



# From the Bridge

## The Newsletter of the Company of Master Mariners of Canada

August 2007

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

### **NEXT MEETING**

#### **40<sup>th</sup> ANNUAL GENERAL MEETING**

Sheraton Hotel, 116 King Street East,  
Hamilton, Ontario

Saturday, October 13<sup>th</sup> 2007. Time: 1500

Agenda & Proxy Form plus the Minutes of the 39<sup>th</sup> AGM  
are at the end of this Newsletter

### **SEMINARS**

**VESSELS IN CRISIS:** October 11<sup>th</sup> & 12<sup>th</sup> 2007 Sheraton Hotel, Hamilton, Ontario  
“The Master’s Dilemma”

As an emergency unfolds, “Who is in Charge?”

For further information contact (416) 955-0303 or <http://www.mastermariners.ca/uploads/mastersdilemma2007.pdf>

#### **HUMAN RESOURCE ISSUES IN A DYNAMIC MARITIME INDUSTRY:**

November 14<sup>th</sup> 2007 Hampton Hall, St John’s, Newfoundland

For further information contact Capt. Jim Parsons (709) 778-0684 or Capt. Ahamed Zaki (709) 778-0429  
or <http://www.mastermariners.ca/uploads/seminar14nov2007.pdf>

### **FROM THE MASTER’S DESK**



Dear Colleagues,

I was given the honour of being able to represent the CMMC at the 33rd Annual General Assembly of the International Federation of Shipmasters’ Associations. *Koninklijk Belgisch Zeemancollege (KBZ)* was the gracious host for the AGA in Antwerp. The Assembly was attended by 78 representatives from as far away as Chile, India, Pakistan, USA, as well as many European Countries. I received on behalf of the CMMC our Membership Certificate, copies of which were sent by e-mail to Divisional Masters. The business was pertinent, and the resolutions identified many of the concerns which we have discussed at our National Council Meetings and Divisional Meetings. Please review my summary of the Assembly and presentations in this edition of *From the Bridge*. I urge you to review the web page of IFSMA and in particular the resolutions of the Federation. [www.ifsma.org](http://www.ifsma.org).

*Canada Shipping Act (2001)* is now the principal marine act governing our industry. It was brought into force on July 1<sup>st</sup> 2007. Some New regulations have been established by the new act; and I draw your attention particularly to the *Vessel Certificates Regulations* and the *Marine Personnel Regulations*. Changes in the names of certificates and voyages have some bearing on our Company, as well as the seafaring fraternity.

Captain Frank Nicol has overcome a number of frustrations and has been instrumental in developing and arranging the printing of a new recruitment brochure for the Company. The brochure will be available shortly. I hope that it will be used successfully in bringing new (younger) members to our Company. We need new members, and we must recruit those who share our interest, but have the skills required for modern, technically advanced ships, and the understanding of the regulatory requirements placed on the Master by governments and the shipowner.

Canada recognises the need to support its claims for the Arctic waters, as well as provide the protection and presence of government vessels in these waters. Mr Harper has announced the government's plans to build and operate up to eight Polar Class 5 Arctic Offshore Patrol Ships. Those members who have served aboard vessels in the Arctic will know just how difficult and wearisome this work can be.

The AGM is just around the corner, and Hamilton is the venue for the "Vessels in Crisis" conference presented by the Great Lakes Division immediately prior to the AGM. Please make your bookings and travel arrangements as soon as practical. I hope to see many of you at the conference and AGM.

Captain David Whitaker has accepted the role of Editor for this publication, and I am sure you will share my appreciation for his willingness to provide this essential document. I look forward to many years of reading his news letter.

Enjoy the summer, and make the most of our fine weather!

Sincerely,

**Peter Turner, National Master.**

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## **CROSSED OVER THE BAR**

### **Captain William (Bill) McMunagle BA, CD - A Tribute**

Bill, who was National Master of the Company 1980-81, died in Victoria on May 17 2007 after a bravely borne struggle with cancer. He was 74 and is survived by his wife of 48 years, Anne, their son John and other relatives.

Born in Scotland's capital, Edinburgh in 1933, Bill spent several years in Canada's capital, Ottawa during his career in the Royal Canadian Navy. He was a *CONWAY* boy, (1949-51), and accordingly was commissioned in the RNR. He served briefly in the battleship, *HMS VANGUARD*, before starting his apprenticeship with Clan Line and continued with Clan until obtaining his certificate as Master, Foreign-going.

In 1960, Bill was one of the last group of British Merchant Navy officers who joined the Royal Canadian Navy. In his Navy career of 20 years, he had postings on West and East coasts. One of particular note and interest was his time as Executive Officer (XO) of the Navy's Anti-submarine Hydrofoil, *HMCS BRAS D'OR*.

I first met Bill in 1979 when he was based in Ottawa, heading up the Navy's Hydrographic Office with the rank of Lieut.-Commander. That year, he was Deputy National Master of CMMC. In 1980, Bill retired from the Navy and headed west to settle in Victoria where he achieved a long-held ambition, to have his own command. For the next 20 years, Bill was Master of the *CNAV ENDEAVOUR* which did valuable and often classified research work for National Defence. Incidentally, Bill's father had commanded the *CCGS QUADRA*, one of two purpose-built scientific and weather ships on station in the Pacific. After two decades in command, Capt. Bill, retired for a second time and went back to school, to take a BA degree in History and Political Science at the University of Victoria.

