



**COMPANY OF  
MASTER MARINERS OF CANADA**  
*Founded Anno Domini 1967*

**FROM THE BRIDGE**

**AUGUST 2004  
EDITION 2004-03**

**Journal of the  
Company of Master Mariners of Canada**

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*Any opinion or meaning you find  
in this newsletter is your own*

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**ANNOUNCEMENTS**

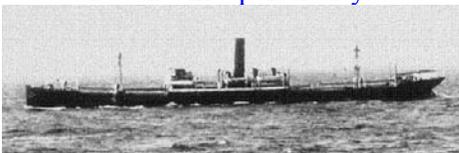
**NATIONAL  
ANNUAL GENERAL MEETING**

WHEN: 1500 hours, 30 October 2004  
WHERE: Saint John Hilton, Saint John,  
New Brunswick

**\* ANNUAL GENERAL MEETING \*  
ELECTION OF  
COUNCIL & EXECUTIVES**

**MERCHANT NAVY VETERAN'S DAY**

3<sup>rd</sup> SEPTEMBER every year  
Look for memorial services  
Or events in a port near you



**"LEST WE FORGET"**

**NEXT EDITION**

To be published November 2004  
Deadline for submissions will be 15 October 2004.  
Please send contributions - preferably attached to e-mail or on disk in word, word perfect, word for windows to: Tom Kearsey; 5 Averill Street, Dartmouth, NS B3A 2H1; E-mail [thomask@ns.sympatico.ca](mailto:thomask@ns.sympatico.ca)  
Hard copy can be transcribed or scanned, as can graphics.

**ADDRESS CHANGES**

Notice of a changes of address, including E-mail, should be sent to your Divisional Secretary

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**MASTER'S REPORT**  
*August 2004*

As we pull out, of what I hope was a relaxing summer for us all, the Company is gearing up for the AGM in Saint John and other activities on your behalf. Unfortunately most of the work will once again be done by the "faithful few" who keep the Company going by volunteering their time and talents and incidentally, in so doing, help keep our fees low in comparison with similar organizations.

As a Company we have made considerable advances in our profile within, and contribution to, the marine scene in Canada but it requires effort and interest by members to sustain this. As it will serve none of us well to advance the Company beyond the interest of the members I would encourage you all to discuss with your Divisional Masters what time and effort you are willing to contribute to and to what goals. We can then direct the future of the Company to achieve the "art of the possible" based on everyone's level of contribution without overtasking some.

In this light, the enthusiasm of our colleagues in Newfoundland who are on the verge of re-establishing our Newfoundland Division is great to see and we look forward to welcoming their delegation at the AGM.

Our charity Foundation is now formally established, plans are being considered for a west coast seminar on the Master's role in Oil Spills, we are closer to an improved national/divisional Web Site(s) and Fundy has arranged an excellent AGM.

Things are moving - its time to get on board!

Ian Marr

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**NEWS FROM THE DIVISIONS**

**MARITIME DIVISION  
THE FOGHORN**



**POET'S CORNER**

Although not a poem by definition, the following does take some poetic license.

**MARINER'S ENGLISH**

IMO has just announced an agreement whereby English will be the official language of the sea, rather than German, which was the other possibility. [How did the French and Spanish let this one slip through their fingers?] As part of the negotiations, Her Majesty's Government conceded that English spelling had some room for improvement and has accepted a 5-year phase-in plan that would be known as Euro-English.

In the first year, s will replace the soft c. Certainly, this will make the sivil servants jump with joy. The hard c will be dropped in favor of the k. This should klear up konfursion and keyboards kan have one less letter.

There will be growing publik enthusiasm in the sekond year when the troublesome ph will be replased with the f. This will make words like fotograf 20% shorter!

In the 3rd year, publik akseptanse of the new spelling kan be expected to reach the stage where more komplikated changes are possible. Governments will enkorage the removal of double leters which have always ben a deterrent to akurate speling. Also, al wil agre that the horrible mes of the silent e in the languag is disgrasful and it should go away.

By the 4th year, peopl wil be reseptiv to steps such as replasing th with z and w wiz v.

During ze fifz year ze unesesary o kan be dropd from vords kontaining ou and similar changes vud of kurs be aplid to ozer kombinations of leters. After ze fifz yer ye vil hay a rali sensibl ritn styl. Zer vil be no mor trubl or difikultis and evriun vil find it ezi tu undrstand ech ozer.

Zen Z Drem Vil Finali Kum Tru!!

[From various sources, the part about IMO involvement is fictitious, if you had not guessed. Spell check has just given up with so many 'skip.' ]

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**MERCHANT NAVY DAY  
IN BRITISH COLUMBIA**

I have been after this since the turn of the year and contacted our North Shore MLA Ralph Sultan many times to place it before the Legislature. Today we have been rewarded. I am especially pleased that the Declaration covers each and every year from now on.

Regards to All; Alan Shard

ps. The Canadian Red Ensign will fly from the Parliament Building in Victoria and elsewhere on September 3rd.

The proclamation reads:

WHEREAS the veterans of the Merchant Navy have served honorably and courageously in the defense of Canada throughout the years, and

WHEREAS the Province of British Columbia wishes to set aside a day to acknowledge the contribution of the veterans of the Merchant Navy to ensure the freedom and democracy enjoyed by Canadians, and

WHEREAS Our Lieutenant Governor, by and with the advice and consent of the Executive Council, has been pleased to enact Order in Council 903 on October 11, 2002;

**NEXT MEETING**

**WHEN: 2000 Hours, Wednesday 8 September 2004**

**WHERE: Maritime Museum of the Atlantic**

**\*DIVISIONAL ANNUAL GENERAL MEETING**

**\*DIVISIONAL MASTER'S REPORT**

**FINANCIAL REPORT**

**ELECTION OF COUNCIL & OFFICERS**

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There are still good seats available on Council  
Contact Captain Angus McDonald at 429-0644 for nominations

**MERCHANT NAVY VETERAN'S DAY**

**Flag Raising Ceremony**

**When : 1100 hours 3<sup>RD</sup> September 2004**

**Where: Grand Parade, Halifax**

**Or in City Hall if inclement weather**

**PLAQUE DEDICATION**

**When: 1330 hours 3<sup>rd</sup> September 2004**

**Where: Pier 21, Halifax**

**Canadian Government dedication of plaque commemorating the Canadian Merchant Navy's service in World War II**

Our last meeting was in May and it was a productive one because Captain McDonald stretched our minds to think 'out of the box' for information for his paper on the Coast Guard. The paper is printed in this edition.

There was no meeting in June but we had our annual cocktail party on *H.M.C.S. SACKVILLE* on a warm dry night surrounded by the tall ships. The ISPS Code has required backpacks to be left ashore and photo ID to get on some of the tall ships. Do you have photo ID for your children? The police presence on the water and waterfront must have stretched the force in the remainder of the city. A police boat with 3 or 4 officers in each for every 12 to 15 pleasure boats near the tall ships was more than enough to my mind.

Divisional members manned the Tall Ships Command Post throughout the Tall Ship's stay in Halifax. The command post provided the 'marine mind' point of contact on the VHF and telephone for the numerous problems that the ships and their crews may have had. Many masters of the ships were very relieved to hear that they would get a mariner to direct and coordinate things for them if and when they needed local knowledge or support. [Odd that the professional mariner is not provided with this marine point of contact as Halifax no longer has a mariner as Harbour Master, if it has a Harbour Master]. Captain Sherman was again the coordinator of the Parade. Interesting to hear him on the VHF trying to get the slow ones to catch up and slow down the speedy ones so there were no gaps and the parade was completed on time. A job well done, Randy, even if few know what patience and perseverance it took.

Captain E. Wagner is our representative [and the driving force in this area] for the Merchant Navy Veteran's Day ceremonies on the 3<sup>rd</sup> of September. [see Foghorn's announcement box]. I would assume similar services would be held in ports across the country. See note regarding West Vancouver's flag raising.

Contributed by Tom Kearsey

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NOW KNOW YE THAT We do by these presents proclaim and declare that the third of September in each and every year, shall be known as "Merchant Navy Veterans Day" in British Columbia.

IN TESTIMONY WHEREOF We have caused these Our Letters to be made Patent and the Great Seal of Our Province to be hereunto affixed.

WITNESS The Honourable Iona Campagnolo, Lieutenant Governor of Our Province of British Columbia, in Our City of Victoria, in Our Province, this twenty-first day of July, two thousand four and in the fifty-third year of Our Reign.

BY COMMAND.

[Congratulations, Alan, I am sure this must be a record time for recognition to come to the Merchant Navy].

Alan later reported that the BC Government would not be flying the 'Red Duster' as Protocol says the federal government is not doing so and they must follow suit. The Canadian Legion, West Vancouver Branch 60, will be flying the Red Ensign on the appointed day each year. Congratulations.

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## O CANADA - WHO STANDS ON GUARD FOR THEE

Captain Angus McDonald presented a paper at 'The Future of Canada's Maritime Capabilities; the Issues, Challenges and Solutions in Our New Security Environment Conference held at Centre for Foreign Policy Studies, Dalhousie University in Halifax, 18 to 20 June 2004. The paper follows.

Ladies and Gentlemen, I wish to acknowledge the valued input in the preparation of my paper from members of The Company of Master Mariners of Canada, also, officers in the Canadian Coast Guard and Canadian Navy.

### THE THREATS

What are the threats to Canada's security and sovereignty? The maritime sector is now seen as a soft target for terrorists although for years, indeed for centuries, commercial shipping has been an easy prey for pirates, ship hi-jackers in coastal waters and for armed robbers in ports. Lack of security in ports and on merchant ships have allowed drug trafficking to prosper and stowaways to become a serious and costly problem. Drugs and illegal immigrants have come in unnoticed to Canadian waters in an assortment of craft and unopposed landings made. Are our forces ready to intercept terrorists?

