



Company of Master Mariners of Canada

From the Bridge

The Newsletter of the Company of Master Mariners of Canada

www.mastermariners.ca

August 2009

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.

42nd ANNUAL GENERAL MEETING

**Delta Barrington Hotel,
1875 Barrington Street,
Halifax, Nova Scotia.
Saturday, October 3rd 2009. Time: 1300**

Additional AGM Information and a Proxy Form

can be found at the end of this Newsletter

The Minutes of the 41st AGM appeared in the
November 2008 FTB

SEMINAR

October 1st 2009

The Newfoundland & Labrador Division will host a Professional Information Seminar at The Marine Institute, Ridge Road, St John's, NL
Topics: Policy, Licensing, Recruitment and Retention of Seafarers, Training and Management Regimes for Seafarers and the Physical and Mental Impacts of Seafaring.

For further information contact:

Capt. James Parson jim.parsons@mi.mun.ca or
Capt. Ahamed Zaki ahamed.zaki@mi.mun.ca

FROM THE MASTER'S DESK

Dear Colleagues, there are reasons to be optimistic about our industry. The economic recession has reached its trough, so the Governor of the Bank of Canada, Mark Carney, has advised us, and he has predicted that there would be a turnaround in the economy this quarter. This is good news for our industry, as it will stimulate the movements of cargoes throughout the world, and hopefully the laid up nationally and internationally registered ships will be quickly brought back into service. Of course, this will bring back into the forefront the shortfall in qualified officers and crews. This will need to be addressed by our industry if our ships, crews, passengers and cargoes are to remain safe.



Undoubtedly, the turnaround in the economy will bring back a number of marine service projects that were put on hold in the early part of the year. Our members have been involved in numerous international and national developments relating to new facilities, new buildings and environmental assessments for projects. My hope is for a prolonged period of economically sound and efficient growth in our industry.

Piracy countermeasures are taking place, with Canada taking an active role. *HMCS Winnipeg* has joined the Standing NATO Response Force Maritime Group 1 (SNMG1). Part of her responsibilities is to support and protect shipping in the Arabian Gulf area. Her action against a pirate vessel off Yemen highlights the difficulty in dealing with pirates on the high seas. Weapons were seized from the vessel, but no additional action could be undertaken as the vessel was not actively involved in an act of piracy. International Laws **must** be developed to take action to stop the lucrative criminal act of piracy. This may mean taking action against the bases, the harbouring nations and those practicing piracy. Intertanko and BIMCO, among other, are lobbying the international bodies, (UN, NATO, EU, IMO, ILO etc) to take action to stop piracy. It should be noted that a majority of international associations are against arming merchant vessel crews, and on the whole are against placing mercenaries aboard.

On the environmental front, it was disappointing to note that the Canadian Government passed Bill C-16, about which we lobbied various ministers of the crown and the Senate Standing Committee. This has resulted in a situation in which both foreign and Canadian registered ships' Masters and seafarers may be held criminally responsible for a pollution incident, and may be detained, presumed guilty until proven innocent! Again, the international community has protested this, and in Vancouver, ships registered their disapproval of this by sounding their whistles. Further action may be necessary to have these unconstitutional sections removed from the Act.

This will be my last letter before the Annual General Meeting in Halifax, at which I shall be stepping down as National Master. I take this opportunity of thanking all our members for their support and assistance during the period, and trust that your support will be as willingly given to my successor.

I wish you all, good health and hope there is still a lot of summer to enjoy.

Sincerely, Peter Turner

CROSSED OVER THE BAR

Ambassador John Alan Beesley: August 17, 1927 – January 22, 2009. On Sunday, July 12, 2009 I attended a short, but moving, ceremony on board the private yacht "Sea Vixen", skippered by former Naval and Coast Guard officer, Migs Turner. Under an unseasonably grey sky, and with the flags of the United Nations, Switzerland and Canada snapping in the stiff breeze, the ashes of the late Ambassador John Alan Beesley, OC QC were distributed in the waters of McNeill Bay, adjacent to the Victoria waterfront home where Alan and his widow, Ruth, enjoyed many years together. A tribute to Alan's long and distinguished career as lawyer and diplomat was published in Victoria's *Times Colonist* on July 10, 2009, but he is perhaps best remembered for his contribution as head of the Canadian delegation to the Geneva Law of the Sea Conference which established the rules governing the limits of Territorial Seas, Internal Waters, Fisheries and Economic Zones, etc. In 1984 he was named to the Order of Canada for his work on this project. Among the numerous certificates and degrees which adorn the walls of his office, pride of place went to the certificate identifying him as an Honorary Life Member of the Company of Master Mariners of Canada. The following article, briefly describing Alan's illustrious career, was written shortly after the recommendation was accepted by the National Council in 1999.

Captain Alec Provan. Vancouver Division
John Alan Beesley was recommended for Honorary Membership of the Company of Master Mariners by the Vancouver Division and accepted by the National Council on 14 January 1999. The following is extracted from the Citation accompanying Dr. Beesley's nomination for Honorary Doctor of Laws, awarded by Dalhousie University, Halifax, Nova Scotia on Friday, May 27, 1994. *"John Alan Beesley, lawyer, diplomat, and the principal architect of Canada's policy regarding the Law of the Sea, was born, raised and educated in British Columbia, earning his bachelors' degrees in Arts and Law at the University of British Columbia. Mr. Beesley practised law with a leading Victoria law firm before joining the Department of External Affairs as a Foreign Service officer in 1956. He held many senior positions with the Department of External Affairs. He was appointed Queen's Council in 1974, an Officer of the Order of Canada in 1984, and received the Prime Minister's Outstanding Achievement Award of the Public Service of Canada in 1983. During the past 27 years, Mr. Beesley represented Canada on most of the committees of the United Nations General Assembly in New York and in all of the specialized agencies and organs of the United Nations Organization in Geneva, London, Paris and Vienna, including the World Health Organization, the International Maritime Organization and the International Labour Organization. For more than 20 years, Mr. Beesley played a major role in negotiations on the Law of the Sea and Arctic Sovereignty, presiding over the drafting committee responsible for the United Nations Law of the Sea Convention, which is considered to be one of the most important international treaties ever concluded. He has published many articles and given many lectures on foreign affairs, and has served as a Foreign Service visitor-in-residence at the University of British Columbia."*

Ambassador Beesley, on the left, is seen here at the 2003 Christmas Luncheon for the Victoria group of the Vancouver Division. His wife, Ruth, is seated on the right.



