



**FROM THE BRIDGE**  
*The Newsletter of the  
Company of Master Mariners of Canada*



**AUGUST 2005**

Submissions to Tom Kearsey  
5 Averill Street, Dartmouth, NS, B3A 2H1  
[Thomask@ns.sympatico.ca](mailto:Thomask@ns.sympatico.ca)

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

\*\*\*\*\*

**ANNOUNCEMENTS**

<b>NATIONAL ANNUAL GENERAL MEETING</b>
<b>Montreal Hotel Du Fort 1500 hrs 15<sup>th</sup> October 2005 See enclosed sheet for addenda and proxy</b>
<b>COMPANY WEBSITE</b>
<a href="http://www.mastermariners.ca">www.mastermariners.ca</a> For back issues of <i>From The Bridge</i> Divisional news and up coming events

\*\*\*\*\*

**FROM THE MASTER'S DESK**



As we swelter through this unusually hot summer your Divisions are toiling away advancing the role of the Company.

I was fortunate enough to be present and help with a very successful and professionally delivered Seminar in Victoria that the Vancouver and Island Divisions put on – a report on this can be found in this edition of FtB.

I am also looking forward to yet another Conference in September put on by the stalwarts of the Maritimes Division, their list of speakers is truly impressive and indicates the level of effort they put into these – again more details later in this edition.

Montreal Division is busily putting the final touches to the arrangements for this years AGM which will be held at the Hotel du Fort.

Our “new” Newfoundland & Labrador Division continues to go from strength to strength thanks to their enthusiastic Council.

The new Company Foundation is up and running and should be kept in mind as you and your Divisions look at money matters.

Contributions and opinions to our improved Web site are being sought. As the National Council promised, we have a Web Master now and its now up to members to use it and make the system productive. It is hoped that this will be particularly useful in formulating “Company” positions, from Divisional input, that the Capital Division can then take to national CMAC etc.

All these items indicate that the administration, recognition and role of the Company continues to advance but we should not rest on our laurels. The project to create a “skills list” of members to determine if the Company should consider becoming a recognised repository of marine knowledge for use by Canadian organisations got only a mixed response. Recruitment, especially of younger members, remains important.

That is to say that there is still lots of room at your Divisional meetings to put forward your ideas and thoughts as to what the Company should or could be doing or focussing on during the upcoming months. Suggest a project, think of an approach to get it done and get involved – it’s good for the brain and body.

Respectfully submitted,  
Captain Ian Marr  
National Master

\*\*\*\*\*

**MINUTES OF THE 143<sup>RD</sup> NATIONAL  
COUNCIL MEETING OF THE  
COMPANY OF MASTER MARINERS  
OF CANADA HELD ON THURSDAY  
JULY 7<sup>TH</sup> 2005 BY  
TELECONFERENCE, COMMENCING  
AT 1535 HOURS, VANCOUVER TIME.**

PRESENT:

NATIONAL EXECUTIVE: Captains I. Marr, P. Turner, P. Ireland, A. Whitelaw, R. Wallace.

COUNCILLORS: Captains D. Bremner, M. Van Roosmalen, F. Hough, D. Coelho, C. Ball, A. McDonald.

1. Acceptance of the minutes of the 142<sup>nd</sup> national council meeting.

Moved by Captain C. Ball and seconded by Captain P. Turner that the minutes be accepted – carried.

2. Business arising out of those minutes.

a. Final arrangements for the 38<sup>th</sup> Annual General Meeting – Captain D. Coelho outlined that hotel rooms at Hotel Du Fort, Montreal, have been reserved for October 15<sup>th</sup> and 16<sup>th</sup> plus meeting rooms for October 15<sup>th</sup> and 16<sup>th</sup>. Buffet breakfast is also provided. Cost \$115 plus taxes. The Annual General Meeting dinner has been booked at the restaurant Bocca D’Or, total cost \$41.55. Members are required to pay for their own refreshments. If members wish to stay extra nights, the same hotel rate will apply. Captain Coelho will circulate full particulars shortly.

b. Inventory of members skills - Captain A. McDonald outlined the progress on this subject for the Maritimes Division as follows ; on numbers alone they have 18 members with pilotage experience, 10 with Transport Canada Marine Regulations experience, 2 with Maritime Law experience, 10 with Tanker experience, 5 with Offshore Oil/Gas support and 7 with marine education and training experience. A discussion then took place with comments from Vancouver Division and Capital Division. There seemed to be some resistance to this initiative because of privacy, liability and insurance. Captain I. Marr suggested this matter should be taken off the table at this time however Captain A. McDonald would provide further details.

c. Update on the National Website - Captain A. McDonald asked the Vancouver Division to send the webmaster a report on the recent seminar “the Master’s Dilemma”. The final details on the conference to be held at Dartmouth are on national website.

d. Conference at Dartmouth – The list of speakers is complete and the sponsorship amount is about \$15,000. Publicity for the conference is advertised in Seaways, SNAME, From the Bridge and Canadian Sailings. The conference is being held on September 22<sup>nd</sup>/23<sup>rd</sup> 2005.

e. Report on changes to seetime requirements for Master Mariners certificate -

Captain I. Marr wrote to persons involved with this initiative. Also Captain D. Bremner wrote to Transport Canada expressing Vancouver’s Division disapproval of such changes along with the Marine School in North Vancouver. Transport Canada has dropped this initiative May 4<sup>th</sup> 2005.

3. Report on the seminar “Master’s Dilemma held in Victoria June 23<sup>rd</sup>/24<sup>th</sup> -

Captain D. Bremner stated that the seminar was well attended (86 persons) and from all accounts was a great success. We received about \$10,000 from sponsors. Captain R. Wallace reported that the seminar was held in a professional manner, being action orientated and dynamic workshops took place involving different sectors of industry. The support from all the sponsors was acknowledged during the dinner speeches. Captain I. Marr thanked the Vancouver Division for putting on this seminar.

4. Review of “From the Bridge”

Various comments were made concerning the above in order to make the publication more attractive. This

matter will be discussed at the Annual General Meeting for more input.

5. Any other business.

Honorary Membership for strong supporter of CMMC – Captain A. McDonald proposed that Dr. Jack Spencer, Council Member of the Society of Naval Architects and Marine Engineers be appointed an “Honorary National Member of the Company of Master Mariners of Canada”. After a general discussion Captain C. Ball moved that Dr. Jack Spencer be made an Honorary National Member of CMMC. Seconded by Captain P. Turner - carried

National Professional Education Society (N.P.E.S.)- Captain D. Bremner informed us that they produce a magazine called “seetime” concerning the present work they do helping nautical cadets obtaining bursaries at P.M.T.C. North Vancouver. They obtain funds from the Provincial Government and Industry and then these funds are given to the “Vancouver Foundation” for investment. N.P.E.S. are asking us to join as members and to contribute funds to the society. A round table discussion followed and a decision was made NOT to join the society. Captain D. Bremner will write a letter to them giving our decision on this matter

6. Date and time of 144<sup>th</sup> National Council Meeting.

Saturday October 15<sup>th</sup> 2005 at 0900 hours at Hotel Du Fort, Montreal.

1626 hours the meeting was adjourned.

P.M.Ireland,  
National Secretary.

\*\*\*\*\*

***DIVISIONAL NEWS***

\*\*\*\*\*

**VANCOUVER DIVISION**

The main news from the West is about our seminar “The Master’s Dilemma”. We had an excellent turn out with 84 attendees and a very interesting exercise. We are still undergoing a full analysis and summary of the exercise but there is an interim collection of thoughts expressed later in this Newsletter.

We are now into our “summer hours” at the Mission to Seafarers and hold our brown bag lunches on the 1<sup>st</sup> and 3<sup>rd</sup> Tuesdays of June, July & August. Attendance is low at this time of the year when golf and other pursuits take a higher priority.

