



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



MAY 2005

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

**NATIONAL
ANNOUNCEMENTS**

<p>\$\$\$\$\$\$ ANNUAL DUES ARE PAST DUE</p>
<p>\$\$\$\$\$\$\$\$ Full membership \$ 125.00 Associate & Senior membership \$ 62.50 Seniors must be 65 before the 1 1 2005 Please send cheques to your Divisional Treasurer</p>
<p>COMPANY OF MASTER MARINERS ANNUAL GENERAL MEETING</p>
<p>15 October 2005 Montreal QC</p>
<p>NEXT EDITION OF FROM THE BRIDGE</p>
<p>Please send copy and or photographs for inclusion before the 31 July 2005 to Tom Kearsey 5 Averill Street, Dartmouth, NS, B3A 2H1</p>
<p>MEMBERS</p>
<p>If you received a printed copy of From The bridge and you have email please contact thomask@ns.sympatico.ca so you can receive a notice to open the newsletter at the Company's web page at www.mastermariners.ca and follow the links when a new edition is published.</p>



If 100 monkeys sat in front of typewriters for a year bashing at the keyboards they would not come up with a more comprehensible edition of *From The Bridge* than your editor does alone in three months. You could help this monkey by providing news of Divisional activities and items of interest that occurred in your area, articles or photographs of interest about your sea time (recent and in the past), present career, technical and professional items of interest.

“THE FOUNDATION”

Letters of thanks have been received from Crystal Dawn Patten in St Johns and Cheryl Caldwell in Vancouver, winners of Foundation scholarships. We wish them well in their studies and hope the scholarships will assist them with the costs involved in their studies.



DIVISIONAL NEWS

MARITIME DIVISION
THE FOGHORN

MARITIME DIVISION
ANNOUNCEMENTS

NEXT MEETING
<p>FRIDAY 13 May 2005 "Happy Hour" 1830 to 1930 hours Meal (\$25.00 including tax & gratuity) followed by a talk on the "Management of the <i>BLUENOSE II</i>" Call A. Creaser at 902-634-3300 to book CMMC rooms at \$ 49.00 for Friday night</p>
DIVISION ANNUAL GENERAL MEETING
<p>14 September 2005 Maritime Museum of the Atlantic <i>Lots of good seats on Council</i></p>

REPORT OF THE PROFESSIONAL MEETING
WEDNESDAY 13 APRIL
ARMDALE YACHT CLUB

At 1830, 22 members sat down to a fine dinner provided by AYC's new caterer.

After dinner, Capt McCann, acting in place of the Division Master away on a transatlantic cruise, addressed the group and called for members wishing to make announcements or raise items of business.

Capt Alan Knight gave an update on planning for the September security conference. He gave some details, reported that arrangements are firming up well and indicated that a finalized program will be published soon.

Capt Angus McDonald reminded members of current and upcoming events including the 15 Apr Dartmouth Yacht Club Convoy Cup Reception, the 23/24 April model-makers show at Maritime Museum Of The Atlantic, the Friday 29 April Battle of the Atlantic Concert at Pier 21, and our 13th May monthly meeting in Lunenburg.

Capt Earle Wagner reminded members of the Sunday 1 May Canadian Merchant Navy Veterans' Battle of the Atlantic remembrance ceremony scheduled for 1230 at the memorial on Sackville Landing.

Capt McCann adjourned the meeting at 2020.

INCROMENTS & CORRECTIONS

+ Add the y to Sunday in Battle of the Atlantic Sunday in the April edition of the *Foghorn*.

MARITIME MUSEUM OF THE ATLANTIC

SKILLS OF THE 19th CENTURY SAILOR

6 May; 13 May; 20 May; 27 May; 3 June; 10 June; 17 June; 24 June. At 1600 hours Derrick Harrison splices rope, makes Turk's-head rope mat, and sews canvas and does other nautical knitting.

LIFELINE TO VICTORY

Collectively, they became known as the "lifeline to victory" - these were the World War II convoys or formations of merchant ships carrying vital supplies overseas and under armed escort. Although a number of North American east coast ports assisted in the war effort, Halifax became the command centre for all transatlantic convoys. Tales of the convoys, fraught with peril, are alternately heroic and horrific.

Join Heritage Interpreter Richard MacMichael for one of his guided presentations through our Convoy Exhibit. Fee: Included with museum admission. 2 June; 9 June; 16 June; 23 June; 30 June at 1600 hours.