Captain James Butterfield. Captain Butterfield slipped his cable and set sail from Victoria on Swiftsure Day, Saturday, May 23rd 2009 after a brief bout with cancer. James was born in Reno, Nevada in 1922. His father was from



Vancouver and his mother from Wheeling, West Virginia. James grew up in Vancouver and in Summerland, BC. In 1936 he went to Liverpool to train for three years as a Cadet in the Merchant Navy Training Ship, *H.M.S. Conway*. There he carried off the Sextant presented by Lord Derby for the management of boats, and the Newton Telescope presented for winning the Board of Trade signals examination. Upon leaving the *Conway* he joined the Canadian Pacific Steamships, *RMS Empress of Russia* and for two years sailed to the Far East from Vancouver. In 1942 his vessel, the *Jasper Park*, was torpedoed and sank in the Indian Ocean. He spent the next two years as Navigating Officer (RCNR) in *HMCS North Bay* on convoy escort duties in the North Atlantic. In 1945 he attended the University of Toronto where he met his wife, Sybil. They both graduated with Bachelor of Arts degrees in 1948. James returned to sea and after being commissioned as a Lieutenant in the RCN he married Sybil in Kingston, Ontario in 1950. James served on both coasts and his last naval posting was as skipper of the training ketch, *HMCS Oriole*. After retiring from the Navy in 1968 served briefly with the Canadian Hydrographic Service and then joined BC Ferries. His last command was the *Queen of the North* from which he retired in 1986.

James loved the sea and ships, books, poetry, music, dancing and friendship. He will be warmly remembered by his shipmates in the Company of Master Mariners, The Conway Association, The Thermopylae Club, The Naval Officers Association of Vancouver Island and by many friends up and down the West Coast and around the world.

Shipping firms & workers protest change in rules. Gerry Bellett, Vancouver Sun. Friday. June 19, 2009.
Opposition is to Bill C-16, which states polluters are guilty unless proven otherwise.

The horns of ships in Vancouver harbour sounded at one minute past noon Thursday to protest changes to Canada's environmental regulations, which shipping companies and unionized employees say will unfairly target them for prosecution. The protest was a joint action of the International Transport Workers' Federation, representing seafarers, the International Ship-Owners Alliance of Canada and the Council of Marine Carriers Vancouver which represents tug and towing operators. Bill C-16, which modifies environmental protection laws, was passed by Parliament in 2005 and now is before the Senate. The modifications are being opposed by the shipping industry because of their "reverse onus" provisions in which someone accused of polluting is presumed guilty unless he or she can prove otherwise.

International Transport Workers' Federation official Peter Lahay said that because the legislation allows for jail terms and fines of up to \$12 million a day to be imposed, it should be enforced the same way as criminal law, with the onus resting on the Crown to prove that the act was committed intentionally.

Lahay said the legislation was passed to prevent the deliberate discharge of oily waste into Canadian waters. "Guys who are deliberately polluting should be carted off to jail; we've no problem with that. But accidents also happen. Under this legislation, if there's an accidental spill, the crew or officers will be told to prove themselves innocent," said Lahay.

"It could cost hundreds of thousands of dollars for someone to defend themselves against these charges. That's why we say the wildlife officers who lay the charges should have the burden of proof," said Lahay.

Capt. Phillip Nelson, president of the Council of Marine Carriers Vancouver, said the "loss of the right to be presumed innocent and the possibility of being imprisoned without the ability to defend oneself are abhorrent and against Canadian values and morals."

Lahay and Nelson said the changes would place Canada in contravention of United Nations conventions for the prevention of pollution from ships as well as Canada's Charter of Rights and Freedoms.

<http://www2.canada.com/vancouver/news/westcoastnews/story.html?id=0861edfb-4a9d-4830-acc7-0fdb14cc79a2&k=64163>

However the protest had no effect as the Federal Regulatory Affairs Department advised that the Environmental Enforcement Act had received Royal Assent:

The legislation, which was introduced in the House of Commons on March 4, 2009 as Bill C-16, amends the fines, sentencing provisions and enforcement tools of six statutes administered by Environment Canada, including the Canadian Environmental Protection Act, 1999 and three statutes administered by the Parks Canada Agency, including the Canada National Parks Act. The law also introduces a new Act the Environmental Violations Administrative Monetary Penalties Act - which authorizes the use of administrative monetary penalties for minor violations under several environmental Acts.

The law will come into force on a day or days to be fixed by the Governor in Council. We will be in touch periodically to keep you informed of regulatory development related to new fine schemes and the new administrative monetary penalties, and to advise you of consultation opportunities related to this work.

Athana Mentzelopoulos, Acting Director General, Legislative and Regulatory Affairs.

19-June-2009

A news release concerning the Act can be found at the following link:

<http://www.ec.gc.ca/default.asp?lang=En&n=714D9AAE-1&news=FFFAC43A-58E4-438C-A446-5A3FC290A0B9>

The text of the Act can be found at the following link:

http://www2.parl.gc.ca/HousePublications/Publication.aspx?Language=E&Parl=40&Ses=2&Mode=1&Pub=Bill&Doc=C-16_3

From National Master. The Company of Master Mariners of Canada wrote, expressing our concerns and lobbying the Committee to modify the bill accordingly, to:

Mr. Norm Radford, the Clerk of the Committee;

Mr. Steve McCauley, Director General, Environment Canada, Energy and Transportation;

Mr. Tim Meisner, Director General, Marine Policy, Transport Canada;

Mr. Donald Roussel, Director General, Marine Safety, Transport Canada;

Mr. Richard Day, Director Operations and Environmental Programs, Marine Safety, Transport Canada;

Mr. Paul Topping, Manager, Environmental Protection, Transport Canada - Marine Safety;

Mr. Don Stewart, Manager, Environment Canada, Strategic Transportation and Policy and Analysis; and

Mr. Jerry Rysanek, Executive Director, International Marine Policy, Department of Transport.

The letters had no effect on the outcome.

IMO should set Greenhouse Gas Targets – Intertanko

10 June 2009

Tanker owners group Intertanko has called on the International Maritime Organization to set early target levels for the energy efficiency of new ships. Setting such targets would become part of the discussions on the Energy Efficiency Design Index (EEDI) for new ships which is currently under consideration by the Marine Environment protection

Committee (MEPC). Such targets would, Intertanko said, help the shipping industry to fit its work on reducing greenhouse gas emissions into the context of the global reductions which are under discussion at the IMO, and which will be centre stage at the COP 15 meetings (<http://en.cop15.dk/about+cop15>) on climate change in December this year in Copenhagen. Intertanko wants the IMO to set levels as the international shipping regulatory body, rather than have the COP 15/UNFCCC Copenhagen meeting hand down green house gas targets to the industry. The organisation said its members have been testing the IMO's EEDI formula for newbuildings and "strongly support its application".

For existing ships, Intertanko has developed a draft Ship Energy Management Plan (SEMP) specifically for tankers, based on the IMO's Ship Energy Management Plan guide. Many Intertanko members already apply operational measures to improve ship's fuel efficiency, and the tanker SEMPs will facilitate a comprehensive recording, monitoring and reporting of the results, all aimed at achieving a coordinated, efficient CO2 emissions reduction from tankers in service. Such operational measures already being actively investigated and applied by the shipping industry include more frequent hull/propeller cleaning, alternative coatings, better route planning, speed management.

"There has been much discussion as to whether Market Based Instruments (MBIs) (such as an emissions trading scheme, a bunker levy, an International GHG Compensation Fund) should be part of any regulation to reduce ship emissions," Intertanko said. "It is unclear whether such a move would be feasible in practice, with questions around enforcement, monitoring and lack of compliance when things occur beyond a ship's control. On the other hand, target levels for new ships could be agreed and set in a relatively short time, and it will be possible in time to agree and set targets for existing ships. We believe that setting target levels for the energy efficiency of ships is the best route in practice to achieve tangible emission reductions."