In October 1980, Bill came to Montreal to attend the Company's National Council Meeting at which he was elected National Master and I had the pleasure of handing over to him. I liked Bill; a bluff, cheerful chap, but also I admired his desire to move CMMC forward towards recognition as an effective marine professional association. It was a pleasure to meet him again in recent years when I made brief visits to Victoria. Bill was a bright, candid, friendly man but a seaman who knew what should be done and how. He will be missed and our condolences go out to family and friends.

**Captain Angus McDonald, Maritimes Division.**

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## **IFSMA 33<sup>rd</sup> Annual General Assembly - Antwerp**

The AGA was hosted by our colleagues in Antwerp, *Koninklijk Belgisch Zeemanscollege*, (KBZ) at the Radisson Park Lane. 24<sup>th</sup> & 25<sup>th</sup> May, 2007. Captain Alain Pels, President of KBZ, introduced the Hon. President of the Port of Antwerp, Baron Leo Delwaide, who welcomed us, and was very generous with his remarks about "Captains" and gave a potted history of their role in commerce and their influence on marine law. Baron Delwaide, who is a lawyer and Vice Mayor of Antwerp, spoke of the changes that have been brought about in our industry, with particular reference to IMO Conventions, and the responsibilities of the Master in relation to them.

The President of the Federation, Capt. Christer Lindvall thanked Baron Delwaide and in his remarks identified some of the concerns that face the industry: shortage of competent officers, age of masters, training aims and deficiencies, and the increase in purpose built new buildings with sophisticated equipment. He stressed the changes that were needed and in the process of being developed such as the watchkeeping officer complement on coastal vessels, struggle against 'criminalization', and seafarers' ID card requirements. This set the tone for the presentations and the adoption of the resolutions on the second day.

The business of the Federation was tabled by Captain Rodger MacDonald, General Secretary. The Annual Review and the IFSMA web site ([www.ifsma.org](http://www.ifsma.org)) give details. The primary aims of the federation being, Criminalisation of Seafarers, E-learning, Masters in the Fishing Industry and Fatigue and hours of rest.

The wellbeing of the Federation, the annual report and the financial statements were tabled. These identified that the Federation was in good health. Members of the IFSMA are identified as:-

|  |              |
|--|--------------|
| Association Members (declared when Associations join the Federation) | 11903        |
| Individual Members   | 177          |
| Honorary Members   | 9            |
| <b>Total Membership</b>  | <b>12089</b> |
| <br>   |              |
| Countries Represented  | 55           |
| National Associations  | 26           |

The Federation has access to many of the International Organisations that are developing guidelines and standards affecting all of our industry, and therefore through the IFSMA, the CMMC has greater capability of providing input on behalf of the Masters and our industry. Financially, the Federation is sound with a budgeted cash flow of £1,080 with a total income of £78,450.

After Luncheon, the conference commenced with the presentations, these continuing on the following morning. The papers are reproduced in whole or in part in the proceedings document and in the IFSMA Annual Review.

The Reception, hosted by Mr Marc Van Peel, Alderman, Port of Antwerp, and the Annual Dinner, hosted by KBZ were held in the Antwerp Town Hall (with murals dating back to the early 16th century). The generosity of the hosts and the quality of the reception and dinner were of a standard worthy of being presented in any gastronomic publication!

The remaining papers were delivered on the second day, and from these the Federation drafted its Resolutions and sought approval of the membership present. The delivered papers were: Safety of Large Passenger Vessels; Administrative Workload Aboard; Introducing E-Navigation; Fairtrade for Seafarers; Progressive Training Techniques; Competence Based Learning and Evaluation; Training, based on information from South Africa; Accidental Oil Spills; Development and Operations.

Five Resolutions were adopted by the Assembly and can be found on the IFSMA Web site on the heading "33<sup>rd</sup> General Assembly Resolutions". These resolutions should be discussed at the Divisional Meetings, and amplification given at the AGM. I draw attention in particular to Resolution No. 5 and the manning of coastal vessels with a Master and one Mate, watchkeeper. Our industry in Canada has established certain vessels with this manning, and this must be reviewed.

I have also asked Captain Calvesbert to reproduce the Resolutions on our web page.

The next Annual General Assembly Meeting of IFSMA is to be held in Bremen 19<sup>th</sup>, 20<sup>th</sup>, 21<sup>st</sup> May, 2008. It is expected the CMMC will be represented at that assembly.

Respectfully submitted,

**Peter Turner, National Master.**

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### **"Queen of Alberni" returns to service after \$40 million upgrade.**

In June 2007 **BC Ferries** ([www.bcferries.com](http://www.bcferries.com)) announced that its vessel, the *Queen of Alberni* was returning to active service, on the route between Duke Point in Nanaimo on Vancouver Island and Tsawwassen on the mainland, after a 7-month, \$40 million mid-life upgrade. The ship has serviced this route since 1990. The ferry's high truck capacity made it a natural for the service's Tsawwassen-Duke Point route, the Mid-Island Express, which is intended for a high volume of overheight vehicles.

