve. The three watch system could be reintroduced so there was time to do all the non-watch keeping work while off watch without taking up all the off duty time, space for trainees at all levels could be required in proportion to the number of officers and ratings on the vessel, crew levels could be set to meet safety, social and operational requirements. The owners would be playing on a (much more) level playing field while industrial safety would be improved and the future needs of the industry for man power would be related to the needs shown by the owner. Just a thought.

The Bowater Steamship Company did not have to carry Cadets or Apprentices until it acquired its third ship, then it had to have accommodation for two on each and every ship. The first two ships had a bar in the officer's

lounge which was turned into the cadets' cabin. Unfortunately the drink dispenser was removed before I arrived.

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### CLOCK WORK DEPARTMENT

The Diesel engine to power the *EMMA MAERSK* and her sisters is a 14 cylinder two stroke Wartsila 14RT flex96C. The bore and stroke are 960mm and 2,500mm with a running speed of 102 rpm to produce over 110,000 BHP that is 85,000 kilowatts in the new math. The dimensions of the engine are 27.3 metres long and 13.5 metres in height and 2,300 tons in weight for a cost of \$27 million US.. The fuel consumption is a mind boggling 12 feet per gallon of heavy fuel oil. She has 1,000 slots for 40 foot refrigerated containers.

MAN is working on a 128,000 bhp diesel engine.



### The *EMMA MAERSK*

Not much of a 'box shaped' vessel, at the water line she looks to be 1/3 bow run, 1/3 full beam and 1/3 stern run. Be careful of parametric rolling

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### SHORT SNAPPERS

- Facts without theory are trivia, theory without facts is BS.
- Any company moving into a splendid new headquarters is heading for the rocks.
- Sea captains don't like crew cuts.
- Does the name Pavlov ring a bell?
- If you use biofuels in your diesel vehicle, could the cholesterol clog the radiator and oil pipes?

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### BOOK REVIEWS

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### *OCEAN TITANS* by DANIEL SEKULICH

ISBN 9780143050179; Published by Penguin.

I got this book for Christmas and have not quite finished reading it (my lips get chapped when I read quickly) but I want to get a review completed in this edition.

This book should be compulsory reading for all those who do **not** go to sea. It provides great insight as to what it is like at sea on the better run ships. The author weaves his story of life at sea while searching to find if a ship has a soul. The search takes him to the building yards in Korea, a board room in Monaco, a bulk carrier on the east coast of the US and Canada, a container ship westbound across the Atlantic, and to the scrap yards of Alang. The life, hardships, tensions, depravations and pressures on mariners of all ranks and nationalities are considered. It is an easy read and the

technical information is correct yet would be easy for a non-mariner to understand. The mariner is presented as a hard working, under appreciated by those ashore and often misunderstood person on which the world's economy and way of life depends much more than the world will ever know.

If Mr. Sekulich can raise the general public's awareness of the mariner he has my utmost support. I can see now why his article in the *Globe and Mail* (commented on in the August edition of *From The Bridge*) concentrated on the passenger ship that was attacked off the Somali coast. Cargo ships are ignored by the media unless there are 'spectacular' photographs of it sinking or spewing oil over the beach or animal life. My heartfelt apologies to Mr. Sekulich as it is now clear he is 'on our side.' I hope we as an organization if not as individuals can be of assistance and support to him if he continues to write about things marine. Mr. Sekulich is starting a book on modern piracy, crime and terrorism on the high seas and I look forward to reading it.

This is a book well worth the reading, even for a mariner who has experienced the soul of a ship.

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**LEGAL LOCKER**

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### WHEN SOMETHING FAILS

I am not a lawyer and information of Captain Schroeder's situation and the incident itself is sparse but the following is what I can put together on the accident and its aftermath from the information available from a variety of sources. While the tragic death and injury are not to be trivialized this was an accident, not a criminal activity.