We continue to receive applications for membership and are presently processing three applications and anticipate their acceptance in due course. This will increase the number of new members to seven from the beginning of this year. The thing to note is that they cover a wide range of experience and most are younger persons actively employed in the marine industry. We welcome them and urge them to become involved in The Company whenever they can.

On a sad note members of Vancouver Division were sorry to learn of the passing of Captain George Graham, a very experienced Canadian Coast Guard Master. He joined the Department of Transport as a seaman in 1944 and rose progressively to the position of Master on many Coast Guard vessels in many areas.

In his 44 years of service with Coast Guard he served in three different Districts with nine District Marine Agents and District Managers. He commissioned three new ships into the Coast Guard Service. We send our condolences to his family.

Captain DJ Bremner  
Master,  
Vancouver Division  
\*\*\*\*\*

**Vancouver and Vancouver Island Divisions  
MARINE EMERGENCIES – THE MASTER’S  
DILEMMA – WHO IS IN CHARGE?**

The seminar commenced on Thursday 23<sup>rd</sup> June with eighty-four attendees registering. As they picked up the welcome package they were seated in nine sectors representing groups e.g. Federal Government, Masters of Vessels, Response Contractors, Ship Owner Representative, Provincial Government, Ship Owners, Pilotage Authorities, Port Authorities and Municipal/Regional/City Government.



Facilitator Stafford Reid gets the exercise underway with the area of the emergency in the background

Our National Master opened the meeting, welcomed the attendees and provided a run down of the many ways groups and people could be impacted upon by a marine emergency. He stressed the importance of addressing their concerns at an early stage.

Following this we had a number of short presentations and question periods from groups having special interest in any emergency. Captain John Lewis of Seafire Training commenced with a description of the Incident Command System and how it operates in an emergency situation. Captain John Young then outlined the responsibilities of Transport Canada Marine Safety. Captain John Mein of Transportation Safety Board gave a description of their mandate and responsibility in emergency situations. Don Roddan of Canadian Coast Guard gave a description of their role in emergency situations. Mark West of Burrard Clean explained how they act on behalf of a ship owner in the event of an oil spill and how they set up an on scene command post in emergency situations.

Captain John Clarkson and Captain Mike Grey

described a Canadian incident as an example of what could happen in an emergency. He showed slides and provided background material on the AZALEA STAR, a new vessel that dragged anchor and grounded in Prince Rupert Harbour and ended up a total loss.

Stafford Reid of the Ministry of Water, Land and Air Protection took over the floor and gave information of the purpose of the Incident Command System and how it should operate. He stressed the need for proper communication between the sectors and how a central command post should operate.



The exercise under way with facilitator Ross Peterson observing the action

At 1730 hours the meeting ended and reformed at 1830 hours for a pre-dinner cocktail followed by dinner. The keynote speaker was Mr. Bud Streeter of Lloyds Register North America inc., who spoke of the serious consequence of Bill C15, the Migratory Birds Protection Act that in fact makes many marine emergency situations a criminal act. It gives wide powers to environmental officers who can lay charges without proof. This delegates responsibility to the crews and masters of vessels. As an ex-regulator he understood the dilemma a Master would face in an emergency. He congratulated The Company of Master Mariners of Canada for putting on this seminar.

The seminar re-convened at 0730 hours for Breakfast at which Mr. David Hahn, President & CEO of BC Ferries, outlined his work with a new ferry authority after many years of government control and restrictions. They are faced with an ageing fleet and a huge new building program. The former system had an excellent safety record and he stressed that Safety is Number One concern in the new operation.

The exercise commenced immediately after breakfast. The scene was set off Point Grey with a collision between a small cruise liner and the towline of a tug and barge. The tug sank and the barge was damaged and leaking some commodity and the cruise liner grounded on Point Grey. About the same time there was an explosion on a barge in English Bay during a fireworks display. This was however quickly covered by two Vancouver fire boats and their contingency plan believed set up ashore in advance of the event.

After some 15 minutes Stafford Reid broke into the

activities explaining that it appeared the various sectors were responding well and were setting up incident control posts within their own responsibilities. However the Incident Command System was intended for use in a wider context with sectors reporting to a central command post. The exercise restarted and it soon became obvious that there was a need for a central control post. At the end of the exercise it was a very busy place and was itself a source of some confusion.

The lunch time speaker was the National Master who gave a description of some incidents he had been involved in and gave some idea of the pitfalls they encountered. He stressed the complexity of these incidents and the need to cover the groups involved.

Following lunch the leaders of each section reported on the actions they had taken and the problems they had with the exercise. They answered questions and were encouraged by Stafford Reid to expand their report. Several sector rapporteurs stated that the situation became more confusing immediately following the establishment of the Incident Command Post. Some felt that communications and control of the situations were well in hand to that point and it was some time before stability was established. It was also mentioned that splitting the exercise into a night situation and then breaking the time frame and resuming the exercise the following morning was somewhat confusing

Following the sector reports a panel of experts, Bud Streeter, Stafford Reid and Ross Petersen gave a run down on what they had noted throughout the exercise. It was felt that the complex incident was a problem to those not informed on the Incident Command System although a number of persons with such training were identified and available for consultation. The general thought expressed was that such seminars were essential to promote awareness of the Incident Command System and it was suggested that some government department should take the lead in this.

Captain Marr then closed the seminar thanking people for attending.

\*\*\*\*\*



## MARITIME DIVISION



### ANNOUNCEMENTS

#### **DIVISIONAL ANNUAL GENERAL MEETING**

2000 Hours, 14th September 2005  
Maritime Museum of the Atlantic

See adverts in this edition

#### **SECURITY OF SHIPS, PORTS AND COASTS Conference**

**Holiday Inn, Harbourside  
Dartmouth, Nova Scotia  
22 & 23 September 2005**

**The Canadian Merchant Navy Veterans  
Association, National Reunion  
Holiday Inn Select, Halifax  
9 to 11 September 2005.**

#### **ATLANIC LNG AND CNG SYMPOSIUM**

A symposium was held at the Halifax Casino Hotel on June 27 and 28 to bring industry, regulators and experts together to look at the budding LNG industry in Atlantic Canada. Further, this symposium explored the Atlantic Canada region's role in the North American energy supply chain for many years to come. LNG is rapidly becoming a premium fuel due to its clean burn and minimal environmental impacts. Shipping and handling technology has advanced making larger, sophisticated vessels a reality.

Day one of the two day event included several presentations from industry partners such as the local project proponents Anadarko updating Bear Head LNG, Irving on Canaport LNG and Keltic speaking on their Goldboro LNG and petrochemical project. Infrastructure, pipeline capacity, labour pool and skills were explored, as the projects will create both tremendous opportunity and challenges in availability of construction and operations personnel, supplies and transportation. Significant capacity expansion capability exists in the M&NE pipeline serving the existing Sable offshore projects.

Day two included several government speakers from the regions provincial agencies; Canadian and American federal agencies and industry liaison personnel. All levels and interests of government support the development of this new industry within international standards and are working energetically to develop regulations and guidelines to that effect. Transport Canada was represented by Captains' Mike Balaban and Richard Cobanli who spoke on the roles of TCMS in safe shipping issues surrounding the very large LNG vessels. A potential need for the establishment of safety control zones around shipping in the vicinity of LNG carriers and terminal has been the subject of research and presentation of a paper at the conference.

Success of the LNG industry in the Atlantic Canada region will bring a critical mass to the energy distribution and related industries to the region. The region is seen to be a potential energy hub given its proximity to major markets and easy access to major supplies of gas. Introduction of new compressed natural gas technology for ships and offshore terminals will enhance the existing offshore industries by opening new markets for

stranded fields and gas associated with oil production such as offshore Newfoundland.