<http://www.mglobal.com/news/dailystorydetails.cfm?storyid=9983&type=2>

BIMCO joins support for IMO Green House Gas Standards

11 June 2009

The Baltic and International Maritime Council has thrown its weight behind IMO proposals for an Energy Efficient Design Index for new ships designed to cut green house gas emissions. BIMCO, which has been considering environmental strategies at its recent Athens General Meeting, said that it supports, in principle, the EEDI as a broad measure of energy efficiency, although it recognises that there may be issues with ship types designed specifically to cater for particular transport needs. The organisation stopped short, however, of supporting the idea that the IMO's Ship Efficiency Management Plan being mandatory, though it endorsed it as a measure of vessel performance. BIMCO joined Intertanko in supporting the IMO as the regulatory body that should handle ship GHG emissions.

<http://www.mglobal.com/news/dailystorydetails.cfm?storyid=9988&type=2>

TT CLUB LAUNCHES CARRIAGE OF GOODS HANDBOOK. Specialist insurance mutual TT Club is publishing a new version of its Handbook on the Conventions for the International Carriage of Goods.

The new Handbook, which replaces an earlier version, has been thoroughly researched by experts in carriage convention law. It offers a user-friendly guide to what conventions are in use in which countries, and describes the main provisions of each convention. The Handbook is designed specifically for transport managers who do not have a legal background, but who have to deal with claims and insurance for their companies.

The Handbook summarises all the conventions currently in use throughout the world for the carriage of goods by sea, inland waterway, air, road and rail. It features a quick cross-reference guide showing which conventions apply in which countries, and uses a standard question and answer format to analyse the provisions and requirements of each convention. "We wanted to produce an easy-to-use guide to what is a very complex area of law", says TT Club's legal director Ian Hyslop. "Text books on carriage conventions can be hundreds of pages long, and busy transport managers do not have the time to read them. This Handbook will, we hope, clarify the main points that managers need to know, and become a standard work of reference for the transport and logistics industry."

<http://www.mglobal.com/news/dailystorydetails.cfm?storyid=9954&type=2>

01 June 2009

The Vancouver Island Division held an informal meeting in June at the Western Maritime Institute which is near Ladysmith B.C. (see Nov. 2008 FTB). In attendance were Captains Jim Agar, Alf Fletcher, Phil Toynbee, George Turnbull and myself. We were introduced to the facility by the President of the Maritime Education Associates, Captain Bob Kitching, M.Sc. FRIN. FCILT.MNI. Master Mariner, who had purchased the run down former Elementary School and its grounds from the B.C. Education Authority. Captain Kitching renovated the premises to create a library, computer room, chart room, and three other classrooms plus a lounge with attached kitchen. There is a seamanship room and a room where fire fighting equipment, including suits, is hung on ready to use hooks. The equipment includes fire extinguishers and breathing apparatus. Outside there is a large 8' deep pool complete with a lifeboat hung on davits to simulate boat drills. The pool is also used for liferaft instruction. The fire training centre consists of a mock-up of a ship's bridge, together with chart room plus a galley, engine room and helicopter deck, all manufactured from used steel cargo containers. Gas fed fires, numerous hydrants and a foam installation are used to simulate shipboard fires,



extinguishing and rescue. The Division members were impressed by the facility. For information about the school see www.marineed.com
Submitted by **Captain Geoffrey Vale**, Master, V.I. Division.

NYK Releases Exploratory Design for NYK Super Eco Ship 2030

April 22, 2009

http://www.nyk.com/english/release/31/NE_090422.html



NYK has released an initial exploratory design for its *NYK Super Eco Ship 2030*, an energy-efficient ship expected to emit far fewer CO₂ emissions than current vessels. The design was created by MTI, a wholly owned NYK subsidiary charged with making use of advances in technology, along with Garroni Progetti s.r.l, an Italian designer of ships, and Elomatic Marine, a Finnish marine-technology consultant.

NYK Super Eco Ship 2030 will make use of progressive technologies that have the potential of being realized by 2030. The power needed to propel the ship can be lessened by decreasing the weight of the hull and reducing water friction. Propulsion power can be increased through use of LNG-based fuel cells, solar cells, and wind power, all of which will lead to a reduction of CO₂ by 69 percent per container carried.

Comparison of *NYK Super Eco Ship 2030* with a conventional 8,000 TEU container vessel is provided below.

	Conventional Vessel	NYK Super Eco Ship 2030
Length Overall	338 meters	353 meters
Breadth	45.8 meters	54.6 meters
Draft	13.0 meters	11.5 meters
Main power (Fuel)	Diesel Engine (C heavy oil) 64 megawatts	Fuel Cell (LNG) 40 megawatts
Natural power	None	Solar: 1–2 megawatts Wind: 1–3 megawatts
CO ₂ emissions*	195 g/TEU-miles	62 g/TEU-miles

TEU-mile: Unit for the carriage of one TEU a distance of one mile

Zero emissions by 2050? NYK thinks so! (Dianne Mettler – Cargo Business News www.cargobusinessnews.com). The 2030 may appear futuristic, but NYK says it's only the first step toward the ultimate goal – the Non-GHG (greenhouse gas) emission ship to be produced in 2050. Jun Katayama, spokesperson for the Japanese team working on the project, says that because of the enormous amount of GHG emissions created by the international shipping industry, NYK wanted to develop innovative technology to reduce GHG emissions drastically and develop a Non-GHG emission ship in 2050. Since *Eco Ship 2050* is quite a ways out, NYK decided to design the *Eco Ship 2030* as both a milestone and as an R&D road map to zero emissions.

How to make ships more efficient? GL presents new options to save fuel costs at Nor-Shipping 2009 "How to make ships more efficient?" This was the key question posed by Germanischer Lloyd (GL) at the Nor-Shipping trade fair in Oslo. At a press conference, the classification society and technical assurance and consulting company informed about its green initiatives, current market developments as well as new design and fuel-saving options. "Reducing the environmental impact of shipping in order to upgrade its image as an environmentally friendly mode of transportation, is one of the most important topics for the maritime industry," Dr Hermann J. Klein, Member of the GL Executive Board, said at the press conference. "We understand that the commercial pressures for ship owners will continue to rise in particular due to a number of regulatory requirements. Therefore, energy efficiency continues to gain in importance." To prepare for such challenges, GL established its new subsidiary "FutureShip". FutureShip offers a catalogue of services with a common objective: optimizing ships, both those in operation and those yet to be built. Dr Klein: "To streamline our energy efficiency offerings Germanischer Lloyd has integrated the expertise of its recently-acquired subsidiary *Friendship Consulting*, Germany, into the FutureShip pool of resources." Services

also comprise the FuelSaver programme, including CO₂-analysis (ECO-Patterns) and operational fuel consumption analysis (ECO-Practices) services.

Greatest savings during design phase. While there are significant savings from operational and low-level technical changes, the greatest savings generally can be achieved when engineering optimisations are taken into account. Most ships were designed for operating conditions that are no longer valid. For example, a ship with a design speed of 25 knots might be operated at 18 knots in today's environment. Since its bulbous bow is not optimised for this speed, the generated wave patterns cause the water resistance to increase. As a result fuel costs rise.