In 1993 the German shipping company Rickmers Reederie had a container ship built in Poland. The ship has an overall length of 162.8 metres with a beam of 22.3 metres. The B&W 6 cylinder main engine drives a shaft generator to provide electric power. The ship has one generator with an output of 2,500kWatts (presumably the shaft generator) and three providing 500 kWatts each. The shaft generator is such it will kick out if the engine revs fluctuate more than 10% from normal. The ship was built as the *PETER RICKMERS* but changed name to *KALAMA* for a brief time before returning to the name *PETER RICKMERS* before becoming the *ZIM MEXICO III* all in 1999. In February 2004 She collided with and sank a supply boat named *LEE III* in the Mississippi river, killing five and blocking the river for a few days. She remained under charter to Zim Line under that name until the summer of 2006 when she came off the charter. She returned to the

*PETER RICKMERS* name and is now on charter running from Cape Town to West African ports.

In October 2005 and again in December 2005 the shaft generator kicked out leaving the ship with no power to the bow thruster. It is unclear if there was a total blackout or power was lost to the bow thrusters only when this occurred. It has not been indicated on the mother of all information, the worldwide web, if there had been other failures before October 2005 or if these were the only two.

In May 2006 the *ZIM MEXICO III* was departing Mobile, Alabama, under the command of Captain Wolfgang Schroeder and the advice of a pilot. Both the pilot and Schroder were content to use the thrusters rather than tugs to turn the vessel round once clear of the dock. The ship was turning when the shaft generator kicked out leaving them with no bow thrusters. Despite their best efforts to prevent it, the vessel's bow struck a container crane on the dock, the crane fell over and one electrician working in the crane was killed and another injured.

After the various inspections and paper work had been completed the vessel was allowed to continue on its way. In July 2006 the ship was in Houston, Texas, where Captain Schroeder was asked to go ashore by the authorities to 'clarify' some matters regarding the accident in Mobile. Once ashore he was arrested, undoubtedly handcuffed and taken to jail there before being moved to Mobile. Remarkably in October 2006 he was in court before a jury, charged under an ancient US law commonly called the Seaman's Manslaughter Law.

The pilot now said he would have used tugs if he had known of the thruster failures. The ship's engineer say they warned Schroeder of the hazards of using the shaft generator. Was it company policy to use the shaft generator or was Schroder breaking policy by using it? This is unclear. The shipping company is probably happy not to spend the money on tugs and not running a diesel generator when the shaft generator will do the work.

By the end of October Captain Schroeder had been found guilty and was in jail and denied bail as he has 'world wide friends who could get him out of the country.' He had surrendered his passport and his employer had posted bail but this was not good enough for the courts. It is reported he is allowed two short visits per week and is shackled for these visits in case his friends smuggle him out of the country.

The ship owners have paid a fine of \$375,000 US for 'having a faulty ship.' The owners have also settled out of court with the family of the deceased and the other person injured.

The Seaman's Manslaughter Law came about after many thousand deaths in the early 1800s when boilers had a tendency to explode and fires ravaged wooden ships, killing passengers (crew were expendable even in those days). Various States tried to regulate this situation but with little success. When Senator J. Johnson was killed in a boiler explosion President A. Jackson made steamboat safety a federal priority in his 1833 State of the Union Address. In 1838 Congress passed a law that demanded "utmost vigilance of the

crew by attaching criminal liability for fatal lapses." Other comments regarding the legislation said it was passed "... to provide for the better security of the lives of passengers aboard vessels propelled in whole or in part by steam" and "[it] was designed to punish captains, engineers, and pilots of steamboats for their negligence or inattention." By 1852 it was realized that technical and safety aspects had to be added to this open ended law as an additional 7,000 lives had been lost since the law came in. Lifeboats, safety valves, firefighting equipment, life preservers etc. became mandatory; presumably before this the mariner was guilty of negligence if these things were not provided even though they were not required. There were eight major prosecutions under this law between 1848 and 1990, the *GENERAL SLOCUM* fire (1,000 lives lost in this incident alone) being the most well known. This law requires little or no negligence for a conviction, just a death. According to the legal fraternity it requires proof of gross negligence for any chance of a conviction for industrial accidental deaths ashore..