Terrorism is the looming threat in our minds today. Unconstrained by national boundaries, legislation or bureaucracy, terrorist groups are financed by a multifarious mix of organized crime, trafficking in arms, drugs and humans as well as legitimate business interests and significant charitable donations from around the world. Terrorists may use small vessels with few distinguishing features and a lack of radar or other electronic emissions deprives the guardians of an electronic fingerprint. Such vessels mingle with legitimate traffic thus compounding the picture compilation process. Small craft in the Yemen blew a hole in the USS "COLE" and set the tanker "LIMBURG" on fire. A small ship delivered explosives to consignees in Mombassa, which

were used to bomb the US embassies in Kenya and Tanganyika.

The cargo container is another medium which could be used to transport terrorists and their deadly materials to a port-city where they may cause death, damage, chaos, disruption of the global supply chain leading to tremendous economic losses affecting many countries. Container security is of paramount importance yet only a very small percentage of the 15 million cargo containers in circulation around the world are screened with X-ray and Gamma-ray devices.

Will the new government provide the millions the old government promised just before the election call? Yesterday Adm. Murray gave us the numbers for enforcement in the NAFO fishing area, for aerial surveillance, for increasing "on-water" surveillance and for Maritime Security Centres while the Commissioner spoke of \$150m annually for a CCG fleet replacement program. We have the Minister of Fisheries and Oceans defending his seat right here in Halifax. Now is our chance to get at him- and others - and make funding for Security and for Defense an election issue.

### THE NATIONAL SECURITY POLICY

The Policy has a six-point plan through which marine security may be implemented;

1. clarify responsibilities and strengthen coordination of marine security efforts
2. establish networked Marine Security Operations Centres
3. increase Canadian Forces, RCMP and CCG "on-water" presence and DFO's aerial surveillance.
4. enhance secure fleet communications
5. pursue greater marine security cooperation with the US
6. strengthen port security including Seaway locks.

### THE SENATE COMMITTEE'S REPORT

The issues addressed in the Report are:

- Canada's lack of security resources on its coasts
- The need to improve surveillance and intelligence
- The need to improve Canada's interdiction capability
- The need for a new structure at the top
- The need for enhanced international cooperation.

These matters are being addressed, as we heard yesterday.

Yesterday afternoon we heard about the USCG and the USN - quite frightening aren't they? As the Duke of Wellington said of his troops before Waterloo; "I don't know if they'll frighten the French, but by gad, they frighten me."

I liked Dr Roy Rempel's report from "Down Under" and he confirmed my belief that the Aussies are wannabe "Yanks" while the Kiwis are nice, non-aggressive and friendly, like Canadians. I've recently been in NZ and studied their little Navy. By the way, my son's father-in-law, an ex British Merchant Navy seafarer had to make fancy bell-ropes for both Kiwi frigates. Is fancy rope-work outmoded in the RCN?

### SHIP AND PORT FACILITY SECURITY

Thank you Gerry Frappier for giving us a good report on the new security regime which you are overseeing. Your people certainly got the Marine Transportation Security Regulations out in record time. I am glad to hear that you are to recruit a person with nautical

expertise, which is what your office lacks. Since you have a security regulatory oversight of shipping and ports it will help to have a person that shipping and ports will listen to with a modicum of respect.

12 days from now on July 1 2004, all commercial ships of 500 gt. and more, to which the Safety of Life at Sea Convention (SOLAS) applies must comply with the International Ship and Port Facility Code (ISPS). To bring into national legislation this security requirement, Canada has gazetted the Marine Transportation Security Regulations, which come into force on the same date. The Canadian regulations however apply to vessels that are 100 gt or more, including tugs and barges which is good since we have many of those and many vessels to which SOLAS does not apply. The regulations also apply to Marine Facilities that provide services to vessels to which the regulations apply and to off-shore facilities. We have to think about tugs, pilot boats, diving tenders etc., which could be vehicles for terrorist attacks.

Each ship and port facility will require a security risk assessment, then draw up security plans which must be approved by the ship's flag state. By the way, Dr Boutilier, I do safety inspections for ships registered in Liberia and since April 2002 they supplied their ships with model ship security plans. Of all the flags of convenience they, like others are interested in safety. Ports' plans will be approved by the maritime administration of the country in which the port is located. A ship and port facility must appoint a security officer who will see that the security plan is implemented.

The ship managers must appoint a Company Security Officer. Likewise, port facilities will prepare security plans and be responsible for their implementation. This person will coordinate with law enforcement and emergency forces in the port and with security officers aboard ships calling in the port. Port facility operators are required to act upon the security levels set, in this country, by Transport Canada. They must identify and take preventive measures against security incidents and routinely monitor and supervise security measures in place.

Cruise ships are particularly secure and do not allow persons other than authorized port officials on board in ports. All Passengers and crew must have plastic passes, with photographs, for shore leave and these are swiped before disembarkation and again on embarkation.

Seafarers, merchant or naval, are nice, friendly souls who tend to trust their fellow person. It has always been so easy to board a merchant ship and wander about as many a stowaway would testify - if he had not been thrown overboard. Only the Soviets - in their day - kept a serious gangway watch but on most cargo ships and tankers, not really. It will take some time to change the attitude of merchant seafarers and this is something of a challenge for those in authority over them. (When I was in command there were times when I wished flogging were ....)

Although there are only a few days until implementation the percentage of ships and ports which have approved plans is lamentably low. Merchant ships are still subject to attacks by pirates and armed robbers and crews have learned to take precautions like keeping extra lookouts in the danger areas, bright lighting, charged hoses etc.. and

IMO and other organizations have warned against ships and personnel being armed. They could never meet the fire power of the pirates and would be inviting death - instead of submitting to it passively. IMO gave shipmasters a book of guidelines - when pirates board the Old Man could throw the book at them.

#### SOLUTIONS IN A NEW SECURITY ENVIRONMENT

Be ready, ladies and gentlemen, there are some controversial proposals here and I would value your comments.

Maritime Security is a matter of priority for the nation today. There is no time to debate whether or not the government's civilian fleets should be armed or must have new vessels to carry out the security roles. I put forward the following solutions to the maritime security dilemma which are based upon urgency and present inadequate government funding.

The DND will have the lead role in providing for guarding Canada's east and west coasts. I think the Navy has a mandate but government must give it the required funding to utilize its resources. The Canadian Coast Guard will be in a supporting role. Give it a mandate and funding to participate in maritime security operations as it presently cooperates with the Armed Forces in Search and Rescue.

The Coast Guard is admitted to the Navy's Marine Security Operations Centres (SOC), at its east and west coast bases, as are the RCMP, Customs, and Transport Canada. These Centres collect intelligence about maritime activity, analyse it, share it with the other government agencies with security mandates, through secure lines of communication and they will initiate appropriate action. The CCG therefore must have a marine security mandate and the capability to respond to tasking by the Security Operations Centres.

For armed Security Patrol duties and tasking, the Navy should utilize the MCDVs, of which it has six on both east and west coasts. They may not be ideal for the job but they are there and are currently under-utilized. The Navy uses them for training reservists who may be drafted in from various parts of Canada to spend short periods in practical training in the dockyard and at sea. This is a very expensive method of training reservists and extravagant at a time when funding for necessary resources is so limited.

Locating the MCDVs in the two naval bases is certainly convenient for the reservists' training but it denies the Navy a presence around Canada's coasts, a presence which would appeal to the Canadian public and may even stimulate the recruitment for the regular force and the Reserves. The Navy needs to enhance its public image. On the East coast it is proposed that an MCDV should be based in each of six locations from which it may cover an area to seaward of, or coastwise from, those locations and on specific taskings. The bases suggested are; Shelburne, Yarmouth, Saint John, Sydney, Placentia Bay and St. John's. On West Coast, suitable locations might be, Vancouver, Victoria, Comox, Prince Rupert. It is important that the Navy is seen to be "on guard" for Canada and since we do not have the fiscal resources of the USA, MCDVs will have to do.

The Navy has a Memorandum of Understanding with the DFO, to provide a certain number of sea days on both

coasts for fisheries patrols. Normally, on the East Coast, there are two CCG vessels on fishery patrol with armed fisheries inspectors on board. If a CCG vessel has to be withdrawn for another task or for refit, CCG may call upon the Navy under the MoU. These patrols should be undertaken by the MCDVs rather than by frigates. Don't go to the fish market in your Cadillac; take your truck and keep your gun in the glove compartment. The Navy may also use a submarine when available in fisheries protection and marine security duties - sneak up on them unseen and spook them.

In the naval bases on each coast, a Duty Frigate should be under short notice to proceed to sea if the Security Operations Centre has a crisis situation calling for speed and fire-power.

#### CANADIAN COAST GUARD FLEET AND SECURITY

CCG ships should comply with the Canadian Marine Transportation Security Regulations. Each ship will have an approved Security Plan. The purpose of this is to tighten security on each ship and at CCG bases. While the bases have a certain level of security the vessels are virtually not secure. CCG bases to be regarded as "port facilities" with security plans approved by Transport Canada. Enhanced Base security is planned for this year and should be adequately funded.

Some CCG officers have received the training course for the International Ship and Port Facility Security Code (ISPS). It is necessary to have funding now and to provide Marine Security training throughout the Coast Guard Fleet. Officers' training should be done in the CCG College. The officers would then train their crews on board their ships. The Commanding Officers should be in charge of Security on each vessel. On the larger vessels they may delegate some of the security duties.

CCG Lifeboats to be included in the CCG's security mandate. Each lifeboat station to be a secure base and access to boats restricted. Lifeboat crews to receive marine security training to make them aware of the threats to Canada's security on our coasts and how they may be called upon to act.

In addition to their normal SAR duties, lifeboats may be tasked by Security Operations Centres to investigate suspicious craft in territorial waters. RCMP may use these vessels for law enforcement duties - until they have their own vessels - but the lifeboats should not be required to stray far from their operational sectors, to be available in the event of a SAR call.