But hull lines and bulbous bows alone are not the only determinants of resistance. That is why FutureShip's ECO-Chances is designed to provide a holistic evaluation of a ship. Utilising advanced software tools, such as FutureShip's dedicated flow simulation/optimisation tools and powerful parametric modelling software, experts assess the ship from top to bottom to identify the most promising focus areas for optimisation. A typical evaluation might result in a series of five to six engineering options that offer significant fuel savings. These are presented with estimates of expected savings as well as estimated return on investment.

Some of the suggested options may require additional engineering before implementation. However, hydrodynamic optimisations, for example, often require detailed studies by experienced engineers with advanced software tools in order to optimise results. For these situations, FutureShip offers the services of their engineering experts and partners in the form of its ECO-Solutions service.

A vision for a new container vessel. The drive for more energy efficiency in shipping, naturally calls for optimised ship designs. "Therefore, it is also time to think about an even more sophisticated container vessel," Torsten Schramm, COO and Executive Vice President Europe/Middle East/Africa, said at the press conference. He introduced the company's vision of a future baby post-Panamax vessel. The vessel is wider than the Panama Canal locks, offers a TEU capacity similar to the latest Panamax (max) designs but would operate at significantly lower costs and needs less ballast. "Exploring the design space for container vessels beyond the Panama canal limit leads to promising design concepts," Torsten Schramm concluded. "A baby post-Panamax design offers greatly reduced operating costs. These benefits increase even further with lower service speeds."

Extended network in Norway. Since the merger in April 2009, Germanischer Lloyd and Noble Denton, the world-class provider of life-cycle marine and offshore engineering services, are operating jointly in Norway. Especially Noble Denton is represented strongly, with subsidiaries based in Oslo, Brevik and Sandefjord. The local engineering experts carry out design of FPSO (Floating Production, Storage & Offloading) semi-submersible rigs, sophisticated tankers and service vessels. They offer highly qualified engineering services within naval architecture, marine and topside engineering and contractor services and are particularly experienced in FPSO conversions and the construction business. Furthermore, Noble Denton in Norway offers high-quality research and development, engineering and project management.

The GL network also extends to the maritime stations in Oslo, Aalesund and Bergen. On the whole, more than 125 marine and engineering experts are now available to serve customers in Norway with another 55 based in the rest of Scandinavia.

<http://www.gl-group.com/presse/12515.php>

ABS Guidance on Thick Steel Plates for Boxships. US-based classification society ABS has issued a new guide intended to provide supplementary requirements for the application of higher-strength, thick steel plates, greater than 51 mm, within the structure of large container carriers. "Despite the global downturn that has resulted in concerns over the new containership orderbook, a significant number of these ultra large containerships will still be built and delivered over the next two years," said Bill Shi, Director, ABS Corporate Engineering Support. "We feel that industry can benefit from additional guidance on the application of these high strength steels within these technically challenging vessels."

The requirements in the Guide for Application of Higher-Strength Hull Structural Thick Steel Plates in Container Carriers are based on ABS' extensive experience with the design, construction and in-service performance of large and ultra large container carriers. The society classes the largest container ships currently in service.

ABS says that application of hull structural thick steel plates in the upper flange of large container carriers becomes a natural choice for the hull structure to meet the required hull girder strength. Steel plates well in excess of 51 mm are now commonly specified for these vessels. More recently, one technical innovation that is having a significant impact on the next generation of container carriers is the application of hull structural thick steel plates with a minimum yield stress of 460 N/mm² (H47).

For thick steel plates, the new requirements reflect a large and successful body of experience with large container carriers in service, taking into consideration the first principles structural analysis methodologies and the experience in material, welding, and construction that is being routinely applied to large container carriers.

Mr Shi adds: "In response to requests from industry for the adoption of H47 grade steel, this Guide has been developed to also provide guidance on the operation of container carriers built with such high strength steel plates. It includes specific requirements for all three stages of the vessel's life."

<http://www.mglobal.com/> 19 May 2009

Assessing Ship Quality. https://www.bimco.org/Corporate%20Area/Seascapes/Maritime_Matters/Assessing_Ship_Quality.aspx

How good is a ship in which you are thinking of sending your valuable cargo across the seas? True, the ship's classification society may have surveyed it, but that might be many months ago and structure and machinery can deteriorate swiftly in the difficult maritime climate. There are various databases you could look at, but they probably only register problems the ship might have suffered in the past. The fact that a ship has not been involved in an accident or been detained by the authorities for deficiencies is not necessarily a measure of that ship's quality – today.

If you are to get a realistic assessment of the quality of the ship you need more than the relevant paperwork, or to know that all the statutory certificates are up to date. You want to know something of the vessel's management and the experience and capability of the crew over and above that described in their certificates of competency. It would be significant to learn about the owner's maintenance policies, which will bear on the state of the ship at any moment in time. You need to get a proper assessment, and only an inspection by experts will do the job.

SIRE – an acronym for the Ship Inspection REporting Scheme has been devised for the tanker sector by the Oil Companies International Marine Forum to harmonise inspection standards and provide a suitable database for the potential user of tankers. The inspections, at a regular interval and to approved criteria, show that a ship is up to scratch, with the inspector walking around a ship to determine that the ship and her crew are fully compliant with all requirements. The crew, as well as the management, is as important as the structure of the vessel, and the inspector will try and determine the skill levels, experience and motivation of the ship's people. A poorly trained or badly motivated crew can render the best quality ship sub-standard by just being aboard. The last question asked of the inspector, to himself, curiously, is "would you be happy to sail in this ship?" and if it is answered in the affirmative, then the vessel is entered into the database and is available for business.

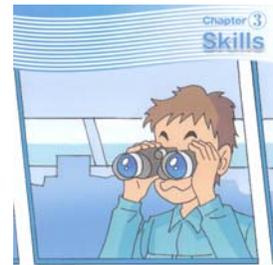
Clearly, it is very important for tankers to be fit for purpose and not surprising there is a great deal of inspecting that takes place to ensure the quality of these ships. Every few months, when a ship gets to port, the inspection team from an oil company charterer will be on the quayside waiting to assess the ship's fitness for a future cargo. In the dry bulk world there is also a move to assure ships before they are used, with an inspection team from Rightship periodically inspecting big bulk carriers. Quality and safety both benefit from such a scrutiny. June 4th 2009



Safety Culture. In Japan, the Department of Technology and Research has been engaged in studying problems in maritime labour. In 2005,

this Institute organized a committee to examine the human factor that affects ships' accidents.

The committee has developed guidelines for less-experienced officers and officer candidates and has come to the conclusion that safe conduct is influenced by the following five factors, "mental health," "physical health", "acquired skill", "team work" and "circumstances." Representative case examples were selected to analyze each factor. The booklet, "Guidelines for Safe Navigation (English Version)" can be downloaded from the Institute's website www.mhrij.or.jp



Ships sail towards scrapheap. More ships have been scrapped so far this year than in the whole of 2008 as owners decide to cash in on their ageing fleets rather than have them sit unused amid the slowdown in global trade brought on by the recession. Ship owners who had been receiving hundreds of thousands of dollars a day for their vessels are now having to accept a fraction of that, often not enough to make it worthwhile running the ship, especially given that they can get \$200 a tonne for the scrap metal. "For container ships, there's no employment — or what owners do get is less than it costs to run," Quentin Soanes, director of Braemar Shipping Services, a ship broker, said. "If an owner can't afford to lay off a ship, he turns to demolition." Mr Soanes said that scrapping started to pick up in November last year and that the first three months of 2009 were extremely busy. Almost every part of a ship can be recycled, with equipment often resold and the steel used in construction.