There have been six major prosecutions under this law in the past seven years! The Staten Island ferry incident sparked the recent use of this legislation. Other cases where it has been used are the sinking of a water taxi, a tank cleaning accident, one involving a drinking party and a pleasure boat, a Chinese alien smuggler and a tug sinking. There have been calls from the American marine legal fraternity to have this legislation removed from the books as it has outlived its intended purpose. It appears to have resurfaced as an easy way for prosecution lawyers to get "justice" (their word not mine) and an easy conviction. Everyone but the mariner goes home reasonably satisfied with the result.

The following are some of the comments made about this case that have appeared on the net.

- Was the failure of the shaft generator; A) a design fault; B) an equipment failure (was it a new fault or was it ongoing from building); C) a maintenance problem
- In order to clear his yard arm, if that is possible, must the master now inform the pilot and all authorities of each and every failure since the ship was built, no matter how isolated or trivial such failure was.
- Has it become imperative that the master must insist on there being 100% redundancy in power available from independent prime movers when in pilotage or US waters?
- Are bow thrusters now an unwanted piece of solid ballast as tugs are the only thing considered reliable when in US waters to manoeuvre a ship?
- The 'bang & hang' the master syndrome has (yet again) let the legislators, inspectors, hull and machinery surveyors, pilot, insurance and other authorities to walk away.
- Legislators and marine officials are apparently not negligent when they fail to see the increase in their weight over the past few decades and amend the stability / load standards for small passenger vessels accordingly. [Capsize of a water taxi and a sight seeing boat in US waters recently]
- Was captain Schroeder guilty by association with the

ship for the deaths on the *LEE III* even though he was not on board at the time of that collision?

- There are no web pages that I have found that support this conviction, or even the use of this legislation, but there are many that condemn both.
- Authorities must have recognised the hazard a turning ship (with or without tugs) presented to the container crane yet they did not move it or prevent persons from being some 40 metres up in it while the hazard was at its highest level. Was not this gross negligence on their behalf? ISPS Code violation?
- Learned council has advised marine groups NOT to contact or press the judge as this might force her hand to impose a harsh sentence to show that the US is a sovereign state and will not be pushed around.
- The Judge may have had no choice but to try the case based on the evidence presented and the law it was presented under. The jury may have had little choice in its decision based on the evidence presented and the Judge's instructions relating to the law. The judge does have discretion in the sentence, which is supposed to come down on 7<sup>th</sup> February 2007. It is to be hoped she will see that this was an accident, not a criminal offence and act accordingly.

A personal thought. The space shuttle was launched a total of 113 times before it's second fatal disaster. A mechanical failure rate of one in fifty-five is about the same as that of the shaft generator on the *ZIM MEXICO III*. From December 2005 until the vessel struck the crane the bow thrusters had been used without problems for some 54 docking or undocking manoeuvres. The overall failure rate of the thruster would surely be a lot less if it was taken back to 1993. Was NASA negligent and does it now tell those who board the shuttle of ALL the mechanical glitches that have occurred over the years?

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### **NEWLY DISCOVERED UNDER-HULL EFFECT**

The Japanese 300,000 ton tanker *MOGAMIGAWA* was proceeding on her lawful passage through the Straits of Hormuz when she was hit from behind and below by the US nuclear submarine *NEWPORT NEWS* that was proceeding on her way submerged. The submarine suffered damage to her bow while the tanker had small dents and holes ripped in a ballast tank. After temporary repairs the tanker proceeded to Singapore for discharge and dry docking. There were no injuries in this incident. The USN said the tanker's 'speed' (?) and size sucked the submarine up and into her stern. The submarine commander has been relieved of his command and the sub is heading to the US for repairs.

What an opportunity for those with a test tank. Defining and studying this previously unknown effect, to be henceforth known as the Lewinsky effect, exerted by a ship on a submarine underneath it.

Questions

- Was the sub trying to move out of the Gulf undetected under the tanker? This is an old trick.
- Was the submarine unaware the tanker was catching it up (if it was) from its noise blind side?
- How deep was the sub under water and how much

water was under the sub? Ships drawing 20 metres must be common in that sea lane and would not the submarine have been advised of the movement of such a large ship?