#### CANADIAN COAST GUARD AUXILIARY

Members of the CCGA to be trained as Coast Watchers and to be identified to RCMP and Customs (Canadian Border services). If a lifeboat is involved in a marine security operation a CCGA boat may stand by in case of a SAR call. CCGA should receive some training in marine security to make them aware of the threats to coastal security.

Coast Watchers to be allocated a line of communication - to RCMP, CBS or MCTS or CCG ships - which would then pass information through secure communications links with Security Operations Centres. In order to increase the numbers of those on the lookout for unusual activities in the more remote areas of our coasts a type of "Home Guard" could be set up, at first with retired military people. They could do coastal patrols

with their own vehicles or boats and could come under the aegis of the CCG Auxiliary and with similar compensation.

#### ST. LAWRENCE SEAWAY AND SECURITY

The St. Lawrence Seaway Management Corp., which has a 20 year contract with the federal government to manage the Seaway, has recently had its ISPS Code plans approved by Transport Canada. Transport Canada's Marine Security Branch decided that each lock should be a "marine facility" and must comply with Canada's Marine Transportation Security Regulations. Fencing and gating at the locks had already been done - as a quality assurance effort. Now there will be restricted access to property around the locks and personnel who work there will have ID cards. There will be restrictions on ships' personnel embarking and disembarking at locks and on ships' stores being delivered at locks.

St Lawrence Seaway management will be able to access, through secure lines of communication, the Security Operations Centre and participate in the intelligence gathering and threat response. The management will also collaborate with its US counterparts in the locks operated by the US Seaway Authority.

The St Lawrence Seaway management is in discussion with RCMP and is preparing an MoU to share intelligence which will relate to a Marine Security, Level One. If levels two or three may be declared the military may be called. For a Marsec Level 2, army units may be deployed to guard the locks.

Prior to entering the St. Lawrence Seaway, vessels must anchor at Pointe-aux-Trembles, Montreal, for inspection by various government agencies; Customs, Agriculture/Health, Immigration and Port State Control. This last function may be done by the Seaway Inspector in addition to his duty to see that the vessel complies with the Seaway's own rules. The Seaway inspector may also be charged with doing a security inspection perhaps in collaboration with inspectors of other government agencies.

In addition to commercial vessels, many yachts transit the St Lawrence Seaway system. Any yacht could pose a threat to the locks and each yacht must be inspected before entry into the system. Yachts are not locked in with ships.

#### SECURITY IN THE GREAT LAKES

CCG ships in Great Lakes waters must have a marine security mandate. Officers to be given training in marine security and to be familiar with the Canadian Marine Transportation Security Regulations and the ISPS Code. All ships to be compliant and also their bases, which should be regarded as Marine Facilities.

CCG management in the Great Lakes area shall cooperate with the USCG in their areas. Any ship may be tasked by the Security Operations Centre and may embark RCMP or Army units if considered expedient.

The Navy might deploy one or maybe two MCDVs to assist the CCG and the USCG with security in the Great Lakes.

#### THE CANADIAN ARCTIC - SECURITY AND SOVEREIGNTY

Although nowhere should be considered absolutely safe from possible attack, it might not appear that the Arctic

could provide a satisfying target for terrorists but the issue of Sovereignty is very important. Marine transportation in Arctic waters has been for some years regulated by the Arctic Waters Pollution Prevention Act and regulations. Now Canada's Marine Transportation Security Regulations will also apply.

To maintain the nation's claim to sovereignty, there must be a national presence and that, surely, is provided by the people of Nunavut - the Inuit - who are Canadians. It might seem a good idea to recruit Inuit for service on the Coast Guard ice-breakers which work in the Arctic each summer, but over several years this has been tried without success. Perhaps it is not culturally compatible for Inuit to leave home for extended periods to serve on ships. However, DND has a force in northern remote areas, Canadian Rangers which was established in 1947. There are about 4000 in this force and they have a cadet section to inculcate young people. The Canadian Rangers are responsible for, protecting Canada's sovereignty by reporting unusual activities and sightings, including ships, collecting local data of significance to the Canadian Forces and conducting surveillance patrols. The Rangers are armed and equipped with snowmobiles and provide a military presence in sparsely settled northern, coastal and isolated areas of Canada that cannot be conveniently or economically provided by other components of Canadian Forces.

There is an increase in cruise ships probing the Arctic. These are generally smaller ships and many have an ice class. CCG has to consider a possible SAR emergency in the Arctic and what may be done about it. In a SAR operation they would be supporting the Air Force, which would deploy fixed wing aircraft and helicopters if within their range.

To bolster sovereignty, RCAF could increase its flights over the Arctic archipelago. CCG's ship time in the Arctic could be extended, given the funding. The Navy's submarines could be a presence in the Arctic. These are the only Navy vessels capable of operating in the Arctic.

**THE CANADIAN COAST GUARD COLLEGE**

The government has a splendid marine training facility in the CCG College near Sydney, Nova Scotia. Here, officer cadets do a four year course at the end of which they may graduate with a Watch-keeping Mate or Engineer Certificate and a Bachelor's degree in Nautical Science. This is free to the cadets. The graduates are required to serve in the CCG Fleet for an agreed period after graduation, currently, 4 years. It is proposed that upon enrolment the cadets be enlisted in the RCNR - as cadets. In the summer periods throughout their training, the cadets would spend time on board CCG ships and with the Reserves on the MCDVs. When the cadets graduate they should, in addition to the above qualifications, be able to receive a commission in the RCNR. Throughout their subsequent career they would do annual periods with the RCNR. This would provide the RCNR with well-trained professionals and the cross-training would benefit the CCG. This is a medium-term solution to recruitment for both CCG and RCNR and if properly done should provide officers with the right attitude as well as skills.

A major problem with the CCG today is one of morale; a lack of identity. The House of Commons Standing

Committee called it a "malaise". Funds have to be obtained for training CCG personnel. Complementary to union agreements, non-certificated personnel should be contracted for an appropriate period. CCG is addressing this matter of permanent employment for crew members and the provision of training appropriate to the tasks to be done.

With good leadership and senior management interest in crew competence as well as crew welfare, CCG would be an effective participant in marine security. Perhaps when CCG becomes a Special Operating Agency with direct access to funding for its programs it might retrieve its identity and there would be an improvement in morale among its sea-going personnel.

**CONCLUSION**

It takes a long time to build or acquire and modify the ideal security patrol vessels or to arm the government's civilian vessels and their crews or even to replace aging vessels and aircraft. We must build security with what we have but put the pressure on the government for an early investment in a replacement plan for the Navy, the Coast Guard, the RCMP. Politicians and senior bureaucrats who wield authority over funding, must accept the priority of national security and the need to guard Canada's coasts - in the best way Canada can. For this, funding is needed for our military, for our Coast Guard and the other agencies which stand on guard for Canada

CCG which manages the government's civilian-crewed ships (except those under the control of DND), must be given a mandate to authorize its role in marine security as a support to Canadian Forces and play its part in guarding Canada's coasts. Then, when we sing the National Anthem, we will know there are Canadians standing on guard for Canada.

Captain Angus McDonald FNI  
The Company of Master Mariners of Canada.  
June 17 2004

Capt. McDonald would welcome any comments from members on this paper which was well-received by the 140 people attending the conference. It will be published in the proceedings. He may be contacted at ar550@chebucto.ns.ca

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CORRECTIONS
Sharp eyed Captain Wagner noted that the <i>NIPIWAN PARK</i> was sunk on 4 January 1945 not 1944 as reported in the last edition.

**MARINE NEWS OF INTEREST FROM AROUND THE WORLD**

The news, weather and sports  
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**SUPPLY VESSEL WITH ENGINE AFT**

The Norwegian ship owner Eidesvik Shipping is expecting a revolutionary offshore supply vessel in October 2004. The vessel is a Vik-Sandvik's VS 493 Avant PSV and is being built by Aker Langsten AS.

The vessel is 92.7 by 20.4 metres with a depth of 9 metres to the main deck. The engines and accommodation are aft which, according to the designers, will reduce movement, noise and provide a safer bridge layout (no aft bridge console), give better hull lines and a better DP plot. The simplified cargo area will also

provide a safer loading and discharging environment. The deck area is 1040 square metres on this 6,200 dwt vessel.

There was a story doing the rounds that a company built two large stern draggers in the 1960s for the North Sea / Icelandic fisheries but they could never get the hydraulics to bring the gallows inboard with the fish net. The gallows were removed and the fishing vessels were chartered out as supply vessels for the then new North



Sea offshore oil and gas industry. These ships may have been the original North Sea supply vessels and set the trend for others to follow. As cargo vessels a

marine crew was required in place of the fishermen. The marine engineers quickly found out the hydraulic rams for the gallows had been fitted backwards so they had more push out on the gallows than pull inwards. If the rams had been fitted properly, and had worked for fishing, it is possible supply vessels would not have developed with the bridge forward.

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### TV ASSISTED COLLISION

If you are lucky enough / unlucky enough (depending on your viewing pleasure) to be on a ship with a powerful TV antenna - be warned, it could cause your GPS problems.

It has been reported that at least the following three TV antennas can and have interfered with GPS reception on their own and or other ships near by.

- 1) Tandy Distribution Products Electronics Mini Sate Electronic Amplified UHF/VHF TV Antenna models 5MS740; 5MS750; 5MS921.
- 2) Radio Shack Corporation - Long Range Amplified Omni Directional Antenna, Model 15-1624.
- 3) Shakespeare Corporation - Sea Watch, model 240 (code date 02A00), 2050 (code date 03A00).

The report states that poor GPS reception or even total loss of reception has occurred on ships fitted with these units and ships up to 2,000 feet away have suffered reduction in reception strength. With electronic charts and automatic pilots following 'electronic line' the loss of positioning integrity could cause grounding or even a collision.

It has been suggested that one way to check for this phenomenon is to see if there is any shift in GPS position when the TV antenna unit is turned off or turned on.