### **Queen of Alberni**

|                            |                 |
|----------------------------|-----------------|
| Built:                     | 1976, Vancouver |
| Overall Length:            | 139.29 m (457') |
| Gross Tonnage:             | 5,863.22        |
| Car Capacity:              | 292             |
| Passenger & Crew Capacity: | 1,200           |
| Service Speed:             | 19.0 knots      |
| Horsepower:                | 12,000          |



The *Queen of Alberni* is a C-Class ship as are the *Queen of Coquitlam*, *Queen of Cowichan*, *Queen of Oak Bay* and the *Queen of Surrey*.

The *Queen of Alberni* was originally built to handle overheight vehicles. In 1984, the ship was stretched and lifted, gaining an upper car deck for non-overheight vehicles, leading to a new vehicle capacity of 292. In 1999, the ship underwent another refit in Victoria. This recent extensive upgrade involved significant mechanical and safety improvements as well as new and improved passenger amenities. The upgrade, preparing the vessel for another 20 years of service, includes:-

- New state-of-the-art marine evacuation system: Four **Marine Evacuation Systems \*\*\* (MES)** supplied by **Liferaft Systems Australia (LSA)** ([www.liferaftsystems.com.au](http://www.liferaftsystems.com.au)). These consist of a 20m long inclined slide with a 'SOLAS B' self-righting liferaft (SRL) attached and an additional 12 linked 'SOLAS B' SRL's. The ship has three evacuation stations on each side of the top passenger deck, or sun deck. The combined capacity of these six stations is 1,200. Lifejackets are stored in large containers throughout the two passenger decks.
- Structural fire protection upgrades
- New emergency generator
- Upgrades to hull and structure
- Main shaft refurbishment
- Annual machinery maintenance
- New elevator
- New heating, ventilation and air-conditioning systems
- Updated washrooms and a new coin operated shower (the shower was added after input from the trucking industry which utilizes this route frequently, moving goods between Vancouver Island and the Lower Mainland)
- Expanded and remodelled gift shop
- New food service facilities
- New interior design and improved passenger seating areas

The *Queen of Alberni* is the fifth of the C-Class vessels to undergo this major upgrade at Vancouver Shipyards.



\*\*\* The new 20m MES will also be installed on the three new Super-C Class vessels, *Coastal Renaissance*, *Coastal Inspiration* and *Coastal Celebration*, which are being built for BC Ferries in Flensburg, Germany. LSA has recently supplied BC Ferry Services with the inclined slide type MES for the passenger ferry *Queen of Nanaimo*. Successful evacuation trials have become second nature to LSA with some impressive trials being recorded. The LSA Marine Evacuation System is the only approved MES in the world, which evacuates passengers directly from the vessel into a large capacity liferaft via an inflatable slide, without the use of a boarding platform of any kind. The MES can be

deployed by one crewmember, with minimal training, to evacuate 100 passengers in less than 4 minutes. A recent deployment demonstration for the US Navy, on the modified Incat vessel, *Joint Venture HSV-X1*, proved the LSA MES to be highly effective and functional in any application, including the evacuation of military personnel in full combat uniform.

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**BC Ferries**, a Corporate Member of the CMMC, will be hosting the Canadian Ferry Operators Association AGM and Conference in Victoria from September 11<sup>th</sup> to 14<sup>th</sup>. Captain Peter Turner will be attending. On Saturday September 15<sup>th</sup> Peter will be at the Vancouver Division AGM.

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## **Annual Maritime Security Conference: Halifax June 14-16 2007**

The theme of this Conference, organised by the Centre for Foreign Policy Studies, a Navy "think tank" based in Dalhousie University was the "The Maritime Role in National Response to Emergencies". At the 2004 Conference, the Company of Master Mariners of Canada presented a paper entitled "O Canada, Who Stands on Guard for Thee?" The paper criticized the Navy for being busy overseas with NATO, in the Gulf or at Norfolk with the U.S. Navy. It stated that, despite its name, the Canadian Coast Guard had neither the mandate nor the capability to guard Canada and the then recently formed Maritime Security branch of the Transport Canada had no one on its staff with ship and port experience. As for the Arctic we were weak on the sovereignty issue. It is interesting to note how the situation has changed since implementation of the Government's National Security Policy of 2004, if not as a result of our paper. Now, the Navy has to defend our maritime boundaries, the Coast Guard has a support role in maritime security and this Government shows some interest in the Arctic.

### **Concepts of Operation, Case Studies & Capabilities**

This conference dealt with a number of interesting case studies on how naval forces have been deployed to assist civil authorities deal with serious emergencies on land and in humanitarian situations. A speaker for the US Coast Guard, which has the lead role in Homeland Security, spoke of its support of other federal departments, its capability to respond in urban areas in the US as well as on coastal and inland waters. It was even involved in the Anthrax scare in 2001. The National Response Plan of the US embraces all kinds of emergencies, including nuclear attacks by terrorists. The Plan states "Who is in Charge" and clarifies the roles of involved agencies.

The second paper of Day 1, by R/Adm McFadden, Commander Joint Task Force Atlantic, described Canada's reaction to the disastrous effects on the southern USA of Hurricane Katrina in September 2005. The Government of Canada decided to make a humanitarian gesture to the people of Louisiana and surrounding areas and sent three warships (with then Cmdre McFadden as squadron commander), Fleet Diving Units (FDUs), an Army Engineers Unit, an expanded Navy medical team and a Canadian Coast Guard nav-aids vessel, to bring some order to the chaotic scene they found. The FDUs helped clear docks and waterways. The CCGS *William Alexander* helped re-open New Orleans by retrieving and repositioning buoys. Her heavy-lift derrick was also of good use to the Navy. This operation proved the capability and flexibility of our Navy and showed that the Coast Guard can play a significant role in support of the Navy.