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## **PUFFING, POTTY & PETROLEUM PROBLEMS**

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### **THE UNKNOWN STATISTIC**

The toll in wildlife lost because of the *EXXON VALDEZ* oil spill is estimated to be 250,000 birds, 2,800 sea otters and 300 harbour seal. Land-lubbers remember them and consider it to be the largest oil spill ever. It was, despite its size, not in the top fifty oil spills and few land-lubbers think about another species of wildlife that has suffered from the spill, humans.

15,000 humans from around the world were involved in the clean up. They worked long hours blasting the oil with high pressure water, steam or chemicals. They were covered in oily spray, ate sandwiches with oily hands, inhaled oily mists and tried to scrub the oil from their skin.

There are many of these people suffering health problems that range from lung problems (264), poisoning (34) and injuries to their nervous systems (19). There are probably many more who have not associated their condition with the clean up. There were personnel suffering from sore throats, pneumonia and bronchitis during the clean up. It is possible these signs and symptoms were put down to a viral infection so they did not have to be reported to Health and Safety Authorities. There were a recorded 6,722 patient visits for respiratory illness during the clean up. While some may have been the same individual it is estimated that 40% of the clean up crew had respiratory illnesses and visited the doctor.

If the clean up had been designated a hazardous waste clean up those involved would have had to be given 40 hours of training regarding the hazards involved. It was not designated a hazardous waste so only 4 hours of training was required.

The health authorities and Exxon state that there is no connection between ill-health and the clean up. "The oil was natural crude and under proper conditions of worker safety, of injury prevention, with personal protective equipment, training and oversight, there should be no component of the oil that should provide any toxicity that would induce any of these long term effects," said the Alaskan state epidemiologist. What PPE was required and what was provided is unknown

As with the Newfoundland seal hunt there are better records of the animal losses than the human losses and a record of the health tole of those involved should be maintained for a generation after the completion of the clean up.

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### **LAKE WABAMUN OIL SPILL UPDATE**

How many members remember the news coverage of the spill and how many wonder what happened regarding the incident over the long run?

On the 3<sup>rd</sup> August 2005 a train derailed near Lake Wabamun, Alberta and 12 of 26 tank cars spilled

730,000 litres of bunker C and another tanker of a carcinogenic substance. It has been estimated 560,000 litres went into the lake waters. CN Rail had the trains rolling again within 51 hours of the derailment but the clean up did not progress with the same speed and effectiveness as far as the locals were concerned. Locals trying to save their lake were not apparently informed of the hazards involved in contacting the substances in the water for a number of days after the incident. There are now about two billion [yes two billion] Dollars in claims and law suits against CN Rail.

On the 27<sup>th</sup> of July 2006 the Canadian government said that it was 'considering' laying a charge against CN Rail under section 112 of the Environmental Protection Act for "failing to take reasonable measures to remedy and confine a spill." The maximum penalty for this offence is, believe it or not, a fine of \$ 500,000 Canadian. (A seamen was fined \$ 250 US for spilling a half pint of paint into a US harbour, at the same scale CN should be fined \$ 4,927,448,512 Canadian - that is 5 followed by nine zeroes in Dollars - for this spill).

Considering the fines and imprisonment meted out to mariners for a lot less pollution I wonder if the engineer / train driver or any manager of CN even got a whiff of the local jail, let alone spent a night in it, for this spill? One must wonder why the Migratory Birds Act was not applied / did not apply in this case. A mariner must assume that migratory birds only fly over salt water.

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## **"CALL THE MATE!"**

### **THAT SINKING FEELING**

The heavy lift ship *MIGHTY SERVANT III* was unloading the semi-submersible oil rig *ALEUTIAN KEY* off the coast of Nigeria when she sank by the stern. There was no loss of life but one of the few vessels of her capability is now 60 metres underwater. At 24 years of age it is unlikely she will return to service. Salvage has been awarded to Smit.

Her sister, *MIGHTY SERVANT II* hit an uncharted pinnacle off Indonesia, rolled on her side in less than five minutes and became a constructive total loss in 1999. She was carrying the top side of an oil rig at the time.



The semi-submersible oil rig *ALEUTIAN KEY* is moved off the deck of the cargo deck of the heavy lift ship *MIGHTY SERVANT II*



The cargo deck underwater



The stern is well under water and the bow is about to follow.

