



From the Bridge

The Newsletter of the Company of Master Mariners of Canada

August 2008

The Company of Master Mariners of Canada is a corporation established to serve the shipping industry, further the efficiency of the sea service and uphold the status, dignity and prestige of Master Mariners.

41st ANNUAL GENERAL MEETING

St. John's, Newfoundland & Labrador
Saturday, October 4th 2008. Time: 1500

AGM Information can be found at the end of this Newsletter

The Minutes of the 40th AGM appeared in the November 2007 FTB

SEMINAR

Marine Human Resource Solutions Oct 2nd 2008

Hampton Hall, Fisheries & Marine Institute of Memorial University
Ridge Road, St. John's, Newfoundland

For further information check the Company's website <http://mastermariners.ca>
or phone Captain Jim Parsons (709) 778-0684 or Captain Ahamed Zaki (709) 778-0429

FROM THE MASTER'S DESK

Dear Colleagues,

Since the last **From The Bridge**, the Marine industry has seen a number of distressing incidents that affect us all. Sinking vessels, pollution incidents and incarceration of seafarers have been reported in the international press. I would like to highlight some of these.

On 21st June, the ferry *Princess of the Stars*, owned by Sulpicio Lines of the Philippines, sank in a typhoon with a loss of more than 800 passengers and crew. More distressing than the sinking is the recorded fact that the line has had more than 45 accidents or incidents over the past 28 years. These include sinkings, fires, collisions, main engine breakdowns at sea, leaving the vessels adrift for several days, and groundings (Lloyd's). The company has been ordered to cease operation, but how could so many accidents have occurred in a single company, and the company still be permitted to operate? Further to this incident, there is a proposal that the vessel be towed ashore thereby damaging coral reefs in the area; and it is noted that the vessel has toxic material aboard, endosulphan, an industrial strength pesticide. What an ecological disaster if this escapes into the marine environment!

On 3rd February 2006, a ferry crossing the Red Sea sank with a loss of life of more than 1000. Last month a court in Egypt cleared the owners of the *al-Salam Boccaccio* of all charges after a parliamentary inquiry board had blamed the ferry company for the disaster, finding that the ferry company had continued to operate the vessel despite serious defects. It should be noted that the Master of another ship was found guilty of failing to aid the ferry and was jailed for six months. I do not know if the Master had legal representation, but believe that the law of the sea to provide aid to a stricken vessel must be adhered to, and those who do not should receive just desserts.

On 12th July, m.v. *Lehmann Timber* sent a distress call after it had broken down in the Arabian Sea, the crew was exhausted and lacked 'nourishment' and the salvage tug was 'delayed' – arrival time unknown.

These incidents indicate the lack of interest in the welfare and competence of crews, the inadequacy of Flag State and Classification surveys, and the unwillingness of certain Flag States to curtail operations of shipping companies not complying with the standards of seaworthiness required.



On another topic, the fair treatment of Seafarers has again been in the news. Two situations highlight the growing incidence of detaining and incarcerating seafarers. In Korea, Indian nationals Captain Jasprit Chawla and his Chief Officer Syam Chetan have been detained in Korea pending a retrial. The two were cleared of all charges relating to a pollution incident on 23rd June when their vessel, m.v. *Hebei Spirit* was holed when a crane barge and tug struck the vessel in stormy weather. About 10,500 tonnes of oil spilled into the sea. Captain Chawla who has had an exemplary 17 years of services at sea has stated that he is reluctant to return to sea as any future decision taken by him may be coloured by this experience (a very real possibility, as I am sure you will all agree!).

The other situation involves Captain Kristo Laptalo, the Croatian master of the *Coral Sea*. This Master received a jail sentence of 14 years in Greece following a contentious verdict of drug smuggling. 51.5 kg of cocaine was found in the ship's cargo of bananas in the port of Aigion. The Officers and crew denied all knowledge of the drugs. (How many of us can honestly say that they know precisely what is aboard and stowed in the cargo? Yes, we sign the Mate's Receipts but that is done "on trust").

This treatment of our seafarers is unacceptable, detrimental to the industry at large and without doubt unfair to those who are incarcerated under these circumstances. BIMCO is urging its members to take a stance on the mistreatment of seafarers. IMO and ILO have jointly adopted "*Guidelines for the Fair Treatment of Seafarers in the Event of a Maritime Accident*". This is a good start but does not go far enough. The Master of the *Coral Sea* was not involved in an 'Accident'. Our seagoing industry is suffering from unfair treatment, lack of support from owners and unions, persecution from the civil justices of various nations and a shortage of competent crews.

Are you surprised that there is a lack of competent crews? What is the incentive for our youth to take up a career at sea? Why would anyone want the responsibilities of a Master if the possible outcome of an incident is a jail term? We must do more to support our Masters and seafarers; develop the competence of the crews; and support any initiative to improve the standards of the vessels, their inspections and compliance with guidelines, standards and regulations.