Tom Peter Blankestijn, who looks after ship recycling for A.P. Moller Maersk, said that he expected to scrap more than 20 ships this year, compared with 27 over the past eight years.

From The Times: June 29th 2009

http://business.timesonline.co.uk/tol/business/industry_sectors/transport/article6597786.ece

Crews rescue young whale entangled in fishing gear off B.C. coast. The Canadian Press *May 19, 2009*

A Department of Fisheries and Oceans unit formed to save marine mammals has had one of its first successes, rescuing an exhausted and distressed humpback whale in Knight Inlet on the central B.C. coast.

A prawn fisherman called in an alert Monday when the humpback became entangled in his trap lines.

Workers with the B.C. Marine Mammal Response Network, which is overseen by the DFO, the Canadian Coast Guard and several other Fisheries employees who were in the area sprang into action attempting to save the young whale. Paul Cottrell, the acting marine mammal co-ordinator with the DFO, credits the new network with saving the humpback, which is listed as threatened under the Species at Risk Act. Within hours of hearing of the whale's troubles, the network had flown in a response kit that included satellite-tag buoys and devices to cut the lines without hurting the whale.

Cottrell said Tuesday they managed to cut away nine of eleven lines with prawn traps attached from around the whale before the loss of daylight forced them to abandon the operation.

On Tuesday morning, Cottrell and another fisheries officer set out in a Zodiac boat several metres smaller than the 10-metre-long whale. Just as they were about to give up and turn back, they spotted the troubled whale. The exhausted humpback had tired overnight, and the rope had begun cutting into its mouth and flesh. Cottrell said they had no trouble getting right beside the animal to try and cut the lines.

"After some pulling, it came right out from his mouth. It was just an unbelievable feeling," he laughed. Cottrell said it was obvious the whale was pretty happy about it, too.

"He kind of looked up at us for 10 to 15 seconds after we got it off, and then he was gone like a shot," he said. "We are so lucky." Not all whales are that lucky, and that's exactly why the Fisheries Department established the new marine mammal response network. "There are animals with gear on them that you just can't get off, and it's amazing how it just rubs through flesh and causes infection and problem for the animals." Cottrell said.

He said entanglements, strandings and collisions involving whales have become much more common, and it's hoped the network will be able to save more whales. The network encourages residents up and down the B.C. coast to report any dead or distressed animals so the ones that need rescuing can be helped and the dead ones can be studied.

Of the 31 marine mammal species in B.C. waters, 13 are listed under the Species at Risk Act as endangered, threatened or of special concern. Cottrell and other DFO officials happened to be in the area on Monday monitoring whale activity around the Robson Bight killer whale reserve.

Salvage crews were doing a delicate operation attempting to lift vehicles and other logging equipment from a barge that sank in August 2007. The barge was carrying a container with 1,400 litres of hydraulic oil and a tanker truck loaded with 10,000 litres of diesel fuel. Both the oil and the tanker truck have been recovered without incident.

The bight is well known as the area where killer whales rub their bodies on the rocks along the beach. A spill could have been an environmental disaster for marine mammals there.

The public can report dead or injured animals by calling the DFO's toll-free Observe Record Report hotline at: 1-800-465-4336.

<http://www.cbc.ca/canada/british-columbia/story/2009/05/19/bc-entangled-whale-rescued.html>

Note: Captain Edward Dahlgren of CCG was the Captain of the ship used for the whale rescue and the salvage operation. Captain Dahlgren is a Vancouver Division member.



Picture provided by BC Ferries.

The Northern Expedition, which arrived in April from the shipyard in Germany where she was built, and the *Northern Adventure* are now serving the Port Hardy-Prince Rupert and Skidegate-Prince Rupert routes respectively. Being de-commissioned is the *Queen of Prince Rupert* which has served the coastal communities of northern British Columbia for 43 years. The picture shows the *Northern Expedition*, *Northern Adventure* and *Queen of Prince Rupert* together for the first and only time. The *Queen of Prince Rupert*, which is now for sale, was launched at the Victoria Machinery Depot in Victoria BC in 1965 and made her first run to Prince Rupert on May 20th 1966.

The Arctic: US and Canada team for Arctic survey. The US and Canadian governments have released details of a planned 42-day Arctic Ocean mapping mission as part of the two countries' efforts to extend their sovereignty over resource-rich areas of the polar seabed. The scheduled survey of a subsea mountain range in waters far to the north of the Alaska-Yukon border, to be carried out jointly with scientists from the US and Canada, follows a similar collaborative research expedition last summer in the Beaufort Sea.

As they did last year, the US Coast Guard cutter Healy and the Canadian Coast Guard icebreaker Louis S St-Laurent will rendezvous in the ocean west of the Canadian Arctic archipelago to begin carrying out the survey on 6 August, according to a Canwest News Service report.

Last summer's mapping mission was considered a major success, partly because an unprecedented retreat of sea ice from the Beaufort left scientists a clear path to quickly and thoroughly survey a wide swath of the ocean. Officials said at the time that the sharing of specialised surveying equipment and other resources also allowed each country to map a much greater area of the sea floor than if they'd been working independently.

All five nations with an Arctic Ocean coastline — Canada, the US, Denmark (Greenland), Norway and Russia — are working under provisions of a United Nations treaty to gain control of subsea territory.

The challenge is to identify — through sonar surveys of the ocean floor and other geological evidence — areas of the seabed that are linked to each country's continental shelf.

Norway has already been granted sovereignty over several large tracts of Arctic and North Atlantic seabed under the UN Convention on the Law of the Sea. The Norwegian government has also announced it will make no claim to areas in the deeper Arctic Ocean near the North Pole, conceding that Canada, Russia and Denmark have stronger cases for asserting sovereignty along the potentially oil-rich Lomonosov, Alpha and Mendeleev subsea mountain ridges.

<http://www.upstreamonline.com/live/article184033.ece>

Marine Flares - More Than Meets the Eye. Imagine, if you can, the confluence of events that would have to take place to leave you with marine flares being your primary method of signalling distress.