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### KEEPING A GOOD LOOKOUT

The bridge of old supported one chair, the wooden high chair, referred to as the pilot's chair or as the captain's chair. It was sacred ground, not to be sat in by any lowly watch keeper at any

time under threat of at least a flogging or, more likely the yardarm if caught by the captain. Today's bridge might support two or more high-tech chairs, high backed with arm rests, well padded and possibly reclining, placed where the electronic instruments can be seen, but not the sea or horizon in some cases.

It was on such a bridge the lone watch keeper stood up to leave his chair, caught his leg on a lever sticking out from under it, fell, banged his head and knocked himself out. He awoke just in time to see his ship plough up on the rocks.

There are many cases of fatigued, tired and sleepy officers nodding off in these comfortable chairs while on watch. The automatic alarm, frequently turned off when watch keepers are asleep, should be programmed to revert to 'ON' when there is someone in any chair on the bridge. There are probably many studies that indicate a nice comfy chair promotes good attention and work habits but are these studies conducted on people working at all hours of the night after working most of the day as well? Aircraft cockpits have nice chairs but they also have work hour regulations that they adhere to without exception so falling asleep at the yoke is not as likely as it is at sea. [When returning to Halifax from Ottawa a few years ago the plane from the west was late arriving in Ottawa. After boarding and the plane being de-iced, it returned to the ramp to change pilots (a two hour delay) as the original pilot would have been close to his limit, but not over it, when the plane was expected in Halifax. It is unlikely a ship would be this stringent on hours of rest].

It has been reported that a German ship, to provide the lone officer on watch with the ability to keep a lookout at all times, regardless of nature's call, has a 'loo with a view'. The bridge has a glass walled toilet on the monkey island. Shades of using the fire buckets lined up on the Monkey Island on those pre WWII ships when caught short on one of those bridges without a toilet. The more things change the more they remain the same.

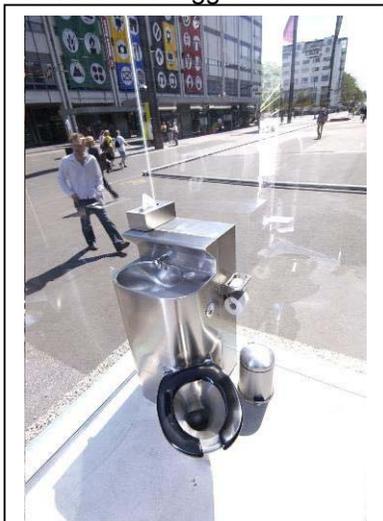
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### REGISTER YOUR EPIRB

US CG search and rescue centre received an EPIRB signal but when the registered owner was contacted he reported he no longer owned the EPIRB. The polar orbiting satellite pinpointed the location of the unit and soon the man, who was enjoying the strobe light on the EPIRB unit flashing brightly in the darkness as it bobbed about in his back yard pool, was explaining his activities to the authorities.

In another recent case the USCG aircraft could not locate any wreckage or survival craft in an area north of Bermuda where an EPIRB was sending out signals. The registered owner reported he had sold the craft with the unit a year before. The new owner then stated the EPIRB had been lost overboard months ago but nothing had happened. A tug was repositioning itself through the area so was asked to see if it could locate and shut off the EPIRB. It found a turtle slowly swimming along dragging the EPIRB on the end of its rope. The turtle was freed and the EPIRB shut down.

The moral of these stories is to make sure people reregister their EPIRBs if they purchase a craft with one or have themselves unregistered as the owner if they sell an EPIRB.



Looking out from the thunder box, no Kent clear view screen or windshield wipers

Two households in Cape Breton must have been surprised when search and rescue aircraft responding to EPIRB signals from their residences buzzed them. They must have been even more surprised when the police arrived to tell them they were using illegal satellite TV decoders [no information on them being charged for making false distress messages]. The pirated decoders were sending / emitting signals similar to EPIRB transmissions, hence the S&R visit. If you have an illegal decoder you could be visited by a tough guy in a rubber suit dangling on the end of a wire from a helicopter one of these days. You have been warned!

In July 2003 the US Federal Communications Commission authorized the use of 406 MHz Personal Locator Beacons (PLBs) on land in the US. Hikers, hunters, climbers and others will be able to carry and use PLBs when there is an emergency. Unfortunately not every one knows what defines an 'emergency.' A guide in the far north was persuaded to set off his PLB by a wealthy client when their canoe blew away. They had all the supplies they needed and a floatplane was to pick them up in less than a week. They could have spent the time fishing and hiking but the call resulted in a costly helicopter rescue. If the person was 'wealthy' a satellite cell phone may have been a good thing to have along for the trip. In the US there is a fine up to \$ 250,000 and imprisonment for six years for deliberate misuse of a PLB.

EPIRB signals indicate a ship is sinking while an ELT signal indicates a plane has crashed but a PLB may indicate someone is only scared. ELTs on aircraft are to be replaced by EPIRBs in about four years but the use of 406 PLBs by anyone raises questions about their use by untrained people.

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### MY OWN COPY, AT LAST

Princess Ann no longer has to share her husband's copy of *SEAWAYS*, the magazine of the Nautical Institute. Princess Ann was recently made a fellow of the Nautical Institute for her work with the Mission to Seafarers and promoting maritime careers so will receive her own copy.

The new President of the NI is Phil Anderson, head of loss prevention at the North of England P&I Club.

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### ISPS BLUES

Thirty four days before the 1 July deadline IMO reported that only 9% of ships and 5% of the ports had been certified in compliance with the ISPS. Amazingly by about the 3rd of July IMO stated that 'almost all ships and ports' were in compliance and the world economy continued with little disruption, even in the United States.

It is obvious the Code was developed in haste and without regard to the problems it created for those most affected by it, the mariner. The owner, flag state official, security advisor (what a job market that has been), port authority can go home at night leaving the mariner locked up on his ship.

Many consider the US and major maritime powers in Europe may delay ships for inspections in order to make an example of allegedly negligent (slow) ship operators. Experts expect the US will not identify which ports, even some with the correct documentation, that they do not

consider 'safe.' People may then have difficulty identifying the US determined "infected" ports so they can bypass them.

The FBI sent out a highly classified warning to 18,000 state and local agencies [no wonder no one knows what is going on with that many involved] about the dangers of home made mines floating in US waters. To date no such flotsam has been found and there has been no credible intelligence to suggest terrorists are planning to use such devices. [Sounds like a job-preservation action by some agent].

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### PIRATE PATROL

A naval chief in Indonesia has called on pirates to be shot on sight, as they will only get three months in jail if caught alive.

A call has been made for a joint task force to patrol the Malacca Straits but the force would not include forces from away. Equipment, expertise and intelligence from away would be welcomed but not forces.

Indonesia, Malaysia and Singapore have begun a joint offensive against piracy, sending a force of 17 vessels out on patrol. They will co-ordinate their activities, share intelligence so pirates can be pursued across national marine boundaries. Each nation will operate their own vessels under their own command. An Indonesian official did say that keeping the Malacca Strait open might involve nations other than the three. It now appears that material (ships) and personnel from other nations may now be welcome to assist them with patrols and training. The fact it has taken so long for any co-operation between the three nations shows the mistrust between them so results may be slow in coming. Their naval vessels and personnel have not trained or worked together as a common patrol group. The Indonesian mix of poverty, corruption and a run down navy that has not shown a propensity for chasing pirates has often been blamed for the volume of pirate attacks.

There were 445 pirate attacks in 2003. A quarter of the world's shipping is reported to pass through the strait with almost all the oil entering Japan and China taking this passage.

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### "TIME, GENTLEMEN, PLEASE!"

US Coast Guard rescued the same man twice in twenty-four hours. His vessel, aptly named *LAST CALL*, was noticed going round in circles and was boarded by CG personnel. The lone occupant was found unconscious and was unable to complete the sobriety test. Empty alcohol containers were found on the 25-foot boat. He was taken ashore and his boat towed in. He was charged for not having lifejackets onboard, boating while being intoxicated and negligent operation of a vessel. This incident started at 1940 hours on Friday and at 1121 on Saturday the USCG got a call from a vessel that the *LAST CALL* was seen taking on water. The CG responded and boarded and dewatered the boat but did not find any safety violations this time.

Interesting that pleasure boat voyages can be 'terminated' by the Coast Guard if defects are found during boarding.

In another incident during a boarding of an 18 foot pleasure boat carrying four adults, two children and an

infant but it had only two adult and one child sized lifejacket onboard. It had no fire extinguisher, no throwable device and no sound-producing device. The main motor was inoperable but the operator decided to take to the waters anyway, using a small outboard backup engine for power. The vessel had to be towed in after being boarded and the voyage 'terminated' by the USCG - the propeller fell off the outboard. The maximum fine for these offences is \$ 2,200 US and the discrepancies must be corrected before the boat can be used again. A fine of \$ 5,000 US can be levied if the boat is operated before the defects are corrected.