Your support of these initiatives is essential and is requested.

Sincerely,
Peter Turner. National Master



Maritime Symposium 2008 Halifax, Nova Scotia

Program at a Glance: In recognition of **World Maritime Day (WMD) 2008**, Transport Canada Safety and Security is hosting a Maritime Symposium at the Halifax Marriott Harbourfront Hotel from September 21 to 23. The event will focus on a number of areas of our work with the International Maritime Organization (IMO) such as safety, security, environmental protection, polar development and liability issues. In particular, the Symposium will serve as a forum for generating Canadian input to the IMO. While the detailed program is still being developed, the preliminary program is as follows. Please visit the website regularly for updates.

Sunday, September 21 In the late afternoon, participants are invited to attend a pre-symposium welcome reception to meet and network with fellow

attendees as well as visit the various exhibits. A registration table will be open during the reception and will re-open on September 22 at 07:30.

Monday, September 22 The Maritime Symposium will be opened by the Honourable Lawrence Cannon, Minister of Transport, Infrastructure and Communities, and Dr. Rosalie Balkin, IMO's Director, Legal Affairs and External Relations Division. Sessions throughout the day will focus on issues related to marine safety, security and the environment. The day will culminate with a harbour cruise and dinner at Murphy's on the Water.

Tuesday, September 23 Sessions will focus on expansion of the Arctic to accommodate industrial development, and liability issues regarding wreck removal and hazardous noxious substances. Following the closing luncheon, the Port of Halifax will host a trip to its Fairview Cove Container Terminal. This state-of-the-art facility is located at the only seaport on the East Coast deep enough to accommodate fully laden, post-Panamax vessels.

For further information see <http://www.tc.gc.ca/WMDay-JourneeMM/eng/symposium/links/menu.html>

Coast guard needs better icebreakers, Senate urges

The Canadian Press. June 23rd 2008

OTTAWA -- The Canadian Coast Guard needs better icebreakers, tougher regulations and more Inuit involvement to safeguard the country's interests in the slowly opening Arctic seas, says a newly released Senate report. The report recommends that all ships entering Arctic waters claimed by Canada should be obliged to tell NORDREG, a registry maintained by the CCG to monitor who's sailing through the Arctic. Registering is currently voluntary. "To show

that we control the water and that these are Canadian waters, to assert our sovereignty, every ship should report and NORDREG is the tool to do it," said New Brunswick Liberal Senator Fernand Robichaud. Canada should also implement regulations on the construction, manning and equipping of all vessels in the Arctic, the report said.

The standing committee on fisheries and oceans also said Canada needs go-anywhere, any time icebreakers. Although that echoes a \$720-million promise made in the government's last budget, we need more than one, said Robichaud.

"We expect a lot more traffic is going to happen up there," said Robichaud. "Right now, I don't think we have the capacity. The government should have a long-term program of shipbuilding icebreakers."

Ottawa shouldn't ignore the people who actually live in the Arctic either, the report says. More Inuit should be recruited for the Coast Guard to take advantage of their unique local knowledge. As well, the government should implement a plan that has been languishing before the federal cabinet for years to build a series of small-craft harbours in Nunavut.

"We believe Nunavummiut have not received their proper due with regard to facilities."

One Arctic expert praised the report, saying making NORDREG mandatory is "excellent idea." "We've never had the political courage to stand by our convictions," said Rob Huebert of the University of Calgary's Centre for Military and Strategic Studies. While Canada has strong Arctic environmental legislation, foreign ships have never been required to tell Coast Guard officials that they're sailing through the waters it protects. "If you're passing a law like the Arctic Waters Pollution Prevention Act, you're saying here's an indication of our sovereignty over the Northwest Passage," said Huebert. "Well, make the damn thing mandatory. With new technology such as Radarsat-2 keeping watch, Canada can now see for itself who is cruising the Arctic seas". Huebert also praised the emphasis on working with northerners. He said the army already provides a model for working with Inuit communities with the Rangers, small detachments of reservists throughout the North that act as the military's eyes and ears. "New harbours would also enhance Canadian Arctic sovereignty", Huebert said. "Harbours are gates, and those who control the gates get to make the rules. You've got to build the right gates," he said. "If you build it, you control it."

OMEGA (see FTB May 2008)

I thought you might like a bit more on the *OMEGA*. She wasn't burned; in fact she sailed on until June 26, 1958 when she grounded on San Lorenzo Island near Callao and sank. Her German master had been there since 1924 - much the same age as the ship (71).

The *OMEGA* was built as the *DRUMCLIFF* by Russell of Greenock, in 1887 for Gillison & Chadwick of Liverpool. Sold to Germany in 1898, interned at Callao in 1914, ceded to Peru as a prize in 1919, ran to Europe until 1925 then remained in Peruvian trade till the end. The company had 2 other barques - *MAIPO* and *TELLUS* in service until 1953, but the *OMEGA* was truly the last of deepwater sail.