The rig can be seen safe in the background.

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**DECK LOG**

It is with mixed feeling that I let you know this is my last edition as editor of *From The Bridge*. I have taken on some professional and personal research projects that will take the time I was spending on the newsletter. I have been editor for thirteen editions which I hope you have enjoyed and found informative.

I hope the Divisions will provide news and that serving mariners will write technical material, complete with graphics, relevant to their areas of expertise. Although there are common activities at sea there is more specialization than ever so being exposed to the activities of other sectors is very important. (It is said a competent mariner will pick up the specialization in three to four months of exposure - that is why we are thrown into it with a one hour turnover). The article on log barges in the August and November 2005 editions by Captain Rose are a good example. I hope others will follow this example and provide copy so the new editor is trying to squeeze things in, not fill the space. Many thanks to those who provided copy over the past three years.

The new editor, Captain Janice Kenefik, is moving from the west coast to the east coast so if there is any copy please send it to me and I will forward it to Janice when she has established a communications link here. I

wish her well and that you will provide her with the support the newsletter needs.

PLEASE let you're Divisional Secretary know of any email and / or postal address changes so you can remain in touch with the Company. A lot of time and effort is expended trying to track down these changes and you miss out on receiving *From The Bridge*.

Tom Kearsey

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**HEAVY LIFT**

On the 23 January 2007 the heavy lift ship *BLUE MARLIN* was sitting in Halifax Harbour ready to load the jack-up oil rigs *GSF GALAXY II* and the *ROWAN GORILLA VI*. The winds were forecast to be too strong so the *GALAXY* conducted a lifeboat drill on the mirror like waters. The lifeboats are made by Survival Systems International and are of the Whittaker type with a single fall. The boats can, and do, spin round during launching so can be facing the rig when they land in the water. Not a good thing, but the boats handle like no other lifeboat, they can and do turn in their own length. With the wheel hard over and pumping the throttle they can turn round without any advance until they are facing a safe direction, midships on the wheel and hard down on the throttle and move away.

The nearly oval shaped Whittaker boats do not have a keel so have little directional stability, the wheel is in nearly constant motion when going in a straight line. The single hook on the top of the roof must NOT be used for towing as this horizontal pull will roll the boat over. There are ring bolts in the hull just forward of the forward doors and aft of the after doors which can be used for towing or setting the sea anchor. The boat is wider but shorter than a conventional lifeboat of the same capacity so has a more occupant friendly roll but a greater pitch motion. The 50 person boat has double tier seating around the perimeter



The *GALAXY* oil rig conducts lifeboat drill



Wheel hard over and maximum throttle and the turn commences



Even with full throttle there is little advance, pump the throttle and there is no advance.



The heavy lift ship *BLUE MARLIN* sits ready to load in Halifax harbour once it sinks its deck under water



The GSF *GALAXY II* is already loaded on the stern

of the *BLUE MARLIN* and the larger *ROWAN GORILLA* is being manoeuvred to slot into place



The loading is aborted as the wind was increasing and the *GORILLA* was returned to its berth until very early the next day when it was loaded



Wedges from opposite directions now high and dry

The Rowan rig measures 93.9 X 91.5 meters and the GSF rig 75 X 77 meters although they are triangular in shape. The triangular rigs were loaded facing in opposite directions but it was a tight squeeze getting them on. The rigs have a combined weight of 51,970 tons, but the record remains with the *BLUE MARLIN* when she carried the 59,000 ton MODU named *THUNDERHORSE*. The legs on the rigs are 183 meters in length. The *BLUE MARLIN* has a deck 178 metres long by 63 metres wide and this was the first time two rigs of this size had been carried at one time. The winter trans-Atlantic voyage will, no doubt, be made south-about. The ship takes in about 60,000 tons of ballast water to sink it for the loading operation. The vessel was enlarged in 2004

The sinking of the *MIGHTY SERVANT II* necessitated changes to the movement of the rigs from the east coast of Canada to the North Sea. The Rowan rig was to have travelled on the *BLACK MARLIN* in December 2006 but these plans were changed. At a daily working rate of about \$ 250,000 per day per rig any delay is expensive.

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TTFN