Contributed by Captain R. Cobanli  
Council member, Maritime Division  
\*\*\*\*\*

## HALIFAX CONFERENCE - MAINLY MILITARY

This conference, from June 10-12 2005, was very well organized by the Centre for Foreign Policy Studies at Dalhousie University in Halifax. Capt. Angus McDonald, Maritimes Division, who gave a paper on behalf of The Company at the Centre's conference last June, again represented The Company and was pleased to note progress in tightening maritime security as required by the National Security Policy which had been announced shortly before last year's conference. Another Maritimes Division member, Capt. James Calvesbert of Canadian Coast Guard, also attended.

The organizers had arranged the program so that on the first day, the matter of maritime security could be put in the context of world security. In the first session there were papers on the "Future World" and opinions on the roles of Canada and the US and how Canada is contributing to international peace and security as well as our own security. In session two, speakers addressed issues involving the United Nations, NATO and issues of global security.

### NAVAL TRANSFORMATION

In his luncheon address, the Chief of Maritime Staff, Vice-Admiral Bruce MacLean, spoke about the emergence of threats from "non-state entities" which involve Canada's forces in "asymmetrical warfare". We must ensure that Canada is not used as a base from which our allies are threatened. We must be careful not to focus too much on any one threat. Then Adm. MacLean mentioned "Transformation" which describes a major change in direction for Canadian Forces – something like a revival of Combined Operations introduced in WW II. Adm. MacLean emphasized the significance of having submarines in Canada's fleet, describing them as "vehicles of position". Certainly they play an unobtrusive role in coastal security and even fisheries protection. He mentioned that the Russians are keeping their warship construction industry alive by building warships for export. Then came the subject of ships for Canada's "transformed" Navy. There should be an emphasis on medium-sized ships, rapidly deployable, that can transport, protect and sustain land and air units wherever needed. This objective is a costly one and government must be prepared to provide resources and support.

### MARITIME SECURITY – THE PLAY, THE TEAM.

On the Saturday, the Conference topics more directly addressed issues of maritime security and defence including an inter-departmental approach to prevention and response by Transport Canada's Marine Security Director General, Gerry Frappier. This was followed by several papers on the Navy's responsibilities from a number of former naval officers now in the halls of academe, research institutes and the Privy Council Office of Canada.

The Sunday morning session at the Lord Nelson

hotel was attended by more than a hundred of the conference registrants. At this session, all had a chance to fire questions at a panel of leading lights such as; the Commissioner, Coast Guard; RCMP Ass't Commissioner; Commander, Maritime Forces; Atlantic, Regional Director Public Safety and Emergency Preparedness; Director General Marine Security, Transport Canada; CSIS Director General, Maritimes; Director, Canadian Border Services Agency; Director, Canadian Forces College. At each round table, which seated eight, there was a microphone to facilitate audience participation.

A new speaker to this audience, Ms. Jo-anne Scarfe, spoke of her recently created portfolio and department, a branch of Canada's Emergency Management and Emergency Preparedness, co-located with the Province and Municipality. She is here to support key players in the maritime domain and to coordinate federal resources under the National Emergency Response Plan. She will have exercises carried out to test the inter-agency coordination.

The Director-General of CSIS in the Maritimes, Mr. David Murray, spoke of his department's work including being actively involved in maritime security, through investigation of port workers, gathering of intelligence in cooperation with other federal agencies, assessing threats and dealing with them.

### SOVEREIGNTY AND SECURITY – CCG'S ROLE

The Coast Guard Commissioner, John Adams, who will soon be transferring to the Dept. of National Defence, in answering a question about the CCG helping the Navy in view of its limited Arctic capability, stated that the CCG icebreakers are ready to help the Navy as well as commercial shipping and to act in S.A.R. operations in the Arctic. He added that ships can exert sovereignty in the Arctic more effectively than aircraft. The question of deploying naval officers on icebreakers to gain ice experience was answered positively but the Navy was reminded of restrictions in accommodation aboard icebreakers and informed that the icebreakers were generally on cost-recovery jobs for scientific work, assisting shipping and on re-supply services, among others, to be prosecuted during a limited season. The Commissioner mentioned that his request for patrol vessels to be deployed in the great Lakes and St. Lawrence River had been approved. The vessels will be operated by Coast Guard in conjunction with the RCMP primarily for marine security patrols but with Search and Rescue as a secondary duty.

This was a very interesting Conference attended by about 140 registrants. The organizers, Cmdr. Bob Edwards (ret'd) and colleagues in the Centre of Foreign Policy Studies are to be congratulated. They have recently launched a quarterly publication, "Canadian Naval Review" and the editors agreed to our placing an announcement of the CMMC Conference on Maritime Security, to be held in Halifax, Sept. 22/23 2005.

Contributed by Capt. Angus McDonald, Maritimes Division

\*\*\*\*\*

### AWARDED ORDER OF AUSTRALIA

Professor Edgar Gold, CM, QC, FNI, an Honorary Member of the Maritimes Division, has been awarded

the Order of Australia (AM) in the Queen's Birthday Honours List, published on 13 June 2005. The citation reads; "*for services to maritime law and protection of the environment as a policy developer and adviser and through academic roles and involvement in international maritime organisations.*"

Professor Gold holds appointments as Adjunct Professor at the University of Queensland, Faculty of Law, as well as at Dalhousie University, Halifax, Canada and the World Maritime University, Malmö, Sweden, and is also a member of the Governing Board of the IMO-International Maritime Law Institute, Malta. He also chairs the Queensland Branch of the Nautical Institute and is involved in a number of other maritime-related activities. He was recently appointed to chair the Comité Maritime International's Working Group on the Fair Treatment of Seafarers. He is the author of over 250 books, monographs, articles and papers.

Professor Gold holds dual Australian-Canadian citizenship and was awarded the Order of Canada (CM) in 1997 for his contributions in the maritime field. As a result, he is in the unique position of having been honoured by both Canada as well as Australia.

\*\*\*\*\*

## **POET'S CORNER**

\*\*\*\*\*

### **MISSING RANKS ON TO DAY'S TOTEM POLE**

When I was a young man and sailed as a Junior  
All the ship's crew had their station in life  
Chippy and Lecky both had a workshop  
And the Captain and Chief Engineer brought their wives  
But where are the Chippies, Chief Stewards and  
leckys?

Where are the Sparkies and Fifth Engineers?  
We've gone micro-manning, they're all disappearing  
Fading away in the mists of the years  
An Engine Room watch was a Junior and a Senior,  
A donkeyman and an oiler to wipe up the mess  
Now what we have is a bloody computer  
With a silicon brain...we've gone UMS

Two seamen on watch with a Mate on the bridge  
And the Bosun's dayworkers kept the ship looking nice,  
Now with collision avoidance radar  
GPS and Navtex, we don't have to think twice  
The Chief Steward thought he was very important  
Looked after the bond, kept an eye on the cooks  
Then someone found out he was only a clerk  
And the Captain's quite capable of balancing the books.  
Sparky hung out in his radio shack

And talked to the world in a language called "Morse"  
Now INMARSAT has made him redundant  
To call home office, use the phone, of course!  
Chippy's been around since ships hit the water  
Sailed with Columbus, signed on Noah's Ark,  
But after the electronic, technological revolution  
He sits on a bench feeding ducks in the park  
The owners thought they would try to save Money  
Lay off the crew who didn't "pay their way"  
But the work must be done and someone's got to do it  
Now those of us left work 16 hours a day

Where are the Chippies, Chief Stewards and Leckies?  
Where are the Sparkies and Fifth Engineers?  
We've gone micro-manning, they're all disappearing  
Fading away in the mists of the years  
By A. Nony Mouse

\*\*\*\*\*



## **INCREMENTS AND CORRECTIONS**

I was in a rush to get the last edition out before going away and sent the draft copy to the printer by mistake. I apologise for any typo and spelling mistakes and some missing /

incorrect information. The location and date of the AGM are shown correctly in the announcements at the front of this edition.