The UK magazine "Ships in Focus, Record 8" carries an excellent article on the *OMEGA*.

John Anderson May 28th 2008

P.E.I. Ferry.

Dredging of the approaches to the Caribou, Nova Scotia ferry terminal this summer will complement C\$2.2 million in construction improvements to Prince Edward Island's Wood Islands ferry terminal. "This dredging project will allow the two ferries *Confederation* and *Holiday Island* to continue operating within the existing schedule, and under safer conditions," said Lawrence Cannon, Minister of Transport, Infrastructure and Communities.

Transport Canada has completed a hydrographic survey of the area and identified a need to remove approximately 11,000 cubic metres of material from the ferry terminal approach channel. The estimated cost of the project is approximately C\$835,000.

June 16th 2008. Dredging News



The Marine Society College of the Sea

<http://www.ifsma.org/pages/IFSMAMastersDegree.pdf>

The Marine Society College of the Sea (MSCoS) is keen to offer seafarers a route through which they may top up their education qualifications into a [Bachelors degree](#) or; for Senior Officers with their Class 1 Certificate to top up to a [Masters degree](#) by means of a programme that is entirely distance taught. The desire is to make the progression route more than simply a reinforcement and enhancement of a seafarer's professional skills and competencies, but to focus on improving the learner's analytical and evaluative

skills. It is felt this approach offers the learner a qualification whose currency is widely recognised and therefore transferable within and beyond the maritime sector. The proposed offering is arranged in conjunction with Middlesex University. MSCoS has successfully worked with Middlesex to offer programmes for seafarers since 1999.

Divers find 1780 British warship.

Deep sea divers have found the wreck of a Royal Navy warship which sank during the American Revolution. The discovery of *HMS Ontario*, at the bottom of one of the Great Lakes on the US-Canada border, has been hailed an "archaeological miracle".

The 22-gun, 80ft (24.4m) vessel, with an estimated 130 men on board, went down in Lake Ontario in a gale in 1780. The ship is now being treated as a war grave and there are no plans to raise it or remove any of its artefacts. Shipwreck enthusiasts Jim Kennard and Dan Scoville have revealed how they used side-scanning sonar and an unmanned submersible to find the ship earlier. They claim *HMS Ontario* is the oldest confirmed shipwreck and the only fully-intact British warship to have ever been found in the North American Great Lakes.

Canadian author Arthur Britton Smith, who chronicled the history of *HMS Ontario* in the 1997 book *The Legend of the Lake* and who's drawing of the ship is shown here, described the find as an "archaeological miracle".

"To have a revolutionary war vessel that's practically intact is unbelievable," he told the Associated Press (AP) news agency.

'Beautiful ship' Mr Scoville told AP that, although the vessel went down in a huge storm, it had still managed to "stay intact".

"There are even two windows that aren't broken. Just going down, the pressure difference can break the windows. It's a beautiful ship," he said.

The vessel is currently sitting in an area of the lake where the water is up to 500ft (152m) deep and can only be reached by the most experienced divers.

However, Mr Kennard and Mr Scoville, who have been hunting for the ship for three years, have refused to give its exact location, saying only that it was found off the southern shore.

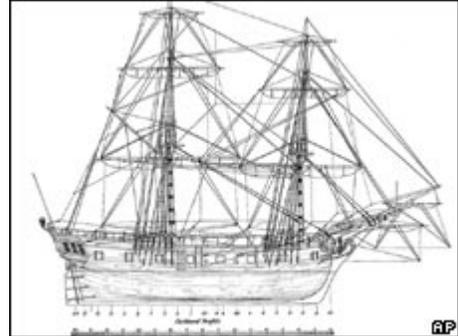
The pair believe the cold freshwater of the lake has acted as a preservative - with the lack of light and oxygen slowing decomposition - ensuring the ship has stayed intact.

HMS Ontario is considered one of the few "Holy Grail" shipwrecks in the Great Lakes and for many years divers and shipwreck hunters have searched for the vessel without success.

Official records quoted by the team of explorers show *HMS Ontario* went down on 31 October 1780 with a garrison of 60 British soldiers and a crew of about 40, mostly Canadians. There could also have been up to 30 American prisoners of war on board.