The number of devices that have to fail or become unavailable to you is amazing. Your radios, GMDSS, SARTS, EPIRBs, any number of SATCOM devices all have to be down (or gone) for pyrotechnics to be the best option. The things are the ultimate litmus test for a bad day at sea; i.e. if you ever find yourself launching a flare and you are not practicing, you are definitely having one. If you find yourself reading the directions on the label then things are much, much worse. Perhaps because the use of pyrotechnics in an emergency is so rare, there are a lot of misconceptions about the devices, their practicality, and how to best use these "last ditch" signals. Here are some things all mariners should consider before pulling the trigger (or pulling the lanyard, or lever, or...):



Who is watching. Even high flying SOLAS parachute flares of the 1,000 feet variety with burn times of approximately 40 seconds have limits. Without getting into things like "apparent horizon" and "refraction" - at their peak they can be seen 36-37 miles away at the most, and then only for a brief moment. They may cast a nice red glow beyond that, but not for very long. The point is that it pays to know how far you are from other ships and what their approximate bearing was before all things went bad. If another ship was 38 miles away but steaming in your direction, waiting an hour in the lifeboat before launching the flare might be a good idea. If the nearest ship was 30 miles away and showing you their stern - you may just want to save those flares. If you ran into trouble fifteen miles off Atlantic City

in the Spring I'd say signal away, there will be dozens of reports of the flare within minutes. Always think about who might be able to see your signal before launching. These same thoughts apply when you notice searching ships or aircraft: consider that aviation search assets rarely (if ever) have anyone looking behind them. You can launch a flare if you only see a flashing light in the sky, but wait until you see a red or green nav light (or both - that's the best angle) and your chances of being seen go way up. Remember that aircraft always search in a grid pattern of one kind or another; they will turn and that may give them a better window on your position. (Note: please don't wait until they are on top of you - its just bad form to shoot down your rescue crew).

Daytime Safety Signals. It says so right on the label - "For daytime use" or "For daylight distress signalling" or words to that effect. And, why not? All they do is put out a bright orange (or red) trail of smoke, so using one them at night would be just plain stupid, right? Wrong. That's because what they put out isn't just orange smoke, it is very hot orange smoke. Fifty years ago that wouldn't have mattered, but again, you should consider who is looking for you. If it is a modern coast guard on the case, there is a very good chance that searching aircraft are equipped with FLIR (Forward Looking Infrared). That hot smoke shows up very, very well on FLIR devices. Big swaths of smoke also show up very well on NVGs (Night Vision Goggles) so if they are all you have left, or even if they aren't, do not discount daytime signalling devices at night.

Caution You Won't Find on the Label. The dripping hot phosphorous put out by hand held flares and smoke devices will obviously burn your skin - thanks for the warning - but it will also melt very clean holes in your inflatable life jacket or life raft (I know - I've done it...oops). Wind direction and sea state should be part of the equation when figuring out how and when to best use your pyro effectively. Disclaimer: The views and opinions expressed by the author are not necessarily those of the Department of Homeland Security or the U.S. Coast Guard.

About The Author: **Mario Vittone** has eighteen years of combined military service in the U.S. Navy and Coast Guard. His writing on maritime safety has appeared in **Yachting**, **SaltWater Sportsman**, **On-Scene**, and **Lifelines** magazine. He has lectured extensively on topics ranging from leadership to sea survival and immersion hypothermia. He is a marine safety specialist with the U.S. Coast Guard. <http://gcaptain.com/maritime/blog/flares-meets-eye/>

Armed escorts create sea of legal tangles for firms. There's not a warship for miles, a small pirate skiff is speeding toward you and there's no way the creaking tub you're on can outrun the bandits. How long do you wait before you shoot? It's just one of many possible dilemmas facing an increasing number of private security companies who offer armed escorts - known in the industry as "shipriders" - from Somali pirates.

The few companies that have begun offering armed escorts say their services have become increasingly popular since the April hijacking of the American-flagged *Maersk Alabama*, particularly among US shipowners. One company - Hart Security UK - has reported a fourfold increase in escorted trips since it began offering them in October.

But legal problems abound for ships that carry guns. The first hurdle is making sure the countries where ships embark and disembark the weapons will allow them to do so - a legal nightmare in some Middle Eastern ports with terrorism problems. Then there's the issue of which law applies onboard the ship if a weapon is discharged: The shooter's nationality, the law of the country whose flag the ship is flying, or the territorial waters of the country the ship is in.

In at least one case, a private security consultant said, an armed team had rented weapons from the Djibouti government then was forced to drop them over the side of the ship to avoid illegally importing them into the country where they were due to disembark. The consultant asked for anonymity because he did not wish to compromise his business.

IMO publishes outcome of MEPC 59 meeting.

Date: 24 Jul 2009

Amendments to the MARPOL Convention to prevent pollution during ship-to-ship oil transfer operations were adopted by the Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO) when it met for its 59th session from 13 to 17 July 2009, at the IMO Headquarters in London. In a packed agenda, the MEPC also agreed to circulate voluntary and interim measures to address greenhouse gas emissions from shipping.

The Committee adopted amendments to MARPOL relating to the on-board management of oil residue (sludge); approved, with a view to future adoption, proposed draft amendments to MARPOL to prohibit carriage or use of heavy grade oil in the Antarctic area; agreed, in principle, a proposal to designate specific portions of the coastal waters of the United States and Canada as an emission control area; and agreed guidelines relating to the implementation of MARPOL Annex VI, the ship recycling Convention and the Ballast Water Management Convention.

Amendments to MARPOL Annex I regulations 1, 12, 13, 17 and 38, relating to the on board management of oil residue (sludge), were also adopted. The amendments clarify long standing requirements and remove existing ambiguities in order to facilitate compliance by ships' crews. Definitions for oil residue (sludge), oil residue (sludge) tanks, oily bilge water and oily bilge water holding tanks are introduced for the first time.

Related amendments to the Supplement to the IOPP Certificate, Form A and Form B, and to the Oil Record Book were also adopted. The amendments are expected to enter into force on 1 January 2011.

The MEPC approved a proposal to designate specific portions of the coastal waters of the United States and Canada as an Emission Control Area (ECA). The ECA would be for the control of emissions of nitrogen oxides (NOx), sulphur oxides (SOx), and particulate matter, under the revised MARPOL Annex VI Prevention of Air Pollution from Ships, which was adopted in October 2008 and is expected to come into force on 1 July 2010.

The draft amendments to the revised MARPOL Annex VI concerning the proposed ECA will be submitted to MEPC 60 (March 2010) for adoption (i.e. after the deemed acceptance date of the revised MARPOL Annex VI on 1 January 2010). Currently, the revised Annex lists two areas for the control of SOx emissions: the Baltic Sea area and the North Sea, which includes the English Channel.

Based on input received by the Joint Group of Experts on the Scientific Aspects of Marine Environment Protection (GESAMP), the Committee also approved Interim criteria for discharge of washwater from exhaust gas cleaning systems (exhaust scrubbers), intended to update the existing criteria contained in the Guidelines for Exhaust Gas Cleaning Systems (contained in resolution MEPC.170(57)).

The Committee approved circulars on Guidelines for the application of the NOx Technical Code relative to certification and amendments of tier I engines and Definitions for the cost effectiveness formula in regulation 13.7.5 of the revised MARPOL Annex VI.

Following the adoption of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, at a conference held in Hong Kong, China, in May 2009, the Committee adopted Guidelines for the development of the inventory of hazardous materials.

Progress was also made in developing draft Guidelines for safe and environmentally sound ship recycling. These are the first two guidelines intended to assist with the implementation of the Convention and are crucial for the voluntary implementation of the Convention prior to its entry into force.

The MEPC approved Guidance to ensure safe handling and storage of chemicals used to treat ballast water and the development of safety procedures for risks to the ship and crew resulting from the treatment process. This Guidance is intended to assist with the implementation of the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention), adopted in 2004.