\*\*\*\*\*

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

\*\*\*\*\*

### **FLYING THE IMO FLAG?**

The chief inspector of the British Marine Accident Investigation Branch spoke at a conference about safety taking second place in many sections of the industry to commercial interests. It sounds as if Class, IMO, flag states et al are delegating responsibility to each other but no one is actually carrying the ball and it is the seafarer who is paying the price. The Paris MoU has been looking at working and living conditions for the past few months. They found things are not very good with 40% of ships inspected having deficiencies. Many flag states have not ratified the ILO Conventions so have little or no reason to enforce them. Those ships embracing the spirit as well as the letter of ISM have also recognise that safe working and living conditions are part of the envelope.

MAIB reviewed 66 collisions and 1,600 relevant accidents over a ten year period and concluded that watch-keeper fatigue remains a serious concern. The short-sea shipping sector is especially vulnerable to this problem with minimal manning, tight schedules, compressed port time and short passage time. MAIB recommends manning on vessels over 500gt be increased to two watch keeping officers and a master to guard against fatigue. Compliance with hours of rest requirements would also help but unless all flags involved are required to comply then those who do are at a competitive disadvantage..

It is just a thought that if all the funds and resources being pumped into IMO, Flag States, classification societies and other documentation, construction and manning standards, legislation and inspection agencies are put into one world wide registration, legislation and inspection regime things should be more equitable. Standards would be the same for all, as would the level of inspections, there would be no FoCs as there would only be one flag, inspections would be consistent and, single source and without duplication. The good companies would continue to exceed minimum standards while the poor and non compliant ones would

be detained at every turn until they improved or left the industry. Again this is just a dream as I am sure commercial interests from governments to private enterprise will continue to exploit the seafarer as they have for generations.

\*\*\*\*\*

### **OIL FLOW**

The *ELIZABETH WATTS* loaded 225 tons of oil in barrels for London in 1861. Most of the crew jumped ship as the barrels contained a lot of gas and could have exploded. A replacement crew was carried on board and sobered up after departure. This was the first shipment of oil by sea. The first tanker was the *GLUCKAUF* of 2,307 tons built in 1886. She had no double bottom for fear of gas collecting there and exploding. [How things repeat themselves with similar thoughts about double hull tankers]. In 1906 the one million tons of oil shipped mark had been reached and the two million ton mark was reached by 1916. By 1925 8.2 million tons had been shipped and 13.5 by 1935, 21.7 by 1945 and 335 million tons by 1978.

\*\*\*\*\*

### **GRADE 'A' STEEL NOT TESTED**

Grade A steel of less than 50mm thickness does not need to be tested under classification rules so most vessel's side plates, which are less than 25mm thick, are not tested. The side plates are therefore of unknown toughness and are susceptible to brittle fractures in cold waters. This matter has been raised by the Canadian delegation to the design subcommittee at IMO. No standard was suggested by the delegation but at least the issue has been raised. The crack in the side of the 1992 Turkish built *LAKE CARLING*, now the *ZIEMA CIESZYNSKA*, in 2002 raised the awareness level of this problem as the temperature at the time of this incident was near freezing and steel cropped from her and her sister, the *LAKE CHARLES*, now the *ZIEMIA GORNOSLASKA*, had a very poor fracture toughness at that temperature.

As 75% or so of the losses of bulk carriers are caused by structural failure and over the past 20 years 23 bulkers have been lost in cold waters could brittle fractures be the cause? [I remember watching steel being tested for impact resistance nearly 20 years ago. At warm temperatures the steel would bend under impact but at cold temperatures it would split in two at the point of impact.]

\*\*\*\*\*

### **BOXING DAY SAIL**

Executives of both Maersk and APL have warned ports to prepare for larger box ships and these will strain port facilities. A ship with 5,000 boxes to offload must average 208 boxes an hour to unload in 24 hours, add another 24 hours to load 5,000 boxes and a berth is utilized for 35% of a week by just one vessel. This rate of movement of boxes is about twice that of present capacity. The warning highlights the need for improved port infrastructure from cranes, space and for inland transportation capacity. [Should customs clearance and security be added to the bottleneck?].

Maersk have ordered six container ships from its yard

in Denmark. The 9,000 TEU ships will have a dead weight of 107,000 tonnes.

There is talk of mergers between the big tanker owners and Maersk is offering to purchase container company P&O Nedlloyd. Big is beautiful in the eyes of the shareholders. The merger of Maersk and P&O Nedlloyd will give the company a 17% to 18% share of the container market. [See article entitled Marine Money Conference]

The APL executive noted that 200,000 trucks have left the business in the US since 2001 and it takes about \$100 million US per year to increase rail speed by one mile per hour. Maersk said it will spend about \$1.3 billion US shipping empty boxes from the US to Asia this year alone [empty boxes filled with the jobs shipped out of the country?].

AP Moller-Maersk has contributed more than seven billion Dollars US to the Danish treasury during the past five years. It is the largest business enterprise in Denmark with 30,000 employees and contributing about three billion Dollars US a year to the country's economy. Big Blue is obviously helping the country pay off the debts built up by Danish governments during the 1970s and 1980s. [If only we had the big red ships with a web page listed on the side under the Canadian flag with Canadian personnel involved to help pay off our debt. Sigh!].

Traffic between Asia and the west coast of the US is expected to produce 2.7 full boxes eastbound to every one full box westbound. Ships are expected to be only half loaded on westbound trips for a few years.

\*\*\*\*\*

### **DEALING WITH TERRORISTS**

It is customary for US warships to mount .50-caliber machine guns when entering or leaving port to protect themselves against terrorists. The destroyer *ROSS* did this departing Norfolk, Va. but a single round was fired by accident into an unoccupied barge, the bullet lodging in a washing machine.

Two Carnival Cruise Line ships were prevented from entering port because a computer had not sent the required 96 hour notice of arrival at St. Thomas and San Juan. The computers were showing the messages had been sent but not that they had been received. Each ship was allowed to enter after notice, crew and passenger manifests were screened on a speedy basis. Each ship was assessed a \$32,500 fine and a letter of undertaking for the violation. It is human to mess up but it takes a computer to really mess up.

A suggestion has been made that ship owners pay for pirate protection when passing through the Malacca Strait. A 'pay as you go' system of protection from those who would take things from you. Is this an official protection racket.

\*\*\*\*\*

### **MN STILL LAST**

The German government has (quietly) set up a fund to compensate Allied merchant navy veterans and their surviving families for time spent in forced labour camps during WWII. The fund could pay about \$6,800 for slave labour, \$2,000 for forced labour and about \$1,000 for agricultural forced labour.

The UK minister for veterans' affairs responded to letters by saying that investigations showed there was no forced or slave labour by merchant mariners. The references to camps in his letter indicated he only reviewed RN camps and not merchant marine camps. The Germans had stated that merchant mariners were 'civilians' so were not protected by law and they could do what they liked with them. [It appears that, as civilians, the merchant mariners should have been repatriated under the Geneva Convention].

Someone noted that the German government set up the fund "to minimize their outstanding liability while maximizing, in the public domain, their so called regrets for past wrongs." [Insert any country / government name and sudden reaction to scandal, inaction, wrongdoing].

I am not sure if the fund is still active or their silence in advertising it has resulted in the silence by those who could have benefited by the fund.

\*\*\*\*\*

### MARINE MONEY CONFERENCE

Recently shipping companies talked of mega-mergers to improve profitability by reducing costs. It now appears that senior executives are frightened it will be their jobs that are on the line and they have backed off such thoughts. At the Marine Money conference in New York some executives were aggressive and others defensive over this issue and where they stood on it. The moderator of the session even asked, "Is there a bouncer in the room?"

Tanker customers are now openly favouring ship owners with modern double-hulled tankers and a good safety record. One executive stated that "In the 1980s and 1990s, technical management was all about keeping expenses down, but what worked in prior decades will not work in this decade". BP stated they will double their business in the next four years, and if you want to be part of that growth, you must meet the hurdles they set. This includes safety.