There are about 4,700 shipwrecks in the Great Lakes, with approximately 500 in Lake Ontario.

http://news.bbc.co.uk/2/hi/uk_news/7454578.stm



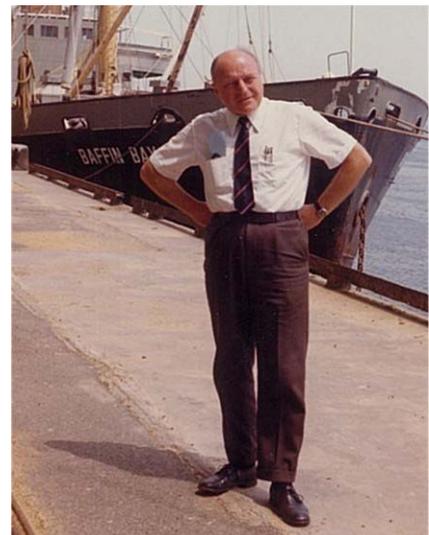
REMEMBERING THE LATE CAPTAIN GEORGE Q. PARNELL FNI, FORMERLY OF THE MONTREAL DIVISION

George was a thoughtful and meticulous man and a good seaman. When I first met him on the Montreal waterfront in 1968 he was a surveyor with Hayes Stuart; I worked for another survey firm. We would meet on joint surveys around Montreal, in dock sheds and aboard ships and in Quebec, sometimes in Davies shipyard. Many a good night was enjoyed at the Rond Point Hotel, Levis after a long winter's day in the drydock surveying damaged cargo in a damaged ship. After a Grunt Club all-nighter in December, we had a dawn breakfast at a nearby diner. George called home to be told by his wife that a ship had grounded in the Seaway and he was required to be there. The call of duty was answered forthwith. The sixties and seventies were very busy times for marine surveyors in Montreal. We worked long hours, sometimes through the night, not just in Montreal but in the lower St. Lawrence ports and the Saguenay.

George was born in Poland and joined the Polish Navy. Part of his training was on the big square-rigger, "*DAR PORMORSA*". From being an upper yardsman in a sailing ship George switched to being a submariner. In 1939, his sub was one of three which escaped into the Baltic and dodged the Germans as they made their way to the North Sea to attach themselves to the British Navy. During the Norwegian campaign George's sub was caught on the surface, was mistaken for a U-boat and attacked by a British warship. A keen-eyed seaman identified the submarine and they ceased firing. After retirement, George tracked down that English seaman who had probably saved his life.

In the latter part of WW II, George found out about a scheme offered Allied seamen to study for certification at the nautical college near Southampton. After passing for 2nd Mate (F.G.), George served on British merchant ships. After the War, he went to university for a year or so and at that time he met and married a young lady, an officer in the Women's Auxiliary (WAAF) of the Royal Air Force. She had grown up in Paris.

In the 1950s George sailed in the same company as I did, in the West African trade, but we did not meet. George and Pat migrated to Montreal and settled down in the West Island to bring up their three children. About 1970, George went to the Marine Institute in St. John's and studied for his Master F-G Certificate. I met him in 1972 when he took command of the 10,000 ton freighter, *BAFFIN BAY* (ex *GLOBAL ENVOY*) for a trip to the West Indies with grain. The ship put in to Halifax for bunkers. A fire occurred in the engine room and although it was eventually extinguished the old ship was considered a constructive total loss. In the following years, George commanded ships owned by the Crosbies of St. John's, in summer trips to the Arctic and in winter



trips to the Caribbean. He became well-known for his skilful and careful handling of a ship in ice-infested waters and Fednav of Montreal used his services as ice pilot for their owned or chartered bulk carriers taking ore concentrates from Nanisivik on the western side of Baffin Island to Europe.

George, who had artistic talent too (he did some good paintings of Old Montreal) sketched many of the islands and land masses in the eastern Arctic to help navigators identify what they saw, between fog and white-outs. He went a step further with his Monograph entitled "ICE SEAMANSHIP" which was published by the Nautical Institute in London. This book has very good sketches of Arctic ice in all its forms, shapes and sizes plus diagrams of how to approach ice, how to make headway without damaging the ship and how to interact with an icebreaker. I remember seeing George fit out a survey ship in Halifax for an eastern Arctic survey with scientists. The year was 1978, a very severe ice year. The thoughtful, careful, meticulous man that he was, he brought the ship through the ice and bad weather without any damage. The Company of Master Mariners published his voyage report in a trade publication, the predecessor to "Canadian Sailings".

George had been a member of the Company for many years but in his retirement, he withdrew from current maritime affairs and enjoyed writing to nautical publications and doing research into matters of interest to him. Whenever I passed through Montreal, I was welcomed to his home, to enjoy a yarn and that old Royal Navy custom, a "pink gin" before one of his wife's marvellous dinners. After a debilitating illness, George died peacefully, his family about him, on July 1st 2008. He had lived about 87 interesting and fulfilling years. "Home is the sailor, home from the sea"

Captain Angus McDonald FNI, Maritimes Division

Nijmegen Marchers' Send-off. The Canadian War Museum hosted an official *Nijmegen Marchers' Send-off* Wednesday, 9 July 2008, for the formal departure to the Netherlands of the Canadian Forces contingent that will participate this year in the Nijmegen Marches. The "Marches" is a prestigious four-day annual international walking event for both military and civilian participants. Captain Peter Turner, our National Master, was invited to attend the Send-off ceremony and reception but was unable to attend so I represented the CMMC on his behalf. The annual Nijmegen Marches have involved Canadian participation since 1952. The military entrants are required to complete the four-day 160-km (4 x 40-km) march in combat uniform, carrying a minimum rucksack load of 10-kg. The event annually draws over 40,000 marchers from 50 different nations -- and is witnessed by over 1 million spectators along the 160-km route. The "Marches" present both a challenging and an emotional experience, especially for Canadian Forces members. It is challenging in that the 160-km Marches are the ultimate test of a CF member's physical fitness and stamina in an event that requires effective teamwork and strong leadership. Most troops participating in this year's march will have already completed between 800 and 1100 km in training.