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## SHORT SNAPPERS

- + The port of San Diego will not turn a 39 hectare port area into a football stadium site even though the area is only at 50% capacity.
- + Captain Sunder P. Shastry, at 69 years of age in December 2002 is / was possibly the longest serving shipmaster in the world. After time on the training ship *DUFFERIN* Captain Shastry has been at sea ever since, rising to the rank of Captain at the age of 27, the youngest Indian seafarer to reach that level at that time. He got his continued proficiency endorsement for his Masters' Certificate of Competency under STCW '95 for another five years in 2002.
- + The age of the Master of the *PRESTIGE*, 67, may cause such concern that a knee jerk reaction on land (far inland) might put Captain Shastry, for one, ashore as 'being too old' for the job. Seafaring is a mentally and physically demanding job, is it not? Maybe the same arguments could be levelled at the age of those whose knees do the jerking. Is theirs not also a mentally and physically challenging job as well?
- + Eight million three hundred thousand (8,300,000) Americans were passengers on 3,840 cruises from North American ports in 2003, an increase of 8% over 2002. Florida departures accounted for 49% of the market, with 72% bound for Caribbean / Bahamas destinations. Growth in cruises is predicted to continue through 2010.
- + *ADRIAN MAERSK* measures 352 by 43 metres and is among the largest container ships in the world. The Sulzer 12-cylinder engine pushes out 63,000 kW, that is 85,000 bhp to us older types. The only thing small about her is the crew, who number fifteen, yes fifteen (15). Hardly enough people off watch at any one time for a game of bridge. She does have room for ten cadets so can be used as a training ship, for mariners not bridge players.
- + Lloyd's Register's classed fleet reached an all time high of 13.8 million gross tons in 2003. The previous record of 113.7Mgt was reached in far off 1979. Over 75% of completions and transfers into class over the past 25 years has been tanker, bulk carriers and container ships.
- + A Chinese official stated that building too many big ships could be disastrous. The great increase in container, oil and bulk shipment into the ports has caused problems. The industry's response has been to build larger ships to meet the demand. "There is no point in having larger ships if the ports can not handle them,"

- stated the official. The US West Coast has been having problems handling the increase in volume of boxes the new larger ships have been carrying from China.
- + In July 2003 TK Shipping purchased a 16% stake in Danish tanker and bulk carrier company Torm for \$37.3 million. It sold this stake for \$130.2 million in July 2004. The purchase was for investment purposes, not a 'strategic' move to develop a market position. Not a bad investment. Hope this profit is taxed in Canada.
- + The Marshall Islands register will issue about 70,000 seafarer's documents this year, a 27% increase over last year. To tighten security every applicant will be finger printed. 33% of the seafarers are Filipinos while 10% are US documents. There was a 23% increase in registered tonnage in the Marshall Islands last year.
- + Foreign crew are not being allowed ashore in US ports if they do not have visa and other documents required by the US authorities. Even those requiring medical attention are not allowed ashore. Those with the right documents may be refused access to the wharf in some places. An officer was prevented from reading the ship's draft from the wharf by a machine gun totting security guard. A crew change was accomplished by boat from another wharf as the wharf the ship was tied up to refused to let the mariners cross it. The land of the free appears to consider all mariners as terrorists or persons non-gratis.
- + The Standard P&I club has sent out an urgent call to ship owners to improve the parking of their ships. Claims for berthing damage has risen to \$ 200 million US a year. Insurers suspect that weakness in pilotage are to blame for some of these losses. Some involve pilots in their eighties! A publication entitled *A Master's Guide to Berthing* has been produced and is available from the club.
- + The US Navy was fined \$ 5,000 by the Subic Bay Metropolitan Authority after the *USS CORONADO* spilled a reported 40 litres of oil during a port visit. The oil escaped from a vent pipe after a diesel service tank was overfilled.
- + Hoegh Fleet Service has been fined \$3.5million US in Washington for falsifying records and concealing the dumping of waste oil of the Pacific Coast.
- + A United Nations Convention on the Law of the Sea (UNCLOS) were told that mariners are being criminally charged by coastal states when they are in no way culpable. Crews are convenient people to prosecute for liability crimes, irrespective of any criminal intent. The criminalization of the mariner discourages them from participating in casualty investigations.
- + There was an interesting tale in *Sea Breezes* recently about a mate's first voyage on a Sugar Line ship made many years ago (1970s). It sounded like 'party central.' The wives of some of the officers spent time during the mate's watch obtaining their steering testimonials. One of the women kept getting a prominent part of her upper anatomy caught between the spokes of the wheel as she spun it around. The steering wheel, if there is one, on modern ships are not big enough to get even a finger caught in, modern wives will be pleased to hear.
- + The Turkish bulk carrier *TK VENICE*, on voyage from Rouen to Tarragona with wheat, was escorted into Brest by a French naval vessel. A naval helicopter had spotted

an oil slick 3.6 km-long trailing behind the ship. The ship was released on \$ 296,000 US bail, the master having to appear in court at a later date.

+ The LPG tankers *GAZ VENEZIA* and *MORITZ SCHULTE* have been detained by the French after military aircraft photographed them trailing oil slicks. Bail of \$366,000 US was demanded and the master to return for court at a later date. [Heavy fines and delays to the voyage do not appear to be much of a deterrent, yet], against pollution.

+ The Romanian vessel has been fined \$425,000 US for tank cleaning off the French coast in December 2003. The vessel left a 37km long oil slick in its wake but refused to stop when summonsed by a French naval vessel. [Could not see the blue flashing lights in the rear view mirror] The vessel was intercepted by naval vessels in January when it entered French waters. The vessel was out on bail of over \$600,000 US.

+ The French have also fined a Portuguese car carrier about \$170,000 for pollution off the Brittany coast.

+ Kent collides with Argyll. No this is not a movement of the tectonic plates under the British Isle but an embarrassing moment for the Royal Navy. HMS *ARGYLL* and HMS *KENT* bumped sides as they were running parallel to each other, well not quite parallel. To add to the embarrassment a group from the Royal College of Defence Studies were on board the ships at the time.

+ NOAA has installed sensors measuring clearance under two bridges spanning the Chesapeake and Delaware Canal. Tidal changes, road traffic levels and temperature, all variables, can change the air gap under the bridge. The system updates the air gap data every six minutes. It is expected that sensors will be fitted to other bridges in the US on a priority basis. The Physical Oceanographic Real Time System (PORTS for short [Where do they think up these acronyms?]) which provides atmospheric and tidal data can be viewed at [www.co-ops.nos.noaa.gov/d\\_ports.html](http://www.co-ops.nos.noaa.gov/d_ports.html).

+ NOAA has discontinued the paper edition of the Local Notices to Mariners. One of the earliest US notices was one printed on 16 April 1793 in the Norfolk Gazette. The US weekly notices will continue to be printed as a hard copy.

+ Port officials on the east coast of the US are objecting to a proposed new rule, from the National Maritime Fisheries Service, designed to protect the Atlantic Right whale. The proposal is to slow vessels to 10 to 14 knots during the affected periods when the whales are migrating through the shipping lanes. The speed limits would apply within 20 to 30 miles of the ports. The costs of the speed reduction per vessel would range from \$3,400 at Portland, Maine to \$ 1,200 at Philadelphia. The fog season must cause these types of reductions in speed but no body is complaining about the cost involved in this or the fact the ships cannot see the whales in time to take avoiding action in reduced visibility. [Ship still slow down in reduced visibility and the master is present on the bridge throughout, isn't he?].

+ More than a thousand people marched through the French town of Quimpoer in early May calling on the French authorities to increase their efforts to find out who sunk the trawler *BUGALED BREIZH*. The vessel sank in

January after a collision with a yet to be identified ship. The *SEATTLE TRADER* has been inspected more than once (once in Canada) as the possible hit and run vessel. Other vessels are now being considered for inspection. A submarine could also be the culprit. The wreck was to be raised but this has been delayed until late in June.

+ Spanish lawyers arrested an Italian tug in Barcelona on behalf of a scrap company that lost a contract to scrap the French aircraft carrier *CLEMENCEAU*. Turkish authorities denied the ship entry on environmental grounds and France sent a frigate to stop the ship going to Turkey. The aircraft carrier is now back in France having the asbestos removed before going to India. As the Spanish yard cannot get at the *CLEMENCEAU* it has arrested the tug that towed her.

+ A cruise crew job scam is using an address in Canada to get money out of unsuspecting mariners for non-existent jobs has been identified by the ITF. Beware.

+ The Three Gorges Ship Lock on the Yangtze River in China is said to be the largest in the world when it opened for navigation in July after a year of trials. The lock features a two-way lift for the 113-metre change in height around the dam. Transit takes about 2.5 hours; the dock is given as being 6.4 kilometres long.

+ IMO has been urged to develop guidelines for compulsory pilotage in international straits.

+ The Philippines are finding it harder to recruit and retain mariners because of the 'criminalization culture' being woven around the profession.

THE NAUTICAL INSTITUTE, BRITISH COLUMBIA  
BRANCH

4th ANNUAL SHIP SAFETY &  
ENVIRONMENTAL SEMINAR  
SATURDAY 6th NOVEMBER, 2004  
0900 to 1730

Where: Showboat Lounge; M.V. Royal City Star  
New Westminster Quay; New Westminster, B.C.

Sponsored by: Westminster Tug Boats (Smit)

Speakers:

Marine Evacuation Systems – RFD Marin Ark

Mr. Iain McLean, Technical Manager

Princess Cruises Safety Management System

Mr. Paul Debnam – Director, Fleet Safety

Hydroxyl Sewage Treatment Plant

Ralph McClure – Manager, Marine Systems

Servicing Requirements – Inflatable LSA

Capt Andy Patterson – Director Operations DPM

Presenter # 5 - TBD

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No refunds made after Friday 22nd October, 2004

NSF cheques subject to a \$25 handling charge.

For more information please contact any of the  
following:

Capt. Andy Patterson

604-204-2330

Capt. John Lewis

604-951-0061

- + Spain has banned a French passenger ferry from a Catalan port, leaving thousands of passengers stranded. The Spanish authorities would not say why the vessel was banned from the port.
- + A Latin American human rights group has protested the USCG boarding and sinking at least eight vessels off Ecuador since 2001. The US said that it is not uncommon for them to scuttle vessels that are considered unseaworthy and a hazard to navigation. These vessels are mainly carrying (illegal) migrants but the drug running vessels are generally kept as evidence. The US is looking into the matter.
- + A European motoring organisation, ADAC, has 'inspected' 34 ferries in the Baltic, Mediterranean and around Britain and reported two with serious deficiencies. A harbour master who found no sign of deficiencies has inspected the FLAMINIA, one of the two. No word on the state of the RODANTHI. [Canadian ferry operators beware; CAA may be knocking at your door along with all the other inspectors].
- + The price of doing business under the Jones Act raises the question, can the Jones Act be sustained? BP Shipping has four (4) 185,000dwt crude oil tankers under construction in the US at a price of \$210 million each. Asian yards are producing 150,000dwt tankers for \$60 to 70 million and VLCCs for \$80 million. [If the Jones Act goes will the US trucking industry be opened to those colourful trucks and highly qualified drivers from other lands being allowed to compete on their roads?]
- + A scheme for all tankers entering Western European waters to report to a coast radio station is nearing adoption at IMO. The proposal is expected to enter into force in July 2005.