In other tanker matters it is reported there was an increase of 4.3% in energy consumption in 2004 over 2003. Oil production rose to 80 million barrels a day, a record despite record high oil prices. (51% of Americans say their next vehicle will be more economical on gas. The second hand SUV and gas guzzler market will soon be swamped).

\*\*\*\*\*

### WAITING FOR THE HOT SPOTS TO COOL DOWN

In January 2003 some one named Charles nearly choked on his cereal when he read Camilla had suffered a major breakdown. It turned out to be the 1982 built Bahamian registered but Finish owned paper products carrier CAMILLA had also taken a big list east of Newfoundland and was taking on water. The crew were lifted off by helicopter and the ship was later towed to Newfoundland and sold to Canadian interests. [Foghorn, June 2003]

Now the CAMILLA DESGAGNES has suffered an engine room fire while in Long Island Sound that was extinguished with CO2 but the ship drifted overnight

before the engine room was entered to ascertain the damage. This is the same ship, now sporting an extended name and a crane on the port side to go with

### CMNVA REUNION 2005

**NOTE: The gala dinner is open to CMMC members, cost \$30.00 per seat. Tables are available for us if attendees wish to sit together as CMMC members.**

The Canadian Merchant Navy Veterans Association, who represent most surviving WW II Canadian merchant seamen, are hosting a National Reunion at the **Holiday Inn, Halifax on the 9 to 11 September 2005.**

- 'Meet and Greet,'
- Annual General Meeting
- Dinner Banquet & Presentation of Medallions
- Memorial Service & Flag Raising, Parade with Band
- Visit to Maritime Museum, speech by R/Adm D. McNeil & Reception
- Dedication of the Merchant Navy Plaque & Refreshments at Pier 21
- Sail Past; HMCS SACKVILLE & Fleet of Yachts

+++++

**Merchant Navy veterans and Post WW II Merchant Seamen are welcome as membership is open to all post war merchant seamen who signed Articles of Agreement.**

**Tables are available for CMMC Members who are not members of the CMNVA who wish to attend the Dinner**

+++++

**Please contact Mr. James Burke  
21 Limardo Drive,  
Dartmouth, NS,  
B3A 3X2**

the original cargo gear of two side loaders on the starboard side and RoRo ramp aft. USCG vessels and a tug stood by the Bahamian registered vessel overnight.

\*\*\*\*\*

### CANADIAN OCEAN INITIATIVE

As predicted in a previous edition of the *Foghorn*,

Canada is to utilize Radarsat to detect oil spills and illegal dumping of oil at sea. An increase in surveillance flights as well as equipping the planes with advanced radar and detection gear will improve the chances of identifying the ship involved and bringing prosecution to those detected. Most of the increase in flying time will be on the east coast.

A ballast management program will soon be required on all ships entering Canadian waters. All ships will have to exchange ballast water prior to entering Canadian waters. Portable test kits will be provided to inspectors so they can verify that the ballast water has been exchanged. The ballast exchange must take place more than 170 NM from shore and in waters over 2km deep. If this can not be done the ship can keep the ballast, treat it or discharge it in specific alternate areas within the Canadian zone. The officers on the *FLARE* were blamed for the loss of their ship because she was unsymmetrically ballasted when she broke up. Was she exchanging her ballast at that time?

Although not part of the Ocean Initiative, Canada has signed an agreement to assist 12 member countries of the Caribbean Memorandum of Understanding on Port State Control. Canada will assist the counties to set up their inspection programs and train their inspectors as well as provide computer software to communicate with both the Paris and Tokyo MoUs.

\*\*\*\*\*

Onboard the good ship *SLAVE DRIVER*



I heard they were bringing in an efficiency expert

\*\*\*\*\*

### **SHORT SNAPPERS**

- + "When you're ahead and winning, don't frig with the sails," so said Angus Walters, captain of the *BLUENOSE* during one of the International Fisherman's Trophy Races - 1921 -1938.
- + The Royal Navy has contracted to train 1,000 apprentices for 30 million Pounds (about \$75,million Canadian) for Network Rail. The training will be conducted at HMS *SULTAN* and HMS *COLLINGWOOD*. Take your pick, "All aboard" or "all ashore who's going ashore?"

- + The Swedish P&I club report that 67% of fires in their ships are in the engine room. There does not appear to be a ship type that is more prone to fires than another type in their data.
- + Norway has designated 60 ports of refuge as part of its contingency plan to reduce the impact of oil transport and carriage on its coast line. The movement of tankers from the Russian Arctic will put Norway on a similar but smaller footing to Spain and France.
- + In June 2005 a fleet of 54 little ships made an historic crossing from Ramsgate to Dunkirk to remember the evacuation at Dunkirk in early WWII. These were craft that made the trip 65 years ago and although escorted across the shipping lanes by HMS *SEVERN* they may have found this passage just as frightening as the one they made so long ago, but for different reasons - the speed of the vessels and the volume of traffic transiting the Channel.
- + Student pilot on first cross country solo flight got lost and was contacted by the control tower trying to locate him on radar, "What was your last known position?" Reply, "When I was number one for take off."
- + If you want to retire somewhere warm try Estavan where there is, on average, 2,537 hours of sunlight a year, the maximum in Canada. Yellograss and Midale have the temperature record at 45°C (117°F) on 5 July 1937. All these places are in Saskatchewan, where Buffalo Gap had 250mm of rain in less than an hour on 30 May 1961. You win some & lose some.
- + Some of the Caribbean Islands are reaching their capacity to entertain the volume of passengers the cruise liners are disgorging onto them. More tours and attractions are needed. Try cruise ship gazing or painting the side on stages or Bosun's chair.
- + Lloyds has approved in principle gas turbine engines in LNG carriers. Steam turbines have been the norm for these ships but a lack of steam engineers, emission problems, low efficiency and maintenance costs may drive new buildings to other forms of propulsion.
- + The US submarine *SAN FRANCISCO* is reported to have been using the wrong chart when it ran aground in just under 100 fathoms of water off Guam. There were charts onboard that showed the hazard and it was indicated on the chart in use but the bridge team did not take note of this.
- + More than 7,000 certificates of equivalent competency have been issued in the past four years to foreign seafarers by the UK authority so they can work on UK ships. Government statistics indicate that by 2020 the UK marine work force will have been halved [again?]. NUMAST stated it is not prepared to "preside over the death throes of the seafarer in the traditional maritime nations."
- + Navy Proverb:- Any ship can be a mine sweeper, once.
- + The Spanish built ferry *ARATERE* sailing across the Cook Strait, New Zealand, for the past six years has had yet another mishap. This time a problem arose with a lifeboat's lifting gear during a drill and the ship missed a number of crossings. The vessel has been the subject of 45 MSA investigations in those six years.

[I wonder if MSA employees and their families take another ferry when crossing the strait?]

+ The tug became the tugor when the QE2 pulled the tug *MULTIMAMMUT* onto its beam ends when a line was left attached as the bigger ship departed the Norwegian port of Alesund. After the line came loose the tug righted itself without shipping water and without causing any injuries.

+ If you pay off a ship in a foreign port you may want to dump all your medications before you pack your bags. A Croatian third officer spent more than 70 days in a United Arab Emirate jail for having Valium (and the prescription for it) when he paid off in the UAE. Valium is banned in the UAE. He probably needed a few pills while resting in the jail.

+ Bureau Veritas classed 6,776 vessels totalling 44.3m gt in 2004. The average age of the fleet declined as did the age of ships transferring into the class.

+ Work has started on an island in the Yangtze river north of Shanghai to turn 8 kilometres of shore line into a ship construction yard. When completed the yard will increase the ship building capability in Shanghai to 12 million tons a year. Completion is expected in 2012 at a cost of \$3.6 billion US.

+ The full order books in the ship building yards has pushed up the price of new and used tonnage so many ship owners are sitting on their funds for new tonnage until the price drops. The Shipping Corporation of India is reported to have \$1 billion US in its acquisition bank account. The demand for steel has pushed up that price and also the price of construction.