OPERATION NIJMEGEN is the largest annual pilgrimage of Canadian soldiers, sailors and airmen to a war cemetery outside of Canada. During the Second World War, Canadian soldiers liberated the area around Nijmegen. There is a large Canadian military cemetery in nearby Groesbeek which serves as the final resting place for over 2300 Canadian soldiers and airmen. The cemetery is on the route of the 3rd day of the March and all military marchers halt there to pay their respects and conduct remembrance services. This is the 11th year that the send-off ceremony has been held at the Canadian War Museum. <http://www.4daagse.nl/index.asp?taal=en&pagina=homepagina&interactivepage>

Captain Tom Brooks Capital Division

North Atlantic Right Whale: The May 2008 FTB made reference to the right whale. Following is further news about the attempts to protect this endangered creature. **April 7, 2008, ITHACA, NEW YORK** -- Busy shipping lanes in Massachusetts Bay are safer for endangered North Atlantic right whales this spring, thanks in part to a network of smart buoys. The buoys listen for whale calls and relay information so that ship captains can avoid collisions with the whales. The new warning system marks a major step forward in protecting the world's last remaining North Atlantic right whales from ship collisions, a leading cause of death for the species. Fewer than 400 of these whales are estimated to remain. The high-tech buoys were designed by scientists and engineers at the Cornell Lab of Ornithology's Bioacoustics Research Program and the Woods Hole Oceanographic Institution. The realization of the listening network represents the culmination of a major effort involving scientists, government agencies, and environmental groups.



"Thanks to these efforts, for the first time, ship captains can receive continuous information on where the whales are so they can slow down and avoid tragic collisions," said Dr. Christopher W. Clark, lead scientist on the project and director of the Bioacoustics Research Program. "Scientific studies indicate that the death of just one or two breeding females a year will lead to the population's extinction. Slowing down for whales will make a big difference."

Ship traffic in Massachusetts Bay is increasing, and so too are the risks to whales. Vessels carrying liquefied natural gas to Excelerate Energy, L.L.C.'s new Northeast Gateway Deepwater Port travel through the Stellwagen Bank National Marine Sanctuary, an important area for whales. To meet permit requirements to reduce the operational risk of ship strikes, Excelerate Energy contracted the work on the buoy listening network and monitoring system and has trained all its crew members to watch for marine mammals and sea turtles as the vessel travels to and from the port.

Dr. Clark said that the system began detecting right whale calls the very same day it went online. The buoys are programmed to listen for a right whale's signature call, a deep rising "whoop." Once this acoustic information is detected, it is sent via cell phone or satellite to the Cornell Lab of Ornithology where expert analysts confirm the calls before posting a warning. When alerted, ships supplying the deepwater port are required to slow to 10 knots and look out for whales. "We understand why this system is necessary and we're happy to be part of a model that can be duplicated around the world," said Excelerate CEO Rob Bryngelson.

The National Oceanic and Atmospheric Administration (NOAA) encourages--but doesn't require--other ships to slow down as well. Ships can receive alerts through the NOAA Northeast Right Whale Sighting Advisory System. The public can view a map showing where the whales are being detected by visiting www.listenforwhales.org.

Although right whales have migrated along the Atlantic Coast for millennia, places like Massachusetts Bay that were once safe havens are now crisscrossed by commercial shipping lanes, cluttered with fishing lines, and buried in the near-deafening noise of traffic.

Dr. Clark is spearheading an effort to monitor whales at locations all along the Atlantic seaboard from Maine to Florida, using auto-detection buoys and spherical devices called "pop-ups" that record sounds underwater for several months, then pop up to the surface so the data can be retrieved. With the help of these technologies, scientists hope to reduce the immediate threat of death from collision--and to address the long-term stresses to whales from underwater noises that interfere with their communication.

"We need to listen to these whales," Dr. Clark said. "And we need to prevent any more from being killed if they are to have any hope of surviving in this modern world."

<http://www.listenforwhales.org/NetCommunity/Page.aspx?pid=462&srcid=430>

CAUTION MARINERS
PLEASE AVOID COLLISIONS WITH RIGHT WHALES

The North Atlantic right whale is the most endangered large whale – only about 400 remain. Right whales are protected in Canadian waters under the *Species at Risk Act*.