The theme of the next paper was "Naval Forces in the Humanitarian Role During Domestic Crises" and the speaker described how Navy personnel were deployed to assist civil authorities in such emergencies as the Fraser Valley floods of '48 & '72, the Manitoba flood of '97, ice storm in Montreal in '98, BC forest fires in '03, when Hurricane Juan hit Halifax in '03 and the flooding in BC earlier this year. In such emergencies the Province will take the lead and provide resources. In the matter of public safety the Federal Government may deploy military forces to provide back-up services, to assist in law enforcement and generally to aid the civil power.

### **Succour for Tsunami Survivors**

Another interesting paper on the theme of Emergency response described the Indian Navy's humanitarian response to people in areas of southern India, Sri Lanka and the Andaman, Nicobar & Maldive Islands which were devastated by the tsunami following an earthquake near the western end of Sumatra in December 2004. The speaker, Cdr V Srivatsan, Indian Navy, gave an excellent account of an extremely well organised operation. Three naval supply ships were quickly converted to a new role as hospital ships. The Indian Navy deployed 19 ships, 9 helicopters and 3 fixed wing aircraft. Navy personnel provided medical, logistical and reconstruction services. It was "on the job training" as they had no previous experience of dealing with the aftermath of a tsunami or a rescue operation of such magnitude. Cdr Srivatsan concluded by mentioning the three significant words to describe their magnanimous efforts: initiative, improvisation & innovation.

### **Evacuation from Lebanon**

In another paper, on Day 2 of the conference, Cdr Srivatsan described how the Indian Navy evacuated 2280 Indian civilians from Lebanon in August 2006 during the exchange of fire between the Israeli defence Force and the Hezbollah organisation. This was done at short notice by three Indian frigates which were in the Suez Canal homeward bound when they were ordered to proceed to Beirut and evacuate nationals.

The Lebanese evacuation from the Canadian view-point was described by Mr Richard Belliveau, a retired Foreign Affairs diplomat who was sent by the Government to Cyprus to oversee the arrival of about 10,000 evacuees, place them in transit quarters and send them home on Air Canada charter flights. Canadian military personnel helping in this work wore tee shirts bearing the word SECURITY instead of wearing uniforms. This was an ad hoc operation that succeeded through hard work and tolerance.

### **Canadian Coast Guard Today, Tomorrow**

One of our members, Capt Tony Potts, until recently in command of our major ice-breaker, *Louis S. St. Laurent* and now Acting Director, CCG Operations (Atlantic) described the Canadian Coast Guard, its fleet of specialised ships, the expertise of its personnel, its professional delivery of services to other government agencies including the fairly recent addition of small CCG vessels carrying armed RCMP officers on security patrols. Ships and crews are ageing but a small fleet replacement program is in place and new vessels to increase maritime security nationally will be added to the fleet. The CCG has its role in Maritime Security, in planning, operations and logistical support.

### **Ships taken up from Trade – is STUFT an Option for Canada?**

Of particular interest to merchant mariners were the papers on *Legislative Authority for Requisitioning of Shipping for Emergency Operations*, *the Use of National Flag Ships of Canada* and *Ship Chartering for DND Missions*. In the first of these papers, the speaker referred to Britain's requisition of shipping in time of war and ship chartering for the Falklands in 1982. Under the Emergencies Act which replaced the War Measures Act, the Government may take action in the interests of public welfare and order as well as to cope with international emergencies affecting Canada but the legislation does not appear to include the requisition of Canadian shipping although this could be added.

Mr Heinz Gohlish, a UK Consultant who had served in the Canadian Navy, addressing the subject of Canadian flag shipping stated that as of April '07, there were 362 Canadian registered commercial ships of 500gt and over. However he added that many of these ships (bulk carriers, tankers, self-unloaders, research vessels) are not suitable for military sealift operations. Some were unsuitable because of size or draft limitations. He whittled the list away until he had 132 "possibles" and finally only 16 "probables". The speaker noted that big off-shore supply vessels could be useful but many Canadian supply vessels are in several parts of the world and a major owner of such vessels in Halifax has sold his fleet to American interests. In emergency chartering there has to be pre-planning, identification of suitable ships, communications with owners, negotiation of terms & conditions and consideration of suitable crews.

### **A Canadian Second Registry – A Source of Suitable Ships?**

Mr Gohlish noted that in the Lebanon evacuation, Canada had to charter foreign-flag shipping, Greek and Turkish. With no time to plan for suitable shipping there were some problems and it was very expensive but the evacuation was successful. Mr Gohlish suggested that Canada should develop a more diverse Canadian fleet through active fiscal encouragement. The tonnage tax, successful in Britain is not a subsidy but tax is paid on the ship's tonnage, not on its earnings. The UK has a "second registry" in the Isle of Man. Norway has an international "second registry". The optimum solution is to have a national flag fleet suitable for Government requisition or charter in time of crisis.