+ The three largest non-government employers in Canada are George Weston Ltd, (145,860 employees) Ones Corp (102,000) and Magna (75,000). Of the top 50 employers there are 45 in Ontario and Quebec.

+ There are more airplanes in the ocean than ships in the sky so I volunteered for the Navy. Soldiers enlisting in the Canadian Expeditionary Force in WWI stood a 1 in 11 chance of being killed. Canadian naval pilots had a 1 in 5 chance of being killed. Neither are very good odds.

+ The variable pitch propeller was invented by Wallace Rupert Turnbull (1870 - 1954) who set up a laboratory in Rothsay, NB. An Avro biplane of the RCAF flew the first successful flight with the propeller in 1927. I have not found out when the first marine controllable pitch propeller was used successfully.

\*\*\*\*\*

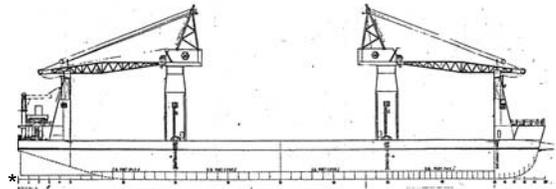
### **SETTING COURSE**

This is a new section that I hope will have sufficient input to keep it going indefinitely. The objective is to provide a forum where stories or experiences of **current sea going personnel** can be presented and where **modern technology** issues can be aired. *A Road Less Traveled* will continue to accommodate the stories and tales of yesteryear. The first article in *Setting Course* will be in two parts, the first is the loading of a self unloading log barge on the west coast. In the next edition there will be a description of the unloading process.

\*\*\*\*\*

## **RIVTOW HERCULES SELF LOADING SELF DUMPING LOG BARGE**

A brief description by Capt. Don Rose  
Member Vancouver Division



Sketch of the RIVTOW HERCULES:

- Built 1981
- Length 121.92 metres:
- Breadth 28.68 metres:
- Depth 8.02 metres:
- Carrying capacity 15,240.86 metric tonnes:
- Fitted with two cranes each capable of lifting 60 tons of raw logs.

This year the RIVTOW HERCULES will complete 1,500 trips carrying raw logs along the West Coast on North America, towed by the 6,200 hp. ocean going tug "RIVTOW CAPT. BOB".



RIVTOW HERCULES Empty towed by the RIVTOW CAPT. BOB in Vancouver Harbour:

The self loading, self dumping Log Barge is a type of vessel unique to Canada's British Columbia Coast. Their purpose is the efficient transportation of raw logs in exposed waters. They evolved through a great deal of trial and error. The first were old sailing ship hulks that were loaded and off loaded from an external facility. Later came the self dumping log barge (flat deck) that was loaded from an external facility and dumped similar to as they are now. From these evolved the self loading self dumping log barge like the RIVTOW HERCULES.

On a typical trip the empty barge RIVTOW HERCULES will arrive at a logging camp or log storage facility. Meeting it there will be the crew of the log storage facility with a small tug that will assist the Rivtow Capt. Bob secure it for loading. Also arriving via alternate means of transportation will be four crane operators to load it.

At first it will be secured to the storage facility then two dozer boats (small 5m tugs) will be launched from the aft end of the RIVTOW HERCULES. The purpose of the dozer boats is to place the logs alongside the

barge for the cranes to pick up and load on the deck.

\*



Three dozer boats stowed on the stern of the RIVTOW HERCULES

The crane operators proceed to prepare the barge for loading. This will include stripping the ballast and tipping tanks of any remaining water and servicing the cranes and grapples. The dozer boats operated by crew member from the tug will proceed to placing logs alongside the barge for loading.



Dozer Boat pushing logs toward RIVTOW HERCULES:



RIVTOW HERCULES loading:

When the tanks have been stripped and all valves closed and the cranes serviced and warmed up, loading will commence. During the loading operation the crane operators spell each other off in three hour shifts. If all the logs are at one location loading time will be from six to eight hours. If they are at more than one location

loading time will of course be longer.

The barge must be loaded in such a way that it will have a proper trim for towing and stability for transiting open exposed waters with foul weather. Not only must the cargo remain on the barge during transit, it must come off on arrival at destination. A great deal of expertise is required by the crane operators to knit the load together.

When loading is complete a stability test is done on the barge, the dozer boats are loaded back on the stern of the barge and the cranes are secured for transit. The crane operators leave for home and will meet the tug and barge at the next loading site. The tug and barge are singled up and the journey to the destination of the cargo is started.



RIVTOW HERCULES loaded and underway in tow behind the tug RIVTOW CAPT. BOB:

During the transit to destination of the cargo, a wide variety of wind, tidal and sea conditions are common to be encountered and the trip could take several days. The passage may be through narrow channels with swift tidal streams, to open ocean with varying and often rough sea conditions.



RIVTOW CAPT. BOB and RIVTOW HERCULES arrive at destination for the cargo of raw logs:

There are a number of narrow channel on the British Columbia Coast with tidal streams so extreme that they can only be transited with a loaded Log Barge when the current is at its minimum velocity. Timing to arrive at these passes during slack water is part of the tug crews navigating procedures. While transiting open

exposed areas during foul weather, various weather courses may have to be steered to prevent the barge from rolling excessively and losing its cargo before arrival at destination.

*To be continued*  
\*\*\*\*\*

## **BOOK REVIEWS**

\*\*\*\*\*

### **MARINERS HANDBOOK**

The UK Hydrographic Office has released the 8<sup>th</sup> edition of the well known tome, the *Mariner's Handbook*. This authority's reference book has been updated throughout.

\*\*\*\*\*

### **ALL THE BRAVE SAILORS**

by J.Revell Carr. ISBN 0-7432-3837-0

I read this book in a week and one word sums it up. "Compelling". The British ship "Anglo Saxon" was completely outgunned and sunk by the German raider "Widder" on Aug. 21st. 1940. Seven survived to get to an 18 ft jolly boat and 70 days later only 2 were left. For the last 8 days there was no water or biscuits whatsoever.

Although 800 mile from Africa, the prevailing winds and currents were against that choice and the Mate decided to try for the Leeward Islands 1600 miles distant to the West. It was the right choice, but the weather was against them and for most of the time they got no rain. On top of that there were no nautical charts, tables or sextant, only the boat compass, whose liquid at one point had to be drunk. It is a harrowing tale to make any mariner proud to be akin to these sailors, but you must ask yourselves the question, "could I have done it?" The 2 AB survivors were 21 years old and their youth no doubt assisted them, but their observation of their fellow crew waiting to die was awful. One more day and they would also have succumbed. The Radio Officer had his foot hanging off and the gunner a thigh wound, Medical supplies were pitiful.

You will not put this book down once started. It concludes with the raider's Captain being tried at the War Tribunals for machine-gunning the lifeboats. It includes several photographs and is available at the Library or can be transferred to one.

Alan Shard. Member

Vancouver Division

\*\*\*\*\*

## **LEGAL LOCKER**

\*\*\*\*\*

### **TERRORIST ALERT**

An LPG tanker was hijacked after it responded to seeing a distress flare, unfortunately it was a false distress. After being held hostage for 17 days the vessel and its crew were released on the 27 April 2005. The owner had requested assistance from Coalition forces in the Gulf area and a US warship was in

attendance throughout the negotiations and escorted the ship after it was released. The hijackers were only interested in money and may have been allowed to depart after leaving the vessel. It is unclear if they were paid any money to let the ship and crew proceed.

Although the authorities have stated the nature of the ship [cargo?] was not an issue it probably was as a war ship was despatched to the area and there was a news blackout throughout the incident. Mariners are advised to be extremely vigilant in Somali waters and to ascertain if an emergency does exist if responding to a distress.

An Indonesian owned 649 tonne ship was hijacked and taken to the Malaysian port of Gudang where it was unloaded of its cargo of tin ingots.