DISTINCTIVE FEATURES

- Average adult length 14 – 17 metres
- Weigh up to 60 – 70 tonnes
- Slow swimmers, seldom moving faster than 3-5 knots.
- Can stay submerged for 10 to 20 minutes and may appear quite suddenly when surfacing to breathe
- Often seen alone or in small groups

SOCIAL BEHAVIOUR
At times, right whales form large courtship groups of 20 to 30+ animals.

TAIL
Black, deeply notched tail flukes raised vertically when diving.

V-SHAPED BLOW
The whale's profile on the surface is low; they are not easily seen except for their V-shaped blow.

CALLOSITIES
Rough whitish patches on the top and sides of the head, used for photo-identification.

FLIPPERS
Short paddle-shaped.

NO DORSAL FIN
Smooth black back.

PLEASE AVOID CLOSE APPROACHES. RIGHT WHALES ARE DIFFICULT TO SEE AND MIGHT NOT BE AWARE OF VESSELS.

FOR MORE INFORMATION SEE CANADIAN COAST GUARD ANNUAL NOTICES TO MARINERS: WWW.DISTWHALES.CA AND WWW.NMFS.NOAA.GOV/PF/SHIPSTRIKE/

Canada
CANADIAN WHALE INSTITUTE
New England Aquarium
right whale

ROSEWAY BASIN "AREA TO BE AVOIDED" FOR PROTECTION OF RIGHT WHALES IS NOW IN EFFECT

(see earlier article on Page 9 of the May 2008 FTB)

HALIFAX – The Honourable Peter MacKay, Minister of National Defence and Minister of the Atlantic Canada Opportunities Agency, on behalf of the Honourable Lawrence Cannon, Minister of Transport, Infrastructure and Communities, wishes to remind mariners that the recommended seasonal "Area to be Avoided" (ATBA) is now in effect in the Roseway Basin, off Nova Scotia's Cape Sable Island.

"Mariners following the ATBA, which took effect on June 1, will avoid the Roseway Basin to help protect the Right Whales population," said Minister MacKay. "These conservation efforts are another example of the action our Government has taken to protect our natural environment and its inhabitants."

"The Government of Canada wishes to express the appreciation of all Canadians toward mariners who share our concern for the protection of the natural environment," said Minister Cannon. "The ATBA will be in place each year from June 1 to December 31 and we encourage all mariners to comply with it and help in the recovery of this endangered species. Right Whale recovery depends on governments and industry working together to protect these vulnerable creatures. The Roseway Basin ATBA is a terrific example of that cooperation."

"Canadians should be proud and encouraged by the implementation of the Area to Be Avoided for Right Whales on the Roseway Basin Right Whale conservation area" said Dr. Moira Brown, senior scientist with the Canadian Whale Institute (CWI) and New England Aquarium (NEAq). "This internationally sanctioned, science based conservation initiative, in concert with the 2003 amendment to the Bay of Fundy shipping lanes, means that Canada has taken significant measures to promote the recovery of Right Whales by reducing the threat of lethal ship strikes."

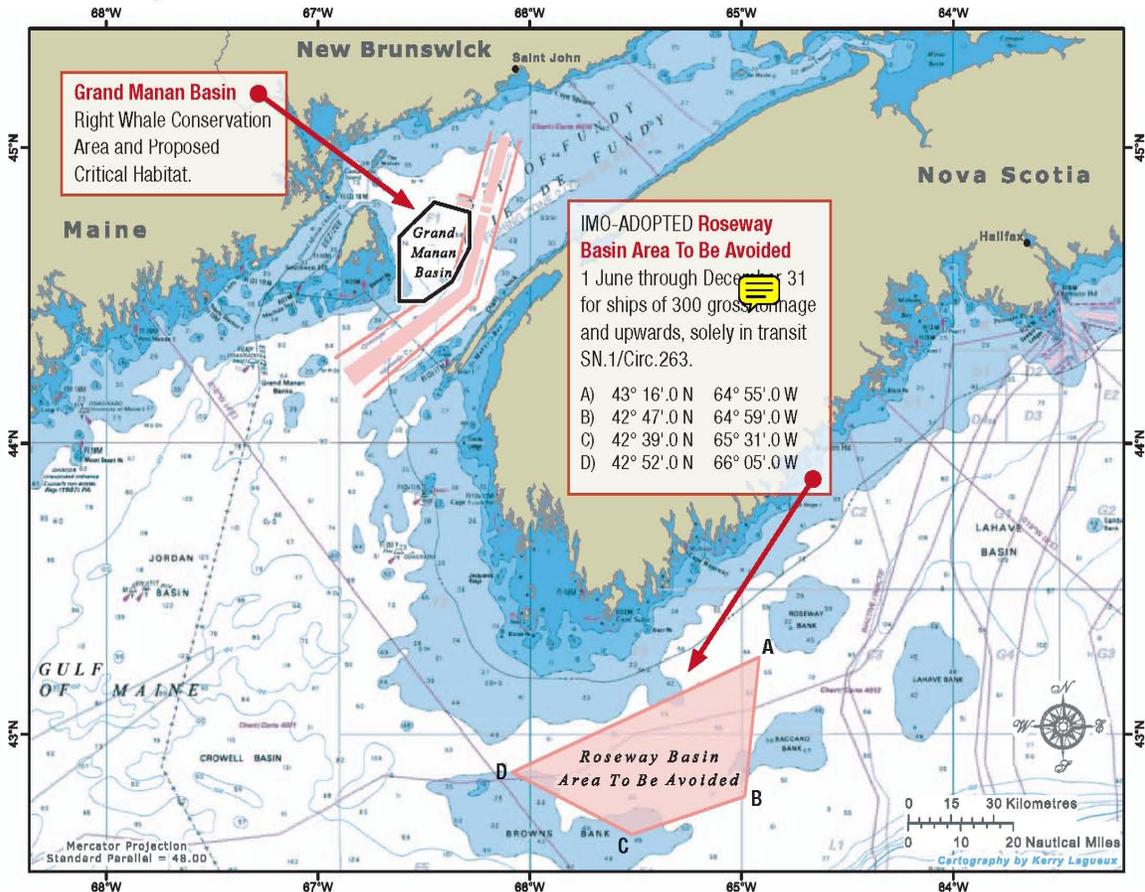
For more information on the North Atlantic Right Whale, visit the Canadian Whale Institute's website at: <http://www.rightwhale.ca> <http://www.tc.gc.ca/mediaroom/releases/at/2008/08-a004e.htm>