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### **AIS ASSISTED PERSONS OF ILL INTENT**

IMO has allowed the AIS equipment to be turned off in areas where terrorists or pirates may target a 'vessel of interest.' The T & P (terrorist and piratical) people can identify the vessels from the AIS information on their radar screen so know which vessel to target. Now they will know which vessel to target, as it will be the one without information on their radar screens.

People of 'ill intent' may be further assisted by AIS Live Limited's real time on line information on ship's positions. As AIS information is in the public domain there appears to be little that can prevent the company (Dutch HITT and Lloyd's Register) from making the information available, a 'where is the ship?' information source in real time. [Wonders of modern technology, thirty years ago we did not know our exact position most of the time, now if you are lost you look yourself up on the internet, who needs Second Mates?]

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### **THE LEGAL LOCKER**



Before the ISPS Code provided us all with peace of mind I am sure you will be pleased to know that passenger lists were scrutinized by US immigration officers so criminals and those with outstanding fines were

apprehended before they could infiltrate the US homeland. [Does this include unpaid parking tickets?].

The system worked so well a teacher's assistant, enjoying her last morning on the *FASCINATION*, was awakened by Federal agents banging on her door. The agents, presumably boarding with the pilot, took the woman off the ship and paraded her in hand cuffs and leg chains before a federal magistrate. After nine hours in custody the woman was released.

She was put through this 'welcome home' because the previous year she had spent her vacation in Yellowstone National Park and got a \$ 50 fine for 'improper storage of marshmallows and hot chocolate.' Apparently park rangers take such matters very seriously as it encourages bears to raid human camps. [The bears may start forest fires if their camp fires for heating the water for the chocolate and the roasting of the marshmallows gets out of hand]. The woman had paid the fine as the Parks Service will not let you leave the park without doing so, but her name was not taken off the 'open warrant' list.

The prosecution conceded there were discrepancies in their case but claimed 'they were acting on what they believed was accurate information.' [Have we heard that about WMDs before? [It is possible we may hear more about this in the Legal Locker when she sues.](#)].

### **ERIKA COURT DATE (YEAR) SET**

The *ERIKA* trial has been set for 2005, after more than four years of investigation. Nineteen people have been charged for 'maritime pollution, complicity in maritime pollution, endangering life and complicity in endangering life.' Those charged include the master, owner, the Italian ship management company, the classification society [RINA], four officers of the French navy and the vessel's charterer together with five of its executives. Also charged is the Malta Maritime Authority, although it had asked an appeal court to cancel charges that blame it for accepting a substandard ship in its registry. The charterer has also claimed it can not be held responsible for the ship's condition.

The appeal court did quash the charges against the Malta Maritime Authority and its executive director because it is a state entity and, as such, must benefit from state immunity from prosecution by a court in another country. The others charged will, presumably, get their day in court if they want it or not.

A report from Dunkirk, the *ERIKA*'s last port of call, requested by the Energy Company TotalFinaElf (now known as Total) has exonerated the company from blame for the sinking of the vessel. The report said that the company (the charterer) was not qualified to detect the real state of corrosion on the ship. The report is expected to carry great weight when the trial comes up in 2005.

### **REINSURANCE CLAIM- EXXON VALDEZ**

Note: The accident happened 1989

The London Commercial Court has just completed the latest hearing on the *EXXON VALDEZ* case. The judgement has being eagerly awaited by the LMX reinsurance spiral market people. The results of this case will set a precedent for many other claims left unsettled as to which claims are recoverable from 'excessive loss' reinsurance. Exxon has spent more than \$ 2 billion in cleanup operations and over \$ 1 billion in compensation. Exxon also faces \$ 4.5 billion in

punitive damages arising from claims from fisherman. The case revolved around whether pollution clean up costs are 'removal of debris' and or 'pollution liabilities.' Another point of great interest was whether exclusions relating to onshore pollution apply to shoreline pollution caused by an offshore incident. Claims totalling billions of dollars that have been on hold since 1989 can now proceed.

The reinsurance market won the case so will not have to pay out on Exxon's claims. Some parts of the judgement are to be appealed.

#### **THAT'S THE WAY TO DO IT**

The *EVERETON* incident appears to have been cleared up quickly, efficiently and effectively. The salvors, Smit, worked alongside the Omani task force which included coast guard and naval units to discharge over 80,000 tons of oil and complete temporary repairs to the vessel so it could sail for permanent repairs. Pollution response equipment was quickly in place and no time was lost, thanks to the Omani authorities, when the Smit team arrived on scene. No mess, no fuss, no media.

#### **PRESTIGE - the ongoing saga**

A new appeal for the captain of the *PRESTIGE*, Apostolos Mangouras, to go home was made after the change in government in Spain. Up to now the courts have quickly rejected any request for him to leave the country, despite the Greek government's assurance that he would return for the trial. The latest appeal sat with the court for two months without reply so was considered a good sign by captain Mangouras' supporters as previous appeals were immediately rejected. Unfortunately these hopes have been dashed as the appeal has been turned down and the man will continue to be held in Spain. He has been there over twenty months.

Robots are reported to have started boring holes in the hull of the *PRESTIGE* in a pioneering effort to extract the remaining oil. The oil will, according to the Spanish, ooze out of the wreck and flow upward into the funnel like bottoms of aluminium cylinders held over the hull. The cylinders will be sealed and hoisted close to the surface where the oil will be pumped into barges. Other of the ship's oil tanks will be treated with bacterial agents to help the oil degrade. The cost of this effort is given as \$ 165 million US. This is the first time oil recovery has been attempted at such a great depth.

A Spanish inquiry into the *PRESTIGE* incident was told the decision to tow the vessel away from the Spanish coast was taken almost as soon as the ship reported it was in distress. It was also revealed that "an inspector would be sent to the ship who was not qualified to make recommendations."

#### **PORT OF REFUGE, AT A PRICE**

The *MSC CARLA* had a fire in a container of vegetal coal and requested refuge in a Spanish port. Before refuge was granted the vessel had to pay the Spanish a million Euros for the privilege. The fire was extinguished by flooding the hold with CO2. The payment was returned within 3 days, according to the Spanish. [At 5% interest that is over 41,000 Euros interest the Spanish made on the (enforced) loan.].

#### **NEW CARISSA CASES**

The wood chip carrier *NEW CARISSA* ran aground on the Oregon coast in 1999 and eventually split in two. One of the court cases stemming from this has been settled. The US government must pay the ship's owner \$4 million for negligence for not making available the latest navigation guides for the area. In return the owners of the *NEW CARISSA* have to pay \$ 4million for environmental clean up and another \$6.5 million for costs incurred in wreck removal.

A case for \$ 25 million for "trespassing," placed by the state of Oregon has yet to be settled.

#### **OIL STOLEN - PIPELINES VANDALISED**

The 6,700dwt tanker *CAPBRETON 1* (previously the French vessel *CAPBRETON*) is getting quite a news clip file. Ten of her crew are in a Nigerian court for allegedly vandalising oil pipelines. Others say the men were arrested for demanding their wages and for refusing to discharge the cargo, as they were caught in the midst of a bitter divorce battle between the owner and his wife. The crew had tried to have a lawyer defend their rights and negotiate a pay settlement. This failed and the lawyer advised them to try the Nigerian media. This brought threats and intimidation from Dr Oyung, the owner. The owner is believed to have connections with port of Lagos managers, where the seafarers were arrested.

Looking up the *CAPBRETON* on the web brought up a interesting series of news reports on the theft of oil from Nigeria. Ninety (90) people, (37 foreigners - 53 Nigerian) have been arrested for illegal bunkering and pipeline vandalism. Of those foreigners arrested eighteen (18) are Russian. Over 80 billion whatever the Nigerian currency is, is lost every year through oil theft. Nine million (9,000,000) barrels of crude oil went missing from the Shell facilities in Nigeria alone last year. It is estimated that 200,000 barrels a day (10% of Nigerian daily production) is lost to vandals or theft. [At \$ 35 a barrel that amounts to \$7 million Canadian lost every day. Put another way, the daily loss would fill my car 850,000 times, which would last me, on present usage, 35,416 years].

Vessels arrested include *EFUNYO*; *BETTY NELO*; *CAPBRETON*; *AFRICAN PRIDE*; *MANDELLA*; *TINA*; *ZOOGU* and *GLORY*. The police have recovered six ships, tugboats, tank trucks, motor vehicles, and other equipment from the accused.

The US has donated three, with another four to come, 56 metre refitted WWII patrol boats to Nigeria to assist them in clamping down on this activity. Pipelines have been cut into and oil siphoned off to loading points in the jungle. Navy and other government personnel are suspected of aiding the criminals in various ways. Oil violence reportedly took over 200 lives in Nigeria in 2003.

#### **STOWAWAY**

Spain has released the master, first officer and chief engineer of the reefer ship *WISTERIA*. The Korean and Chinese men were suspected of putting four stowaways off of the ship onto a wooden raft. The Senegalese stowaways had boarded the ship in Dakar and the mariners have admitted they put them off somewhere between the Canary Islands and Mauritania. It is unclear if they were put off within 12 miles of the coast, this will determine if it is the flag state, Panama, or Mauritania,

who would have jurisdiction. Spain cannot rule on the crime, as it did not occur inside its territory and waters. The mariner's passports have remained with the court and the Senegalese men are still missing.

A stowaway of the container ship *HYBUR TRADER* (Antigua & Barbuda flag) jumped overboard off the coast of Florida. Two stowaways had been discovered and had been put in leg irons by the crew. One of the stowaways got free and dived overboard. USCG and others searched the area and recovered his body. It is believed the stowaways boarded the ship in the Turks and Caicos Islands.