The MEPC also agreed to give "final approval" to four ballast water management systems that make use of active substances and "basic approval" to three such systems. The Ballast Water Review Group met during MEPC 59 to consider the status of ballast water technologies. Following its discussions, the Committee noted that the number of ballast water treatment technologies amounted to six Type Approved systems with four additional systems being granted Final Approval at this session. The Committee noted further that the installation of ballast water management systems may require extensive design consideration such as physical and technical feasibility, modification of ships designs and sufficient lead time necessary for these modifications.

While acknowledging the difficulties, the Committee agreed that ballast water treatment technologies were available and were currently being fitted on board ships and confirmed that sufficient ballast water management systems would be available to ships constructed in 2010. The Committee agreed to instruct the Secretariat to prepare a draft MEPC resolution, requesting Administrations to encourage the installation of ballast water management systems during new ship construction in accordance with the application dates contained in the BWM Convention, to be presented to MEPC 60 for consideration and adoption.

To date, 18 States have ratified the Convention, representing 15.27 per cent of the world's merchant shipping. The Convention will enter into force twelve months after the date on which not fewer than 30 States, the combined merchant fleets of which constitute not less than 35 percent of the gross tonnage of the world's merchant shipping, have become Parties to it. The Committee urged other States to ratify the Convention at the earliest opportunity.

The report of a correspondence group on Noise from commercial shipping and its adverse impact on marine life was considered, and the MEPC agreed to re-establish the correspondence group to continue its work on the future development of voluntary technical guidelines for ship quieting technologies.

The MEPC agreed to disseminate, via a circular, Guidance on best management practices for removal of anti fouling coatings from ships, including TBT hull paints, which was developed by the Scientific Groups under the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972 (London Convention) and its 1996 Protocol (London Protocol).

The International Convention on the Control of Harmful Anti-Fouling Systems on Ships, 2001, entered into force in September 2008 and requires ships to either replace, or over-coat, any existing organotin-based anti fouling systems.

<http://www.motorship.com/currentnews/article.asp?ARTICLEID=7765>

Albion ferries up for sale on Craigslist

By Laura Stone, The Province June 17, 2009

It's an odd enough website: a place to find a spare room, an extra concert ticket, and even a no-strings-attached casual encounter. But who would have thought you could buy a ferry on Craigslist? In the "boats" section of the online advertising mecca, an ad has been posted for two "twin screw double-ended" ferries — the soon-to-be-relics that plied the Albion ferry route during the pre-Golden Ears Bridge era. The asking price is a cool \$1.1 million each.

"Why is that unusual?" said Gary Harlow, of marine brokerage company Harlow Marine International Inc., the company acting as "real estate agent on the water" for boat owner TransLink.

"It sure gets conversations going, doesn't it?" he said, adding that he's posted ads on Craigslist before. The current listing has been up for the past month and a half.

"When you try to sell something for your client, you try to do as many ways as you can, and that seemed to be a good way of doing it. It's not a steady thing with us. It's just we put a few things on there. It catches people's eye."

The ferries were made by Vancouver Shipyard Co. Ltd. They are listed as models MV 445 and MV 444, and described in the ad as having a gross tonnage of 355.04, a reported speed of 10 knots, hydraulic steering, a passenger capacity of 150 and a 26-vehicle capacity. The condition is "as-is-where-is. It's the same thing when you buy something from the government. We're not guaranteeing anything. You look at it, and that's the way it's sold. As is."

He added that if the ferries were being built today, they would be worth \$15 to \$20 million. Harlow said the boat will "definitely go to some kind of business. I'm hoping it's going to be in B.C."

The last ferry on the Fraser River route between Fort Langley and Maple Ridge B.C. runs at midnight on July 31 2009. The boats are available for possession on Aug. 1.

The Albion ferry is pictured on its 50th anniversary run in 2007.



Photograph by: Jason Payne file, The Province

<http://www.theprovince.com/Technology/Albion+ferries+sale+Craigslist/1702160/story.html>

From the July 2009 Newsletter of the New Zealand Company of Master Mariners.

An item of interest from the Warden.

Cook Strait Ferry Masters. The question of who is Master at any particular time seems to have caused a bit of an upset in the judicial system. One of the perceptions that came from the case of Captain David Birchall, who was apparently signed on as Mate on *Santa Regina*, was that any person being in charge of the navigation of the vessel automatically assumes the role of Master. This is so plainly farcical that it denies belief. However, it would appear that the New Zealand regulations are written in such a way that this can be the way they are interpreted.

As is usual, nobody asks the mariner what the practicalities of the situation are. MNZ (Maritime New Zealand) is rapidly running out of anyone with maritime qualifications and doesn't appear to want professional advice.

For many years, vessels all around the world have operated with only ONE Master. This has been in fair weather and foul, in reduced visibility, in narrow seaways, and for prolonged periods under the worst of conditions. The Master was able to delegate responsibilities. He wrote Night Orders for the times when he would normally sleep and ALWAYS it was his responsibility to be on call if required. This was understood by all on the vessel and particularly his officers.

I understand that the N.Z. authorities decided to change the status quo because, when N.Z. Railways took over the operation of the ferries, they decided they were to run 4 trips per day and that a Master should not do more than three

trips in a 24-hour period. Two Masters were thus entered in the Articles of Agreement. The changeover of Master was to be recorded on the Official Log Book.

Have you looked at the websites of other organisations?

Here are links to some: Company of Master Mariners of Australia <http://www.mastermariners.org.au/>
Company of Master Mariners of India <http://www.mastermariners-india.com/>
Council of American Master Mariners, Inc. <http://www.mastermariner.org/>
Honourable Company of Master Mariners, UK <http://www.hcmm.org.uk/>
International Federation of Shipmasters' Associations <http://www.ifsma.org/>
New Zealand Company of Master Mariners <http://www.mastermariners.org.nz/>
Society of Master Mariners, South Africa <http://www.mastermarinersa.co.za/>

Also look at: The International Shipping Federation's specialist website www.careers-at-sea.org (this has been developed to provide information on shipping activities, career opportunities, training requirements and reasons to work at sea).

Have you ever been to Barkerville in BC? My wife and I went recently. We had never been before, partly because it is a long way from where we live. But many people said we should go sometime, so, this year we planned an itinerary that combined the visit with a small tour of northern British Columbia.

Barkerville is named after Billy Barker who, in 1862, found gold on Williams Creek. This discovery started a rush of fortune seekers from all over the world. At one time Barkerville was the largest city west of Chicago and north of San Francisco. But you can read about this at <http://www.barkerville.ca/>. I will tell you about the route we chose to get there.



We live in the Greater Vancouver area so the way to Barkerville is quite simple: proceed to the Trans Canada Highway; travel east to Hope then north through the Fraser Canyon to Cache Creek; Highway 1 turns east again at that point but we would need to continue north on Highway 97 to Quesnel and connect with Highway 26, the road for Wells and Barkerville. Total distance is about 775 kms. That is a long day's drive. I don't recommend it but it can be done.