North Atlantic right whales are Endangered



Right Whales In Atlantic Canada

Right whales are found in the waters of Atlantic Canada from June through December. Their range extends from their critical habitat in the lower Bay of Fundy to the Roseway Basin Area To Be Avoided and the Scotian Shelf, with occasional sightings in the Gulf of St. Lawrence.



Not to be used for navigation. See Canadian Hydrographic Service charts 4003 (2003 edition), 4011 and 4012.

Right whales are injured or killed by collisions with vessels and entanglement in fishing gear.

If you see a right whale, be aware that there may be more in your immediate area. **Do not assume the whales will get out of your way.**

Please report sightings of **injured, entangled, or dead** right whales to **Canadian Coast Guard 2182 kHz or VHF 16, Fundy Traffic VHF 14 or Environmental Emergencies 1-800-565-1633.**


Your help is greatly needed and appreciated.

Canadian Whale Institute 2008

A Look into the Future Have you ever wondered where the cargo business will be 20 or 50 years from now? Well, we asked Dr Jurgen Sorgenfrei, Port of Hamburg Marketing, to make a prediction. Based on current conditions and trends, here is one man's educated guess of the future that awaits us. <http://www.cargobusinessnews.com/>

2025

- Massive increase in oil/energy prices
- High pressure to invest environment-friendly
- Ports working in the same scheme as today
- China and Russia suffering with democracy and environment
- India and Brazil the new big players on the world market
- Globalisation still an ongoing process with new players
- No more warehouses on terminals
- High-speed rail/barge connections to remote facilities like CFS
- Port investments in hinterland hubs
- Double-twin lift, double-trolley gantries, AGV's etc as standard
- Hub and spoke system to different layers (learning from airport industry)
- Still Malacca-max discussion; next enlargement of Panama & Suez

2056

- 100 years of containerisation
- Less globalisation – more empowering of regional strength
- Ports as "transshipment devices"
- Competition between port clusters
- Specialisation inside port cluster
- Alternative energy supplies
- 6,000 – 10,000 teu vessels the workhorse after several recessions
- Both hub and spoke and multi-port strategies
- More democracy in the world and fewer safety problems

That is the August edition of the FTB for this year. It may seem a little early but it contains important information about the October AGM and needs to be issued at this time. Continue sending me your contributions for inclusion in our newsletter. The cut-off for submissions to the next edition will be Friday, November 21st 2008. Please send them to me at **13375 14A. Avenue, Surrey, B.C. V4A 7P9** or at whitknit@shaw.ca Enjoy the rest of the summer.

Sincerely, David Whitaker

THE COMPANY OF MASTER MARINERS OF CANADA

NOTICE OF MEETING

The **41st Annual General Meeting** will take place at the **Courtyard Marriott Hotel, 131 Duckworth Street, St. John's, Newfoundland and Labrador**, at 1500 hours local time on **Saturday October 4th 2008**. Members who are unable to attend may use the following proxy to indicate whom they wish to act on their behalf.

Note: Proxies shall be deposited with the National Secretary, **3335 Norwood Avenue, North Vancouver, B.C. V7N 3P2** or the Divisional Secretary, at least 72 hours before the meeting at which the person named in such instrument proposes to vote.