*Ship Chartering for DND Missions* was the title of a paper presented by L.Col Martha Stouffer of Support Command, Canadian Forces, Ottawa. Her Unit of DND considers the chartering of suitable ships and invites owners to submit bids. She stated that Canadian Forces would wish to time charter a suitable ro-ro vessel with a deck capable of sustained helicopter operations. The speaker had not considered a bareboat charter option, nor did she comment on the command of a chartered vessel and its crew. She was reminded of the disastrous charter of the *GTS Katy* seven years ago.

I found it most interesting to hear how navies have, in recent disasters, reacted successfully and to hear about the problems of finding a suitable merchant ship for sustained Canadian Forces operations until the Navy has its own Joint Support Ship.

For a Conference Fee of \$150, which included two lunches, a banquet dinner, a working brunch on the Saturday and all the coffee one would wish, it was a real good deal. The speakers' presentations are available on the host's web-site <http://www.cfps.dal.ca> Incidentally, I registered as a member of CMMC.

**Capt Angus McDonald. Maritimes Division**

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## **San Pedro Bay Ports Clean Air Action Plan**

In 2006 the Californian Ports of Los Angeles and Long Beach adopted the landmark **San Pedro Bay Ports Clean Air Action Plan (CAAP)** to curb port-related air pollution from trucks, ships, locomotives, terminal equipment and harbour craft. The CAAP is the boldest air quality initiative by any seaport, consisting of wide-reaching measures to significantly reduce air emissions and health risks while allowing for the development of port efficiency projects. ([www.portoflosangeles.org](http://www.portoflosangeles.org)) ([www.polb.com](http://www.polb.com))

Following are two measures that have developed from this plan.

**Ballast Water:** The Ports, along with the California State Lands Commission and the University of Maryland, are partnering with the shipping company, American President Line (APL), to test a shipboard ballast water treatment system designed to remove non-native species from ballast water and prevent their introduction into harbour waters.

Each port has agreed to contribute \$250,000 to the project, in addition to \$100,000 in funding from the California State Lands Commission. The total cost of the project is nearly \$1.2 million. The University of Maryland secured a National Oceanic and Atmospheric Administration (NOAA) grant for nearly \$400,000 and APL has committed \$100,000 in funding plus the use of its containership the *APL England* for the project.

Ballast water in cargo ships, while highly regulated under U.S. Coast Guard jurisdiction, is often the source of introduction of aquatic invasive species into local waters. Non-native species have the potential to cause tremendous environmental damage by out-competing native species and changing the balance of the local ecosystem. To date, more than 46 non-native species of marine plants and animals have been identified in the San Pedro Bay.

The shipboard ballast water treatment system will be designed to remove aquatic invasive species through technology that removes oxygen and reduces pH levels of ballast water, thus destroying the organisms. In addition, this project will test technology that will reduce ballast tank corrosion.

Current regulations call for ballast water to be exchanged in the open ocean. Regulations for onboard treatment of ballast water are being developed by federal and state agencies, and the San Pedro Bay Ports are hoping to accelerate the development of shipboard treatment solutions by participating in this test project.

**Hybrid Tug:** Foss Maritime, a Seattle based marine services company, has announced that it plans to build the world's first true hybrid tugboat. ([www.foss.com](http://www.foss.com))

The vessel is to significantly reduce harmful nitrogen oxide, particulate matter, sulphur dioxide and carbon emissions. It will also consume less fuel and be quieter than its conventional predecessors, the company said.

Earlier, the Port of Los Angeles pledged \$850,000 to the project, in association with the South Coast Air Quality Management District. The Long Beach Board of Harbor Commissioners preliminarily approved a \$500,000 contribution to the vessel's construction. In exchange for the funding, Foss Maritime agreed to homeport the new hybrid tug in Southern California for five years.

The Ports of Los Angeles and Long Beach, the No.1 and No. 2 container ports in the USA, expressed interest in funding the hybrid tug as part of their **San Pedro Bay Ports Clean Air Action Plan**.

The Foss hybrid tug is scheduled to go into production later this year and will be delivered in 2008. It is a new-build project, a continuation of the Dolphin class tugboat series built at Foss' Rainier, Oregon shipyard. The tug will look almost identical to its sister boats but it will be quieter, cleaner and more fuel efficient by the use of hybrid technology. The hybrid tug's drive units will be powered by batteries coupled with diesel generators. The modified engine room will accommodate two 670 horsepower battery packs and two 335 horsepower generators.

The 5,000 horsepower Foss hybrid tug will be used primarily for harbour assist services – moving vessels such as tankers and container ships in and out of the harbour and into their berths.

Tugs at the Los Angeles/Long Beach ports spend up to 50% of their time idling with the main engines on and ready to respond but with no power actually being used for propulsion. The Foss Maritime hybrid tug will produce energy only on demand so that idling the engine will not be necessary.

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## **National Maritime Centre receives funding from Canada and British Columbia**

**July 27<sup>th</sup> 2007.** The City of North Vancouver is one step closer to building a new National Maritime Centre, thanks to \$560,000 in combined funding from Canada's Government and the Province of British Columbia. This funding will develop a detailed plan for a new world-class maritime centre.