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### POTENTIAL CONFERENCE 2005

I am exploring the opportunities for a Conference on the west coast for 2005. The theme is "Oil Response, Incident Command System - The Shipmaster's Role". The concept is to explore the relationship between the shore agencies, response company, Owner/operators and the Master on board in the event of a spill. There will be a tabletop exercise for all participants and presenters are to include all interested parties involved in prevention, any incident and clean up/follow up.

The purpose of the Conference is to prepare the Shipmaster for his /her responsibility to the crew and the owners in advance by knowing what to expect from all the key organizations and personnel involved at the time.  
Captain Ratch Wallace  
(250) 995-0202 home and pager  
#204-305 Michigan St.  
Victoria, BC  
V8V 1R6

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### DISCOVERY CRUISE 2

Alan Shard sent the following information:  
Maritime Memories Cruise No. 2 will sail from Lisbon Dec.8th for B.A. 29th, via Gib, Madeira, Canaries, Cape Verde Isles, Recife Brazil, Rio, & Montevideo.  
MV. "Discovery" is ex Island Princess and will feature archive footage of the Liner Companies of the 50's plus daily lectures on seafaring. I did Trip 1 and it took me back in time and I am considering this one.  
Website [www.snowbow.co.uk](http://www.snowbow.co.uk) for free catalogue.  
or call England # 01273 585391 or e-mail  
[Des@snowbow.co.uk](mailto:Des@snowbow.co.uk)

[The catalogue indicates that each day will be given over to a specific British shipping company with information on their ships, voyages and the evening meal will be taken from one of their menu, together with house flag decorations etc. What fun, a 'Hungry' Hogath's night, 'two of fat and one of lean' (T & J Harrison's) meals, Clan Line spew sandwiches for a midnight snack.]

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### ROAD LESS TRAVELED

Captain Cabot sent me a letter pointing out there were more ships in the *GLENEARN* class than I had indicated as a postscript to his excellent article in the February edition. This prompted me to do further research into them. The class had an even more charmed war time life on the Malta run than many humble tramp ships in convoy work in the Atlantic. This will be included at a later date.

The following is the second half of the story of Nelson's Navy.

### THERE'S NO LIFE LIKE IT!!! HMS Victory - a very serious man-of-war. Submitted by Alan Shard.

#### THE BLOODY BATTLE COMMENCES

The gun crews watched nervously as the French man-of-war came closer and closer. They were waiting for the order to open fire, or be fired upon by the French. The French ship started to fire and suddenly the order open fire, came from midshipman Robert Smith. Within seconds, the gun deck was filled with dense choking smoke as they fired the deadly broadsides. Organized chaos reigned as dozens of gun crews leapt out of the way of recoiling guns. To be caught by a recoiling gun usually meant serious injury. Feverishly the crews worked to reload the guns. A well-trained gun crew could reload and fire in 90 seconds. Sparks were damped down, the gun was cleaned, loaded with 32lb (15kg) shot and powder and run out ready for the next murderous broadside. Fire, came the command and Richard Williams lit the fuse. The crew jumped back out of the way, covering their ears. As soon as it fired, they went back into action reloading the gun. To Thomas Smith the gun deck looked like a scene from hell. He could hardly see and was coughing from the fumes and smoke.

Smashed and broken bodies lay on the deck; some skewered by long wooden splinters blasted from the hull. Blood ran through the sand in little streams everywhere. Young William Johnson thought he would go mad looking at the horrors of war all around him and thought briefly about running away. Then he came to his senses as he spotted the royal marines standing guard on deck. Corporal William Turner and his three privates, John Smith, William Wright and Jonathan Brown were stationed on the gun decks to prevent men like William Johnson from leaving their posts in the madness of battle.

The only men leaving the gun decks were the dead and mortally wounded being taken to the cockpit. The cockpit was filled with dead and dying men and resembled a mad butchers shop. Men lay there with shattered and missing limbs, some had huge splinters sticking out of their body and many were horribly burnt as well. The place was filled with the screams and cries of the wounded. The surgeon and his assistants were covered in blood feverishly amputating a sailor's leg, shattered below the knee. They had to work fast to reduce the risk of infection that usually killed more men than the surgery itself. The sailor had rum poured down his throat to help deaden the pain. There were no anesthetics then. They forced a rope gag into his mouth to prevent him biting his tongue off, fortunately the patient usually fainted before long.

Razor sharp knives and saws were used to cut through skin and bone as quickly as possible. Afterwards the end of the amputated limb was dipped in boiling tar to seal the wound and stop the bleeding. Later the sailor would make or be given a wooden leg and probably be called peg leg. The rule for receiving treatment was you were attended to in the order in which you arrived, irrespective of your type of wound. Many men died needlessly because of this rule. Untreatable badly injured and dead men were thrown overboard because, there were no

facilities for preserving the dead until they reached shore, which could be weeks later.

Meanwhile on the gun deck the sweating, filthy gun crews worked like men possessed to load and fire their guns as the two men-of-war drew closer to each other. Suddenly at 1.10pm, the two men-of-war were alongside each other and their rigging locked them together. The gun crews, with their guns nearly touching the French ship, continued to fire into the hull and decks, whilst the French ship fired at their masts and rigging.

On the main deck, the royal marine privates John Thompson, William Cook, John Jackson and William Smith were firing their muskets at the French crew and mentally preparing themselves for hand to hand combat. At 1.25pm, the privates witnessed a moment in history they will never forget. Nelson was walking on the quarterdeck in the full Admirals uniform he had decided to wear. It was to be a fateful decision.

A sharp shooter on the French ship spotted Nelson and, taking aim, fired. The ball struck Nelson in the shoulder, passed through his lung and shattered his spine. The crew watched horrified as Nelson collapsed to the deck. Thomas Hardy, Victory's captain, rushed to his side and as he knelt down to comfort him Nelson said they have done for me Hardy, my backbone is shot through.

They took Nelson below decks and made him comfortable. At approximately 4.30pm Nelson died. (The spot where he died is now a shrine to his memory on HMS Victory, moored in Plymouth) To preserve his body for burial in England they put Nelson in a barrel and filled it with brandy.

The French ship surrendered at 4.30pm by striking its colours. The battle ended at 5.45pm. The cost in lives to the French man-of-war was horrific; they lost a total of 487 men and officers out of a complement of 643. In fact there were only 25 fit men left to crew the ship. Compared to the total loss to the British fleet of 484 killed, and 1200 wounded, testified to the incredible ferocity of the English fleets offensive nature, experience and skills as a fighting navy.

The savage destruction of Napoleon's fleet had dealt a serious blow to the French navy from which it never recovered. Winning this battle ensured that Britain was to remain the major naval power for the next hundred years.

The above is from the website <http://www.cjbooks.demon.co.uk/hms.htm> and is printed with the permission of the Editor. The web site also contains the names of the entire crew list comprising men from England, Scotland, Ireland, Wales, America and Canada.

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**MV STARLING**  
**GENERAL STEAM NAVIGATION COMPANY**  
**September / October 1941**  
**By Captain Jack Stow**

We lost a lot of ships on our trip to Gibraltar. After discharging our supplies to the garrison, we were ordered to proceed up the coast to Oporto in Portugal, keeping within territorial waters. We know this was a dangerous place to be in and Captain Stone the Master had warned me to keep a sharp lookout for aircraft. Shortly after I came on watch near Cape St Vincent and about 2 miles off the shore, I looked astern into the rising sun and there

was this large black plane coming out of the sun just above sea level and heading for us. I sounded the alarm, turned to Starboard and headed for the beach. The gun crew were handy and were manning the 12 pounder very quickly. I really thought "this is it". It was a Focke-Wulf Condor and just as he was coming within range, for some reason, I don't know whether he spotted the gun's crew, but at the last moment he banked steeply and headed for a neutral Swedish ship who was steaming up the coast about 1 mile or so abeam of us. He dropped a bomb on this ship the went around machine gunning the ship. We expected that he would come back and have a go at us, but instead he headed out to sea. He was really a reconnaissance aircraft and probably only had one bomb. The bombed ship was the *GUNDA*. The *GUNDA* was still afloat after the plane left and we turned around and headed for her picking up men out of a lifeboat who had abandoned her. She was loaded with coke however, which being the type it is, the seawater does not permeate too fast. The bomb had exploded down the starboard side in way of the engine room, miraculously, no one was killed, and only the ship's dog was hit by machine gun fire. The Master and some crew were still on board so we shot a line over to her and managed to get her in tow but after a few hours she settled in the water and sunk.

We arrived safely in Oporto with the rescued crew. At this time, Portugal was of course neutral and when we were ashore we rubbed shoulders with Germans and all other nationalities. We were not allowed to wear any uniform or badge showing who we were. I recall being in a nightclub and someone pointed out a table where one of the leading Nazis in the city was sitting. Later we sailed up the river Douro in our ships dinghy and picnicked on the private estate of the German ambassador. Needless to say, he did not know that a bunch of British sailors were on the grounds. After loading our cargo we proceeded down the coast back to Gibraltar for convoy. Our sister ships Lapwing and Petrel were there among many others. We sailed for home in late September escorted by the usual corvettes, a couple of destroyers and an armed merchant ship, the *SPRINGBANK*. This ship was heavily armed and also carried a catapult fighter plane. This is a plane mounted on a runway on the fore deck of the ship. An explosive device literally catapults the plane along the runway and off the ship. It cannot return and if the ship is out of range of land, the pilot must bail out in the sea and hope for the best. In our convoy was the Commodore's ship the *AVOCETA*, sister ship to the *AQUILA* which had been sunk on the outward voyage. On board were refugees from France who had escaped though Switzerland and finally made their way to Gibraltar. Leaving Gibraltar, we headed West into the Atlantic about 1000 miles before heading North toward home. This was to avoid as much as possible the concentration of short-range bombers in the Bay of Biscay, also submarines. As usual, we were not successful. About the second day out we were picked up by a Focke-Wulf aircraft and though not attacked by them we were continuously circled at extreme range, out of range of our guns. The frustrating thing was that a Catalina seaplane was escorting us at this time, mainly for spotting subs, but it was too slow to get near the Focke-

Wulf. It tried to intercept but it was hopeless. When our fighter plane shot off the deck of its ship, the enemy plane disappeared and we never saw the fighter again. The next day the Focke-Wulf was back again. That night began a series of attacks which was probably the worst experience I had during the war. It started about 10 PM with submarines working in what was known as a wolf pack, running on the surface with the conning tower above the water and inside the ranks of the convoy.