Captain P.M. Ireland, National Secretary.

PROXY

I, of the.....
Division, a member of the Company of Master Mariners of Canada and entitled to one vote
appoint of the
..... Division or failing him/her, another member
of the Corporation, to attend and vote for me at the 41st Annual General Meeting to be held
on the 4th day of October 2008, and every adjournment thereof, with powers I should
possess if personally present, hereby revoking all previous proxies.

Dated day of 2008.

Signature.....

Agenda for 41st Annual General Meeting of the Company of Master Mariners of Canada to be held at the Courtyard Marriott Hotel, 131 Duckworth Street, St. John's, Newfoundland, on Saturday October 4th 2008 commencing 1500 hours local time.

1. Acceptance of the minutes of the 40th Annual General Meeting.
2. Business arising out of those minutes.
3. Proposed By-Law changes (see attached sheet).
4. Reports from Officers:-
 - National Master
 - Divisional Masters – Capital, Great Lakes, Fundy, Maritimes, Montreal, Newfoundland & Labrador, Vancouver and Vancouver Island
 - National Secretary
 - National Treasurer
 - Membership
 - Administrator/Trustee for the Captain G.O. Baugh Memorial Fund
5. Slate of Officers for 2008/2009.
6. Auditor's report.
7. Appointment of the Auditor for 2008/2009.
8. Other business.
9. Date and time of the 42nd Annual General Meeting.
10. Adjournment.

P. Ireland, National Secretary.

December 4th 2007 By-Law recommendation revised.

Recommended changes to: By-Law 5 "QUALIFICATIONS FOR MEMBERSHIP" and, By-Law 9 "DUES FOR MEMBERSHIP".

Existing By-Law 5.1 (a) (ii) Master Intermediate Trade (ON 1), or
(iii) Master Local Trade (CN 1), or
Change shall read as: (ii) Master Near Coastal (MIV, MLV, ON 1, CN 1) or

Existing By-Law 5.2 Associate member
d. Canadian Command Endorsement (CCE), or
**Change shall read as d. Master 3,000 GT Near Coastal or
f. Master 500 GT Near Coastal (MHT 350 GT, CCE).**

5.3 Associate Members in either paragraphs 5.2(b), (d), (e) **ADD or (f)** and (b) in addition for holders of the **ADD Master 500 GT Near Coastal (MHT 350 GT,CCE)**, after having performed the sea time described in paragraph (a),

5.6 By-Law 5.6 shall be split into two parts (i) as is (ii) Cadet Membership.

(i) Present Members who hold a Certificate or license not described in paragraph 5.1 (a) shall continue to enjoy the rights and privileges of membership as if they complied with the provisions of that paragraph.

(ii) CADET MEMBERSHIP

A person attending or participating in a Nautical Course at a Transport Canada approved and recognized Marine Training College may be nominated and elected as a Cadet Member until he or she obtains their first certificate.

9. DUES OF MEMBERS (Recommended changes to By-Law 9.

9.1 The annual dues of each Member, Associate Member, Cadet Member, Corporate Member or Companion Member, shall be payable on the first day of January each year and shall be in such an amount as may be determined from time to time by the Council. Dues not paid by the first day of March shall be in arrears.

9.2 A one time nomination fee shall be paid by each prospective new member in any category upon application to the Corporation, in such an amount as may be determined from time to time by the Council.

Agenda for 159th National Council Meeting of the Company of Master Mariners of Canada to be held at the Courtyard Marriott Hotel, 131 Duckworth Street, St. John's, Newfoundland, on Saturday October 4th 2008 commencing 0900 hours local time.

- 1a. Acceptance of the minutes of the 158th National Council Meeting.
- 1b. Acceptance of all teleconference business conducted and all teleconference material distributed in the year 2008.
2. Business arising out of those minutes.
 - a. Strategic plan progress to date.
 - b. Wrap up of the Hamilton meetings held in October 2007.
 - c. Up date of the Company website.
 - d. Representing CMMC at external conferences or meetings.
3. Election of officers.
National Master, Deputy National Master, Assistant Master, National Secretary, National Treasurer.
4. Impending By-law changes.
5. Other business.
6. Date and time of the 160th National Council Meeting.
7. Adjournment.

P.M. Ireland, National Secretary.

Agenda for 160th National Council Meeting of the Company of Master Mariners of Canada to be held at the Courtyard Marriott Hotel, 131 Duckworth Street, St. John's, Newfoundland, on Sunday October 5th 2008 commencing 0900 hours local time.

1. Acceptance of the minutes of the 159th National Council Meeting.
2. Business arising out of those minutes.
3. C.M.M.C. Securities Position.
4. Review of operating statement and proposed budget.
5. Approval of honorariums.
6. Dues and nomination fees.
7. Other business.
8. Date and time of 161st National Council Meeting by teleconference.
9. Adjournment.

P.M. Ireland, National Secretary.