The National Maritime Centre for the Pacific and the Arctic is proposed for the former Burrard Shipyard Site on the waterfront in North Vancouver. The Government of Canada, Ministry of Western Economic Diversification, and the Province of BC, Ministry of Tourism, Sport and the Arts, have responded to a request from the City of North Vancouver and agreed to co-fund the development of the full business case needed to consider capital

funding to build the Centre. The Centre will be a West Coast hub of maritime activity and education. It will showcase our role in Asia Pacific trade, our Aboriginal roots and our dependence on the marine environment.

The location in federally designated heritage shipyard on the waterfront at the centre of Canada's largest and busiest port is ideal. It is close to the Burrard Dry Docks, to the Port and to Lonsdale Quay. Access to the City of Vancouver is easy via the Seabus. A significant part of BC's shipbuilding industry was once situated on the site. The *St Roch* and other famous ships were built there.

More than a museum, the Centre will be a destination for people to celebrate, discover and participate in the unique maritime fabric of the west coast. The Centre will offer interactive and educational exhibits celebrating stories from First Nations Coast, the Frozen North, Shipbuilding, Navigation & Working Boats, Ocean Trade, Oceanography, Underwater Exploration, Immigration and much more. The Centre will serve as a training centre for all aspects of maritime activities such as boating safety and restoration – promoting active, experiential learning on the water and on land.

[http://www.vancouvermaritimemuseum.com/sites/vmmuseum/files/NMC-City\\_NV\\_NR\\_Jan\\_11\\_06.pdf](http://www.vancouvermaritimemuseum.com/sites/vmmuseum/files/NMC-City_NV_NR_Jan_11_06.pdf)

*This announcement about the funding was made at a presentation attended by Captain Alan Shard, Vancouver Division, who was their by invitation as a member of CMNVA.*

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## MSC Napoli Refloated

On July 7<sup>th</sup> 2007 the Mediterranean Shipping Company ([www.msccva.ch](http://www.msccva.ch)) container ship *Napoli* was refloated. The 53,409 gross tons vessel had been deliberately grounded on the south coast of Devon in England almost six months earlier. Cracks in the hull had prompted the decision to beach the vessel off the "World Heritage Coast" amid fears it would sink and be more of a hazard to the environment. The ship had been run aground deliberately during a violent storm in January. The crew was rescued by helicopter but numerous sea birds were killed by leaking oil. More than 100 containers were lost overboard, many washing ashore to be scavenged by people on the beach.

On January 18<sup>th</sup> the *MSC Napoli*, en route from Antwerp to South Africa, suffered severe damage during a storm in the English Channel. **SMIT Salvage** ([www.smit.com](http://www.smit.com)) was contracted to salvage the vessel. This included the discharge of 2,300 containers followed by the refloating of the vessel.



About 4,000 tons of bunker oil was safely removed. Then a barge equipped with two cranes lifted off the containers, landing them on shuttle barges. By the beginning of March all 860 containers had been removed from the ship's deck. It then took until mid-May before all containers had been discharged from the ship. The salvage crew involved a team of 40 people. Subsequently equipment was brought in to pump water out of various compartments.

After being refloated, the ship was towed into deeper water to allow for closer inspection. A diving survey soon revealed that the ship was more severely damaged than was feared. So the decision was made to beach the ship again. The UK Secretary of State's Representative (SOSREP) for Marine Salvage & Intervention working with the Maritime and Coastguard Agency (MCA) ([www.mcga.gov.uk](http://www.mcga.gov.uk)) made this decision after the inspection revealed that the vessel was incapable of being towed. Some cracks in the hull were as much as 3m wide in places. So the ship was beached again, on a high tide in a spot close to its original position. The hope was that the ship would break in two. If that succeeded then the forward section could float away while the stern would remain in place on the seabed to be removed later.

The two ends of the ship have now been separated but it took numerous attempts with controlled explosions to accomplish this. Preparations are being made to tow the forward section to a shipyard, possibly Harland & Wolff in Belfast, to be scrapped, the only equipment on board being the most essential pumps. The fate of the after section has to be decided although SMIT Salvage was awarded a contract to remove any remaining pollutants.

The total cost of the salvage operation was expected to be about £50 million.

A report appearing on the website of a maritime insurance provider, TT Club ([www.ttclub.com](http://www.ttclub.com)), is critical of the media but full of compliments towards:-



- The Master and crew of the stricken vessel who, after alerting the rescue authorities, successfully overcame one of the seaman's worst challenges, safely boarding and launching their lifeboat into the maelstrom.
- The courage and capability of the crewmen of the Royal Navy and French rescue helicopters.
- The workings of the Anglo-French Joint Maritime Contingency Plan where the decision was made to tow the ship to a place of refuge in UK waters even though the *MSC Napoli* was then in the French search and rescue zone. The English coast offered better options than the French coast and was the least environmentally risky option.
- The decisive action of the SOSREP when forced to confront the decision of whether the ship should be beached when it was apparent the stern was starting to settle and at risk of sinking.

Even the European Commission agreed by stating that it "welcomed the effectiveness of the action taken by the UK authorities to assist the *MSC Napoli*, which was based on independent decisions taken following an objective analysis of the situation, making it possible to avert a major disaster.

To read about a great sea rescue that happened 100 years ago take a look at:  
[http://news.independent.co.uk/uk/this\\_britain/article2350042.ece](http://news.independent.co.uk/uk/this_britain/article2350042.ece)

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## Marshall Islands Registry: Marine Safety Advisory #22-07. July 31<sup>st</sup> 2007.