I believe the first ship to go was the Commodore ship and she went with a thud and a flash and appeared to sink quickly. Other ships were hit and sunk and escorts were running up and down the ranks but because of the close proximity of ships were hindered in their efforts to attack the subs. For the next three or four nights these attacks continued and our convoy got smaller and smaller. I watched a ship being hit and recognized it as the *PETREL*. Our other company ship, the *LAPWING*, was the ship astern, last ship in that column. I should explain that we did not have any rescue ships in those days, therefore the last ship in each column was to act as rescue ship for any ship that was sunk in its column. Subsequently I learned what happened to the *PETREL* and the *LAPWING*. When the *PETREL* was sunk, they managed to get a life raft away and Captain Klemp, who was a friend of mine and some of the crew got off. The ship was loaded with bales of cork so that helped to keep her afloat although the stern was blown off. This cork which shot out of the ship proved to be a hindrance in that a boat could not get to men who were in the water. The *LAPWING* in the meantime had stopped and lowered her lifeboat to rescue the crew of the *PETREL* and while stopped was torpedoed and sunk. All the crew died except for the lifeboat crew who picked up the survivors of the *PETREL*. The next morning in daylight with 28 men aboard, the lifeboat discovered there was not a ship in sight, Captain Klemp took command of the boat which was about 1000 miles West of Spain. A course was set and rations issued, dry biscuit and water. After several days at sea it was estimated that they would never make the coast of Spain but would probably end up in occupied France. They changed course for the West coast of Ireland and after 16 days at sea they landed on a desolate rocky shore on the West coast of Ireland. Only one man died during the voyage.

Meanwhile, back in the convoy, the following night the ship immediately ahead of us was hit and sunk. At almost the same time, the sub that sunk her came at full speed, conning tower above the water and fired a torpedo at us which missed and hit the armed merchant ship *CERVANTES* who was on our starboard beam. He then fired another torpedo, missing us and hitting the same ship in the stern. Being last ship in the column we had stopped and surrounded by the debris from the MacAndrew ship *MARGARETA* that had been sunk ahead of us. A boat had got away and came alongside. In it were crewmembers and 2 women who had been rescued the night before from the Commodore's ship. They were torpedoed two nights running. It was a difficult job getting people on board up the Pilot Ladder. There was a heavy swell and the ship was rolling in the trough. The women were in bad shape, one was a married woman who had lost her husband and two children in the

first attack. The other was a 15-year-old girl who was the only surviving member of her family. The girl was semiconscious and I had the job of getting her up the ladder and carrying her up to the boat deck to the Captain's cabin. She was a heavy weight and with a rolling ship and a pitch-black night it wasn't easy. In the mean time our Armed Merchant ship which was still afloat was being abandoned. The first indication of this was a swimmer who, swimming strongly, came alongside and climbed the ladder with ease. He introduced himself as Lieutenant Watson and following him was a seaman who also came aboard without difficulty. I learned later that both were fitness experts. The following events were somewhat tragic, liferafts, carley floats and just plain swimmers floating in lifejackets were all around us. At one point I had two hanging on to a rope near the stern.

I was only able to hang on to the rope but just at that moment another small ship also looking for survivors loomed out of the darkness heading right for us. Captain Stone was forced to go ahead on the engines to avoid him and I lost my two men in the propeller or the wash of it. I thought a lot about that for a long time. There were however, many others to get aboard. Some would get alongside in their rafts only to capsize when laying alongside of us. With our ship rolling in the swell it turned them over and not many survived. I saw many float away without a sound. Some we got aboard and had to pump water out of them and others were injured.

When daylight came, the Armed Merchant ship was still afloat, the reason being it was full of drums intended to keep it afloat, but having been torpedoed fore and aft, orders had been given to abandon ship and many lives were lost. On our little ship the *STARLING* we had 109 survivors. Our normal crew was only about 15 men with only two lifeboats. You can imagine the problem with food and shelter and still several days from port. A corvette had stayed behind and sunk the Armed Merchant ship with gunfire. We then plodded on our way, somewhat apprehensive as to what we would do if we were attacked with all these people on board. The convoy, or what was left of it had sailed on. It was an unwritten law that unless you were directly involved in rescue, you sailed on regardless. After two days and on the second night we saw flashes of fire ahead of us and knew we were coming up on the convoy which was under attack. We zigzagged all night and by the grace of God survived until we rejoined the convoy the following morning. By this time our shore-based aircraft were able to reach us and offer some protection and we finally arrived safely in Liverpool. My 15-year-old girl who didn't speak English, walked off in my best pants and shirt. She only had a nightdress on when rescued and I never heard of her or the other lady since, though I believe Captain Stone did. For the last few days at sea, the Officers and Captain Stone slept on mattresses on the floor of the chartroom. All our cabins and even baths were occupied. After this somewhat hectic voyage, I went home for 2 or three weeks rest.

Written by Jack Stow & contributed by Peter Stow

I looked up the HG convoys on the Internet, they were slow convoys from Gibraltar to England and found that in 1941 there were 28 HG convoys with 570 merchant ships in them, twenty-five of which were torpedoed in convoy

and another 5 stragglers were torpedoed. There were thirty outward OG convoys with 1004 ships in them, of these twenty-one were lost in convoy and thirty four lost as stragglers [good example to keep up]. *The SPRINGBANK's* crew were taken off directly over the railings, by HMS *JASMIN* in rough weather. The banging alongside the engine room must have been very hard on the engine room staff while this was going on. HMS *VIMY* damaged the Italian submarine *TORELLI*. The *VIMY* was built in 1919 as HMS *VANCOUVER*, one of only a few survivors of a new destroyer design, the others being canceled before being built at the end of hostilities. HG-73 was attacked initially by three Italian submarines but these were driven off then four German subs came in, U-205 being damaged and forced to retire. U-124 sunk the following vessels in HG-73 : *EMPIRE STREAM*; British; built 1941; cargo of potash; 8 of 35 lost. *CERVANTES*; MacAndrews; built 1919; cargo of potash & cork; 8 of 40 lost. *PETREL*; GSNC; built 1920; cargo of cork & general; 24 of 31 lost. *LAPWING*; GSNC; built 1920; cargo of pyrites & cork; 23 of 34 lost. U-203 sunk the following vessels in HG-73: *CORTES*; MacAndrews; built 1919; general cargo; 31 of the crew lost plus 12 from *LAPWING* picked up earlier when she was sunk. *VARANGBERG*; Norwegian; built 1915 in Ohio; cargo of iron ore; 21 of 27 lost. *AVOCETA*; Yeoward Line; built 1923; general cargo & 88 passengers; 123 of 159 lost. U-201 sunk the following vessels in HG-73 : *SIREMALM*; Norwegian; built 1906; cargo iron ore; 27 of 27 lost. *MARGARETA*; MacAndrews; built 1904; general cargo & scrap iron 0 of 34 lost. *HMS SPRINGBANK*; built 1926 as a cargo ship for Bank Line;

Of the 408 persons on the ships sunk in convoy HG-73 - 304 were lost, that is more than 70%. It is hard to imagine going through this carnage voyage after voyage. Just the thought you might be next must have been a great strain but those who survived appear to have been strengthened by it. Jack Stow is in 'fairly good health' at age 90 and Peter, his son, said Jack had a charmed life and just missed the bad occurrences.

Before Thomas' Stowage there was Noah's Stowage



'Keep woodpeckers securely locked in metal cages throughout the voyage'

The U Boat Net pages list the patrols of each boat and their successes, most end in the loss of the boat and her crew. Man's inhumanity to man in 134 years, Trafalgar to WWII did not change, only the technology used to dish out death and suffering.

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## CALL THE MATE

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## DECK LOG

The fog and damp weather has given way to hot and humid weather as it does every summer in these parts. The Tall Ships have come and gone, not quite the fleet of 2000 when the big square-riggers were here en mass. Access to these vessels must be considered in view of the ISPS boarding restrictions, as the vessels need to be seen and be visited in order to survive financially.

The morning of the parade of sail was wet and a bit windy but by noon the sun was out and a breeze was blowing from the westward. One minute in an immersion suit and the next shirt sleeves! I had fun in a small RIB pushing the mid size ships off their dock, then stooging around towards the end of the parade route but inside the cordoned off perimeter with a photographer while he shot pictures.

The offshore has refresher courses every three years for safety critical subjects such as their Basic Offshore Safety Training, non-of this 'for life' stuff there. I instructed my first MED in 1975 with a wooden lifeboat (now in the Maritime Museum of the Atlantic - the boat, not me) and the certificate is still good to day to go on freefall lifeboats etc. The practical aspects of the offshore refresher are to remain hands-on but the theory part is to be replaced by a distance education format so personnel can review the subject matter before they do the refresher. A form of multi media instruction and questions will be used so the candidate must have passed the theory part before doing the practical skill re-evaluation. The initial course is 5 days, the refresher will be reduced from 2 to one day.

Tom Kearsey

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### The Company welcomes esquires from potential new members.

- ◆ Holders of Master Foreign Going, Master Home Trade, Master Inland or the present M.M., ON1 or CN1 may join as full members.
- ◆ Holders of Command Certificate, Coast Guard Command Certificate and Fishing Master 1 may join as Members or Associates depending on additional service or experience.
- ◆ Holders of Certificates issued in other countries may be accepted on an equivalent basis.
- ◆ Holders of other certificates may join as Associates.
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Contact the National Office or the Divisional office at