\*\*\*\*\*

### **THE IT BRIDGE**

Information technology has been the cause of accidents now the lack thereof has been given as a cause of an accident. The (British) Marine Accident Investigation Branch report on the grounding of the tanker *ATTILIO LEVOLI* states a contributing factor was the lack of an electronic chart system. This is believed to be the first time this lack has been given as a cause of an accident. There have been numerous reports that have given the presence of the electronic chart system as being one of the causes of an accident. Misuse of the system, lack of training and familiarization are amongst the reasons the electronic chart system has been sighted for causing an accident.

Not only is the Star War control centre with high back reclining seats a nice place for the OOW to nod off at but carrying a lap-top computer so they can stay in touch if they do move around will be the next generation of reasons for accidents at sea. Lap tops are, apparently, now being carried by watch officers to control things remotely so they do not have to reach for a button.

\*\*\*\*\*

### **DEAR SUPERINTENDANT WE ARE ENJOYING BOSTON, WISH YOU WERE HERE**

Nine Indian seafarers, including the master, have been told by a US federal judge they can visit Boston's many landmarks while they await trial for pollution of US waters. Their vessel, the container ship *MSC ELENA* was inspected on arrival and found to have been pumping bilge water and oil overboard for six months. The company have paid a \$1.5 million US bond to free the ship, leaving behind the master and 8 others to face weeks or months in the US awaiting trial. The ship was allowed to leave after paying the bond and fixing the oily water separator. [I wonder how many oily water separators \$1.5 million US would purchase or fix to keep the seafarers out of jail?]

\*\*\*\*\*

### **MEDICAL EXAM INEFFECTIVE**

The operator of the Staten Island ferry who collapsed at the controls, allowing the ferry to crash into the dock, killing 11 people, was on a 'cocktail' of prescription medications. He had high blood pressure, insomnia



and back pain. His physician has admitted to 'knowingly and intentionally' lying on the operator's medical report. The Doctor could face up to six months in jail for this act.

There is concern that mariners in poor health may be able to go 'doctor shopping' until they find one willing to give them a clean bill of health. The NTSB has recommended that all seafarer's physical examinations be sent to the USCG. This policy would be very difficult to implement and control as there are 220,000 US mariners to keep track of.

\*\*\*\*\*

## **PUFFING POTTY & PETROLEUM PROBLEMS**

\*\*\*\*\*

### **OIL SPILL RESPONSE PLANS**

The USCG will require non-tank ships over 400grt to have an oil spill response plans by 8<sup>th</sup> August 2005, although a ship may get a two year waiver to operate without a plan. The waiver may depend on the ship having a QI (qualified individual) identified for immediate communications and the documented training of the crew for oil spill response. This new requirement will apply to foreign flag as well as domestic vessels in US waters. The VRP (vessel response plan) will follow the same type of content already required on tankers. One developer and manager of VRPs stated it would cost about \$ 2,000 US per vessel per year for their services with about 6,000 to 9,000 vessels a year needing to comply. Guidance on how to prepare and submit VRPs can be found by looking up NVIC 01-05 (Navigation and Vessel Inspection Circular 01-05) which can be found at [www.uscg.mil/hq/g-m/nvic/index00.htm](http://www.uscg.mil/hq/g-m/nvic/index00.htm).

Stand by for wiriwtuguio (when it rains in Washington the umbrellas go up in Ottawa).

\*\*\*\*\*



You can put your own caption to this scene

\*\*\*\*\*

### **FAST VOYAGE TO BREST**

A Romanian RoRo under the Maltese flag by the name of *FAST INDEPENDANCE* has been diverted to Brest, where the master will reside for a while but the

ship will proceed after paying bail of \$ 376,000 US to free it. The vessel was reported to be trailing a 20km-long oil slick in its wake.

The master of the ferry *MEGA EXPRESS* caught polluting in the Mediterranean has to pay Euro 10,000 of a Euro 500,000 fine. This was reported in the last edition.

An advisory body to the UN and IMO reports that ships are dumping oily waste into the Mediterranean because ports do not have sufficient waste reception facilities. The ports in North Africa are the worst offenders but some ports in the EU are also lacking facilities.

\*\*\*\*\*

### **DOES NOT ENDORSE ILLEGAL ACTIVITY**

An Italian flag 75,265dwt bulker, the *GIOVANNI BOTTIGLIERI*, may have dumped oily water 18 times into US waters. The log books onboard do not record these events so the company pleaded guilty to one count of failing to maintain an accurate oil record book and was fined \$325,000 US. A by pass line was found on the oily water separator by USCG personnel in February 2004. The company stated it does not endorse any illegal activity and this was the work of the vessel's captain and crew. [I wonder why the captain and crew would by pass the separator if the company committed the resources to maintain it in working order?]

### **\$2Bn SPILL CLAIM**

The Pakistan government has launched a two billion Dollar claim against the tanker *TASMAN SPIRIT* and its owners over the spilling of about 28,000 tons of crude oil.

\*\*\*\*\*

## **A ROAD LESS TRAVELED**

\*\*\*\*\*

### **'PRENTICE LAD**

#### ***My Apprenticeship. 1940 - 1944***

By Captain Alan Shard

I was the only one of my family who became a sailor, being indentured as an Apprentice to Counties Ship Management Co of London on June 18th.1940. My father did not have to pay anything for this privilege. The Company promised to pay me for 4 years the sum of 60 pounds in the following manner:

Ten pounds for the first year. Twelve pounds for the second year. Eighteen pounds for the third year. Twenty pounds for the last year.

Furthermore, it was agreed that I would provide wearing apparel & necessities. The word bedding was crossed out on my Indentures. With this generous stipend the Company promised to teach this Apprentice the business of Seaman as practiced in Steamships. There were several conditions to this. I had to faithfully serve my masters, keep their secrets, not damage their property, not to embezzle, not to absent myself nor frequent taverns, alehouses or houses of ill repute (I wonder where we Apprentices would ever get the money if we had such aspirations as suggested in our Indentures).

However, the government in its wisdom decided to

pay a War Bonus of five Pounds a month, but there was a catch. If you were under 18 years of age (Apprentices, Galley Boys & Deck Boys) you only got half that amount. We never understood how one life was not equal to another.

Tramp ships are a thing of the past and yet they were the backbone of the largest fleet in the world. They had no regular run and used to tramp all over the world hunting cargoes. Just a few years before my time they either loaded coal or sailed 'light ship' for foreign ports at the Master's discretion. Sometimes the tramps were at anchor in the River Plate off Buenos Aires, or at Port Said, for long periods of time whilst Masters tried to sell the cargo or would solicit cargoes, with orders from owners to get as much as they could and keep away from the United Kingdom as long as possible. The only difference between those days of 'Tramps' and the days of Dana's "Two Years before the Mast", was that one was steam and the other sail, but the conditions were the same.

I left Manchester on June 16th. in a blackout and boarded a train for Sunderland. It was full of soldiers and matelots and I had to stand in the corridor the whole way, my sea trunk & seabag in the luggage van.

Arrived at the Seaman's Mission next morning. There was no-one to meet me like there is today when crews are shepherded by the Agent until they board. On my second night, there was an air raid and four Apprentices spent an hour underneath a snooker table. We joined the mv."Putney Hill" a new Doxford job the next day.

Introduced ourselves to the Chief Mate and were told to get into working gear and report to the Bosun. From then on it was all downhill and for the next two years I never saw the workings of the bridge. Uniform was only worn ashore to differentiate yourself from a conscientious objector and prevent getting abuse from passers by. It has been said that the Chief Mate and Master prayed to the Owner first and God second. We sailed from Sunderland June 18th. 1940 one of the last convoys through the Channel after Dunkirk. I see bodies floating past.