To: Regional Marine Safety Offices, Nautical Inspectors, Masters & Owners/Agents.  
Subject: Port State Control – Concentrated Inspection Campaign on ISM Code.

**ALERT:** Please be advised that a number of Port State Control (PSC) regions will be carrying out Concentrated Inspection Campaigns (CICs) on the Effective Implementation of Safety Management Systems (SMS) onboard. The CICs will start on Sept 1<sup>st</sup> and run through November 30<sup>th</sup> 2007. The PSC regions include PARIS MOU, TOKYO MOU, BLACK SEA MOU, INDIAN OCEAN MOU, MEDITERRANEAN MOU, VINA DEL MAR MOU and the US COAST GUARD.

Ship Owners, Operators & Managers are advised to ensure shipboard personnel are notified and prepared to demonstrate familiarisation and compliance with the ISM Code. Port State Control officials will most likely ask questions of ship's personnel to gauge their knowledge of ISM Code, the ship's SMS and review documentation of ISM Code requirements. Some questions and checks that Officials may do include:-

- Is proper of the use of the SMS available?
- Are the Master and Chief Engineer familiar with the SMS?
- Does the crew know who the *designated person* is?
- Are procedures established for reporting Non-Conformities & Hazardous Situations, and is there evidence of the use of these procedures?
- Is the written documentation in a language the crew can understand?
- Is there evidence that an effective maintenance system is in place?
- Can the crew communicate with each other in the execution of their duties?
- Is there evidence that Emergency Drills are being carried out?

In addition it may be a good idea to arrange for internal audits to be conducted prior to the start of the CICs.

**Captain Alan Shard Vancouver Division**

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**A Word from the Editor:** I guess it is a little over four months since I put my name forward to edit this newsletter. Where did that time go? After being accepted for the position I really began to look thoroughly through previous copies, those edited by Captain Tom Kearsey, and it was then that I realised how much excellent work he had done. What a challenge! But, now I have completed my first edition of *From the Bridge*. Already I have material for another but I need more and that is where you, the reader, can participate. I need your contributions to the newsletter. The next will be issued late in November and the cut-off for submissions will be **November 20<sup>th</sup>**. I look forward to hearing from you. Please write to me at [whitknit@shaw.ca](mailto:whitknit@shaw.ca)  
Sincerely, **David Whitaker**

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**Finally, there was a time when a 1,300 teu vessel was considered to be large but.....** on July 30<sup>th</sup> 2007 the Nordcapital Group <http://www.nordcapital.com/main/nca/en/> and Hyundai Heavy Industries (HHI) <http://english.hhi.co.kr/> signed contracts for the construction of eight container vessels each with a capacity of 13,100 teu. The ships, which are the biggest container vessels ever built by HHI, will be delivered between April 2010 and March 2011. They represent an order volume of \$1.4billion, the largest single order HHI has received for commercial ships. The design features the latest technological and ecological requirements including environmental passport, an economic main engine fitted for low sulphur fuels, tributyltin (TBT) free paint coatings and inboard fuel tanks. The ships will differ from conventional designs with the bridge forward and the engine room aft.

**AGENDA FOR 40<sup>TH</sup> ANNUAL GENERAL MEETING OF THE COMPANY OF MASTER MARINERS OF CANADA TO BE HELD AT THE SHERATON HOTEL, 116 KING STREET EAST, HAMILTON, ONTARIO, ON SATURDAY OCTOBER 13<sup>TH</sup> 2007 COMMENCING AT 1500 HOURS LOCAL TIME.**

1. Acceptance of the minutes of the 39<sup>th</sup> Annual General Meeting.

2. Business arising out of those minutes.

3. Reports from Officers.

National Master.

Divisional Masters.

Capital, Great Lakes, Fundy, Maritimes, Montreal, Newfoundland and Labrador, Vancouver and Vancouver Island.

National Secretary, National Treasurer and Membership Report.  
Administrator/Trustee for the Captain G.O. Baugh Memorial Fund.

4. Slate of Officers for 2007/2008.

5. Auditor's report.

6. Appointment of the Auditor for 2007/2008.

7. Other business.

8. Date and time of the 41<sup>st</sup> Annual General Meeting.

9. Adjournment.

P.M. Ireland,

National Secretary.

**THE COMPANY OF MASTER MARINERS OF CANADA**

**NOTICE OF MEETING**

The 40th Annual General Meeting will take place at the Sheraton Hotel, 116 King Street East, Hamilton, Ontario, at 1500 hours local time on Saturday October 13<sup>th</sup> 2007. Members who are unable to attend may use the following proxy to indicate whom they wish to act on their behalf.

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

Captain P.M. Ireland,  
  
National Secretary.

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**PROXY**

I, \_\_\_\_\_ of the \_\_\_\_\_ Division, a member of the Company of Master Mariners of Canada and entitled to one vote appoint \_\_\_\_\_ of the \_\_\_\_\_ Division or failing him/her, another member of the Corporation, to attend and vote for me at the 40<sup>th</sup> Annual General Meeting to be held on the 13th day of October 2007, and every adjournment thereof, with powers I should possess if personally present, hereby revoking all previous proxies.