Needless to say we did not follow that route. Instead we began by heading west across the *Strait of Georgia* on the BC Ferry *Coastal Inspiration* from Tsawwassen to Nanaimo. From the Duke Point ferry terminal in Nanaimo we proceeded north along the Island Highway (H'way 19) to Port Hardy, a distance of 365 kms. It was an interesting drive and on the northern section we were often the only vehicle on the road. We checked into reserved accommodation in Port Hardy and then

went for an evening meal.

Early next morning, at 0430 to be precise, we received our wake-up call. We were booked to travel north to Prince Rupert on BC Ferries' newest vessel, the *Northern Expedition*. The departure time in the summer months is 0730 but passengers are required to check in at the terminal at 0530. We got ourselves ready, collected our belongings and headed for our car. In the parking lot of the *Pioneer Inn* others were loading their cars or motor cycles while some were waiting for a taxi (it came in the form of a little yellow school bus). We set off for the ferry terminal which was less than 15 minutes away. Because of our northerly latitude it was quite light already.



Staff were on hand to greet us at the terminal. First we had to present the confirmation number for our reservation on this sailing. We also had to produce photo ID, not once but twice, before we could drive on to the ferry which had been sitting at the terminal since late the night before (this year in June the vessel was sailing north on odd numbered days and south on even numbered days). After not too long a wait we followed the vehicle in front of us on to the ship and parked on Deck #2, the "Main Deck" or "Vehicle Deck", as directed. We collected whatever we needed during the voyage (the vehicle deck is closed during the voyage except for a few 15 minute periods when announced) and then proceeded to Decks 4 or 5 to make ourselves comfortable. Deck 4 contains a Cafeteria plus a Buffet Restaurant and a retail concourse. There is also a multi-purpose lounge suitable for movies or lectures. Deck 5 has lounges including a "Reserved Seating" lounge, a children's play area and passenger cabins if so

required (in the winter months this service operates overnight with a stop at *Bella Bella* en route). Because of the early hour the cafeteria was not yet open but refreshments were provided in the foyer on Deck 4.



Just before 0730 the vessel backed away from its berth. Few people were about to see us depart but many bald eagles were watching us. The ship turned and was soon making its way out of Port Hardy to pass by some small islands and into the northern end of Queen Charlotte Strait. At that point we were exposed to the swells of the North Pacific. We were warned that the vessel might roll however there was very little movement in the ship on that day. After about two hours we entered sheltered waters once more.

The numerals on the BC Ferries chart indicate points of interest. We were northbound so our first point was #6, *Namu*. *Namu* is a First Nations word meaning "whirlwind". It is the oldest settlement on the coast featuring a cannery that operated from 1893 to 1970. Anchorage in the bay is not recommended during autumn months when winds known as "williwaws", sudden, violent, katabatic gusts of wind, descend from nearby mountains.

Point #5 was reached after five hours. This is the community of *Bella Bella*. It is one of the largest First Nations communities on the coast. Fishing and logging have made the place prosperous. #4 is *Boat Bluff*. Established in 1907 it is perhaps the most scenic of lighthouses along the Inside Passage. It is situated on the southern end of *Sarah Island*. The light marked our entrance into *Tolmie Channel*.

Boat Bluff is at the mid point of the voyage. Although our day was overcast and we could not see mountains, the scenery was always spectacular. The shoreline was close on both sides of the vessel. Luckily there was little or no rain so it was very comfortable when out on deck. Officers on the bridge made announcements whenever whales had been sighted. This always sent passengers scurrying to port or starboard to catch a glimpse. There were humpback whales and orcas. We saw dolphins too.



Point of interest #3 is *Swanson Bay*. Not much can be seen of what was one of the first sulphite pulp mills on the coast. It was established in 1909. At this point we still had 5½ hours left before we would reach our destination. But we were relaxed and comfortable, and we had no complaints about the meals we had enjoyed.

We passed #2 a short time later. This is *Butedale* on *Princess Royal Island*. It was established in 1918 as a fishing, mining and logging area.

The #1 point of interest is the *Grenville Channel*. This is the most spectacular channel along the Inside Passage. Mountains of 1,500 to 3,300 feet surround it. At its narrowest the channel is just 1,400 feet wide but the water is deep – up to 1,620 feet.



After we left the channel, we passed by the mouth of the *Skeena River*, BC's second largest river and soon the coal, then the grain and finally the container terminals of Prince Rupert came into view.

It was now about 2230 hrs. Soon we all left the vessel and dispersed to our various types of accommodation in Prince Rupert. We had a reservation at a B&B <http://www.pineridge.bc.ca/>. A British and a Dutch couple stayed there too, both having come from the ferry. It seems the hospitality industry in both Port Hardy and Prince Rupert is geared to serve those joining or leaving the ferry,

and, in the case of Prince Rupert, the VIA rail service to Jasper in Alberta or the Alaska State Ferry to Skagway.

Next morning after a good breakfast and some convivial discussion around the table we went our separate ways. My wife and I spent the morning in Prince Rupert. You need more time than that but we had been there before and wanted to be on the road. We headed east, bound for Barkerville, now just a mere 911 kms away (that meant we had to drive 1,686 kms to reach home). Driving beside the Skeena River and through the Bulkley Valley was enjoyable. We had a great overnight B&B stay in Smithers, a pleasant stop in Vanderhoof and later we had a good time in Barkerville too.



The *Northern Expedition* was built in Germany in 2008. It has a passenger capacity of 600 and space for 130 cars. There are 55 two-berth staterooms. The length overall is 150.5 metres and the vessel has a speed of 20.5 knots.

As you may have gathered we enjoyed our journey to Prince Rupert. It appears to be very popular. We have since encountered others who are about to take the trip. Perhaps I will do it again someday but in the opposite direction. We also enjoyed our visit to Barkerville. Our trip was long and quite easy. It is difficult to imagine the journey experienced by the miners in the 19th Century.

This edition is produced now in order to provide the notice for this year's AGM. If you are unable to attend, please use the Proxy form below. I know this edition is larger than most. "Like Topsy it just grewed". The next edition will be in November and the deadline for submissions will be November 18th 2009. Please send them to me at whitknit@shaw.ca or to 13375 14A. Avenue, Surrey, B.C. V4A 7P9.

I hope you are all enjoying your summer.

Sincerely, David Whitaker

Correction: In the May 2009 edition of "From the Bridge", I wrongly identified Captain Tom Brooks in a photograph. The item appears on Page 10. I indicated that Captain Brooks was on the right of the picture when in fact he was on the left. After the error was brought to my attention, the correction was made and the revised edition posted on the website. Unfortunately some readers will have received the original version.

THE COMPANY OF MASTER MARINERS OF CANADA

NOTICE OF MEETING

The 42nd Annual General Meeting will take place at the Delta Barrington Hotel, 1875 Barrington Street, Halifax, Nova Scotia, at 1300 hours local time on Saturday October 3rd 2009. 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, 305 Michigan Street #204, Victoria, B.C. V8V 1R6 or the Divisional Master, at least 72 hours before the meeting at which the person named in such instrument proposes to vote.

Captain R. Wallace, 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 42nd Annual General Meeting to be
held on the 3rd day of October 2009, and every adjournment thereof, with powers I should
possess if personally present, hereby revoking all previous proxies.

Dated day of 2009.

Signature.....