(On the 17th the liner "Lancastria" was bombed and sunk off St. Nazaire with the loss of 4000 lives). At Southampton we anchored to take off the naval gunner and our solitary Lewis gun which had been lashed to the boatdeck rails with spun yarn. It was there I had a disagreement with Apprentice Drakley who was five inches taller than me which came to blows and we had to be separated by the 3rd Mate. Lucky he was not my Cabin mate. The Apprentices cabins were forward in the amidship house starboard side. They were at the end of a dead end alleyway, but one could scramble out of the porthole in an emergency. It was also the working alleyway for the engine-room ratings going below and the heavy steel door clanged at regular intervals waking up the occupants of the starboard accommodation including the cooks. A wash-basin was installed, but without running water. That had to be brought each time in a bucket from the galley. We had our own dining space in the area and the food had to be brought from the galley individually. We took turns to

wash our metal dishes and mugs etc and one day the Apprentice on duty inadvertently threw his set of utensils over the side when he was emptying the dish water. The Steward would not issue him a new set, so I lent him mine until he was able to steal some the next day. What a life.

The odd cockroach appeared occasionally and I had one that I named Albert. I had the top bunk and when the light was switched on Albert would be there on the deck-head and scurry off to a hole in the corner.

The first day we hit heavy weather in the Atlantic we were on our hands and knees scraping smooth with an iron tool the excessive pitch from the poop deck planks. (Normally this would already have been done by the shipyard, but in wartime they were in a hurry to get the ships out). The ship was prancing about like a racehorse and we were feeling the results. Hancock threw in the sponge and took to his bunk followed minutes later by an irate Bosun. After threatening to make him eat some greasy bacon on a string (a favourite tactic for first trippers feeling seasick) he gave him an hour to get back to work. Strangely enough on practically every trip I made until I quit, I was slightly seasick for a couple of hours. (Even many years later on the "Empress of France" ex "Duchess of Bedford" known as the drunken Duchess).

I tried my first cigarette and immediately got queasy and could not turn to for work. The Bosun was irate and gave me a severe bollicking that put me off smoking for ever, for which I am truthfully thankful.

My Action Station position was 'shell passer' for the 4" stern gun which thrilled me to bits until I heard it fired and it nearly blasted me off the gundeck. (No earplugs were given out so excuse me today if I keep asking you to repeat yourself). When not in action I spent many a watch below on the gundeck listening to the yarns of the RN men and no doubt embellished for my benefit.

Once away from the submarine threat the Lookout was in the 'Crows Nest' high up on the foremast. It was a steel tub entered through a trapdoor in the bottom. (We were supplied with binoculars to report everything that floats). It had no top and therefore exposed to the weather and if fine, was a peaceful relaxing time. However, if the ship was rolling it was easy to be seasick and once I fired off a trail of vomit which floated past the bridge wing narrowly missing the 3rd Mate, who voiced his opinion in no uncertain terms. I must confess I read a book up there on occasion figuring that any enemy raider with twice the masthead height would see us long before she appeared on our horizon. I think the books were by Mickey Spillane such as "Lady don't turn over" & "You only die twice". Great stuff.

*To be continued*

Alan Shard FNI email: [westcoastmarine@shaw.ca](mailto:westcoastmarine@shaw.ca)

\*\*\*\*\*

## **DECK LOG**

The summer is here at last, the *Foghorn* has not sounded for a couple of months but will soon be sounding every month. *From The Bridge* comes around every three months and it is good to see more Divisional, industry and technical input. It is hoped there will be continued input to the new section, *Setting*

Course, from those at sea or those still making a day to day contribution to the marine industry. Your input is vitally important to the success of this newsletter, it is your newsletter, I just have access to the mailing list and the Treasurer's chequebook for stamps.

The traditional definition of failure is something I am sure we all know and most have experienced. The British school system does not think children should ever have to deal with failure so now when they fail they have a 'deferred success.' Picture the Port State Control Officer telling the master of a vessel that his ship has had a deferred success on its inspection, but will still be prevented from sailing until it has had a complete success. Sir Winston Churchill said, "Success is the ability to go from one failure to another with no loss of enthusiasm."

Tom Kearsey  
Maritime Division, Editor & Publisher

\*\*\*\*\*

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



Drop test of a free fall lifeboat for a stowage height of 37.5 metres. Add the safety factor to the 37.5 and the test was the highest so far, from nearly 50 metres.



Gently does it as the *ROWAN GORILLA III* being offloaded from the *MIGHTY SERVANT I* In Halifax harbour.

\*\*\*\*\*

**The Company welcomes enquiries 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.
- Corporate or Companion Membership is available for Companies or persons who wish to be associated with the aims of The Company

Contact the Divisional office nearest you at the addresses shown for additional information and application forms

**DIVISIONAL OFFICES**

National Master Captain I. Marr  
4 Milne Crescent; Kanata, ON, K2K 1H6

Newfoundland Divisional Master Captain A. Patterson; 51 Innis Ave, St John's, NL A1A1X7

Fundy Divisional Master Captain P. Petrovich  
4 Kennington Street, Saint John, NB, E2J 2Z2

Maritimes Divisional Master Captain C. Ball  
P.O. Box 315, Main P.O. Dartmouth, NS B2Y 3Y5

Montreal Divisional Master Captain D. Coelho  
Ste 326,, 300 St. Sarcement Street, Montreal, PQ H2Y 1X4

Capital Divisional Master Captain M. Van Roosmalen  
P.O. Box 56104, 407 Laurier Ave. W., Ottawa, ON.

Great Lakes Divisional Master Captain F. Hough  
8 Unwin Avenue (T51), Toronto, ON. M5A 1A1

Vancouver Divisional Master Captain D. Bremner  
3979 Puget Drive, Vancouver, BC, V6L 2V34G9

Vancouver Island Divisional Master Captain R.L. Osborne

\*\*\*\*\*

# The Company of Master Mariners of Canada

will host the International Conference

## “Security of Ships, Ports and Coasts”

22<sup>nd</sup> and 23<sup>rd</sup> September, 2005

Holiday Inn Harbourview, Dartmouth, N.S., Canada

### Papers will be presented on:

- Merchant Ship and Port Facility Security – Is the International Ship and Port Facility Security Code (ISPS) a Benefit or a Burden? Should it be amended?
- ISPS Experience of Flag States, Shipping Companies, Port Authorities, Seafarers, Port Workers and Maritime Security Agencies.
- Maritime Domain Security and Homeland Defence Strategies; Roles of the Navy, US Coast Guard, Canadian Coast Guard, Transport Canada and Canadian Border Services Agency.
- Places of Refuge for Distressed Ships, Treatment of Seafarers Detained by Foreign States; Security, Political and Legal Issues.

Presentations from the Following Organizations Confirmed:

- International Maritime Organization (IMO), London, UK
- The Nautical Institute, London, UK
- American Bureau of Shipping, Houston, Texas
- Shipping Federation of Canada, Montreal, Canada
- Halifax Port Authority, Halifax, Canada
- Unitech Inc., VA, USA, Lloyd’s Register North America Inc.
- Transport Canada and Canadian Coast Guard, Ottawa
- International Chamber of Shipping, London, UK
- Centre for Seafarers’ Rights, Seamens Church Institute, NY/NJ, USA
- Royal Canadian Navy and the United States Coast Guard

- Comite Maritime International, Advisory Group to IMO/ILO, London
- Royal Caribbean Cruise Lines, Miami, FL, USA
- International Federation of Shipmasters Associations, London
- World Maritime University, Malmo, Sweden
- Teekay Shipping Inc., Vancouver
- Canadian Border Services Agency, Atlantic Region



***For Registration Inquiries and Conference***

***Program, contact, Compart Event Management,***

***5554 Sullivan St.,***

***Halifax, NS, Canada B3K 1X7;***

***Toll-free Phone: 1-877-313-0333,***

***FAX: 902-454-4930; e-mail Shannon at***

***[Gauthier@compartevents.com](mailto:Gauthier@compartevents.com)***

***or visit CMMC’s web-site at,***

***[www.mastermariners.ca](http://www.mastermariners.ca)***