Dated \_\_\_\_\_ day of \_\_\_\_\_ 2007.

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Signature.

**MINUTES OF THE 39<sup>TH</sup> ANNUAL GENERAL MEETING OF THE COMPANY OF MASTER MARINERS OF CANADA HELD AT THE INN AT NEW WESTMINSTER QUAY, NEW WESTMINSTER, B.C. COMMENCING 1430 HOURS ON OCTOBER 21<sup>ST</sup> 2006.**

IN ATTENDANCE:

NATIONAL EXECUTIVE:

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

COUNCILLORS:

D. Bremner, J. Calvesbert, D. Coelho, F. Hough, J. McCann, R. Osborne, K. Rogers, M. Van Roosmalen.

MEMBERS:

Captains J. Bishop, T. Crowther, E. Dalgren, G. Harris, G. Houston, J. Ickringill, B. Johnston, A. Law, T. Monaghan, G. Morgan, P. Nelson, D. Read, J. Shroff, D. Tranter, E. Winter.

GUESTS:

From the United States Master Mariners: Captains T. Bradley, R. Klein, D. Moore.

1430 Captain I. Marr, National Master opened the meeting and welcomed members and guests from the United States Master Mariners from Washington State.

1. Acceptance of the minutes of the 38<sup>th</sup> Annual General Meeting.

Moved by Captain J. Calvesbert and seconded by Captain R. Wallace that the minutes be accepted – Carried

2. Business arising out of those minutes.

Captain R. Wallace read out the proposed changes to the by laws, see attached changes. Captain I. Marr asked members for their approval of the changes – carried.

3. Reports from Officers

Captain I. Marr, National Master read and tabled his report.

Divisional Masters

Captain D. Bremner read and tabled his report.

Captain R. Osborne read and tabled his report.

Captain M. Van Roosmalen read and tabled her report.

Captain F. Hough read and tabled his report.

Captain D. Coelho read and tabled his report.

Captain J. Calvesbert read and tabled his report.

Captain J. McCann read and tabled his report.

Captain A. Patterson from the Newfoundland and Labrador was not available to give his report.

Captain P. Ireland National Secretary read and tabled his report

Captain A. Whitelaw, National Treasurer, handed out the Treasurer' s report for 2005 and the 2006 report to date and the report on the Captain G.O. Baugh Fund. He reported that the Company's finances were in good shape and the Captain G.O. Baugh Fund could continue for another 12 years at the present rate of contributions.

Captain D. Bremner, Chairman of the Trustees for the Captain G.O. Baugh Fund read out his report and was pleased to note that two \$1,000 scholarships were awarded to Francois-Mathieu Dugal of the L'Institut Maritime du Quebec and Oleg Degtyarenko of the BCIT Marine Campus of North Vancouver, B.C.

Captain F. Nicol, Membership Chairman, handed out his report. He noted that the membership was fairly stable and suggested that the divisions do a follow up on members who did not join this year to see if they would rejoin next year.

#### SPONSORS

Captain R. Wallace thanked our sponsors for their generous contributions to the 39<sup>th</sup> Annual General Meeting as follows; Pacific Towing, Vancouver Port Authority, Burrard Clean, B.C. Chamber of Shipping, Seaspan International of the Washington Group, Lloyds Register, Fraser River Port Authority, North Arm Transportation, B.C. Ferries.

#### 4. Slate of Officers for 2005/2006

The following Officers were nominated for election: Captain P. Turner, National Master, Captain M. Van Roosmalen, Deputy National Master, Captain R. Wallace, Assistant National Master, Captain P. Ireland, National Secretary. Captain A. Whitelaw, National Treasurer.

Moved by Captain R. Osborne and seconded by Captain J. Shroff that these officers be duly elected – carried.

#### 5. Auditor's report

Captain A. Whitelaw, National Treasurer, handed out the Auditor's report.

#### 6. Appointment of Auditor

Moved by Captain J. Shroff and seconded by Captain F. Hough that Mrs K. Grover be re-elected as Auditor – carried.

#### 7. Other Business

Captain T. Crowther announced that a Technical Meeting will be held at the Mission to Seafarers on Thursday November 9<sup>th</sup> 2006 commencing 1730 hours, followed by dinner and a presentation on "9 years on the 7 seas" on board the yacht "Nor Siglar". The speakers are Anne Brevig and Martin Vennesland.

Captain F. Nicol was sorry to hear that the Montreal Division is having problems with attendance at their divisional meetings. He re-called that the division was initially called the Canadian Institute of Master Mariners in the 1970's and was joined by Ottawa, Halifax and St. John's as chapters of the Institute. He has records of the Institute history and would be happy to pass them on to the National.

Captain Gerald Morgan who was at one time the Chairman of the History Committee of the Canadian Merchant Navy asked all members to send in any records and tapes they may have to revitalize efforts to bring the history up to date and contribute any artefacts to the new War Museum.

Captain P. Turner the incoming National Master encouraged members to assist with this idea.

#### Next Annual General Meeting

It was proposed to hold the 40<sup>th</sup> Annual General Meeting on Saturday October 20<sup>th</sup> 2007 in Toronto further details to be announced later.

1630 hours moved by Captain J. Calvesbert and seconded by Captain D. Coelho that the meeting be adjourned - carried.

P.M. Ireland,  
National Secretary.