ILLUSTRATED TALKS AT 1930 hours

- Free admission (donations are very appreciated) -
- 17 May: *The Castine Expedition* by John Boileau. A little known aspect of the war of 1812 to the Penobscot River.
 - 19 May: *Uncertain Victory: The Canadian Navy 1945* by Dr. Marc Miller.
 - June 24: *Vikings: The Vineland Mystery* by Birgitta Wallace.

VIKING EXHIBIT

Exhibit opens 24 May in partnership with Parks Canada, the Vikings in Newfoundland. Closes 30 June.

Discover the Real Vikings of Vinland, are Vikings the victims of bad press. Were they as blood thirsty as they have been made out to be? 11 - 12 June.

OTHER INTERESTS

- Cyber Explorers of the Expo in Aichi, Japan.
- Stowaway Club; Weekend afternoons 1300 to 1600 hours. Rope work & net making, sing sea shanties and learn sailor's lingo. Children under 5 must bring an adult. Mariners of all ages must bring a child to chaperone them.
- Daily May through June the 3D film of the underwater scenes of the *TITANIC*.
- Rebuilding the sloop *VALKYRIE*, Monday through Friday.
- *Night Watch*, an experience for students in grade 4 - 7. Check out www.heritageexplorers.com or call 902-830-4953 for details.

The Museum of Natural History has an exhibit entitled *Under the Weather* that runs from 21 May to 27 November. Interesting looking exhibit with hands-on stuff.

Get out and visit a museum near you, your mind will thank you for it.

MARITIMER OF THE WEEK

Captain Earle Wagner was chosen as "Maritimer of the Week" on the 29 April 2005 for his work on behalf of the Merchant Navy veterans. The CTV TV stations in the Maritimes have a spot on their Friday regional magazine 'Live at Five' where a person is presented with the Maritimer of the Week award for some meritous

actions or deeds.

Captain Wagner started his efforts in 1966 to get the Canadian Government to recognise and reward the Canadian Merchant Seamen for their efforts and sacrifices during the World Wars.

Earle went to sea at a young age and quickly advanced to Master and eventually to Marine Superintendent of the Fishery Patrol vessels in Halifax.

Maritimer of the Week



Captain Earle Wagner

At 81 he still organizes the annual Battle of the Atlantic Sunday and Remembrance Day Services at the Merchant Navy Memorial on the Halifax water front. His fund raising efforts provided this monument and two models of a Park tanker and a 4,000 ton Park ship which will be seen at the new War Museum in Ottawa, hopefully alongside the 10,000 ton Park ship model. Captain Wagner is spearheading the reunion of the Merchant Navy Veterans which will take place in Halifax in September. Earle swims two or three times a week

Captain Wagner's *Battle of the Ottawa* has lasted considerably longer than the Battle of the Atlantic and was waged against as cunning and difficult a foe!

LEST WE FORGET

FUNDY DIVISION

There have been some expensive court awards respecting discharge of employees without just cause, real or perceived.

Shipmaster must know Company Policies, legal requirements under his ships jurisdiction and some

knowledge of conducting investigations. Larger Companies have departments dealing with these matters, where they can be called for advice or direction. Investigations can be very time consuming, ones of lesser importance can be delegated to Department Heads who have experience in this.

All evidence available must be considered to judge if there is a case.

Once had an employee who regularly missed his weekend shifts, excuses supported by his Doctors chits. In the last chit his doctor stated "This Employee was ill last weekend and will be sick next weekend too."

Capt. P. Petrovitch

VANCOUVER DIVISION
NEWS

In February a pub lunch was held in the Bistro Chez Michele in North Vancouver. The turnout was a little smaller than usual but was made up by the good spirits of the attendees and we enjoyed an excellent meal in pleasant surroundings.

In March we enjoyed an excellent and most informative presentation by Mr. Robin Inglis, a Director of North Vancouver Archives & Museum. His subject was "Finding the Coast: Exploration and Encounter at the End of the 18th Century." His power point presentation provided us with a fascinating insight into the way the West Coast and North West Coast was explored and charted and reminded us of well known names such as Vancouver, Puget, Narvaez, Quadra and others. A lively question period afterwards showed how interesting this subject was to the audience.

Looking ahead, our next two planned events are a break from our technical dinners. On April 27th we are arranging a "Take your Lady to Lunch" at the Charthouse Restaurant in Steveston. This is a pleasant situation overlooking the river and the many fishing boats that are berthed there. Then on May 12th we look forward to our annual joint dinner with the Transportation Club in New Westminster. We certainly enjoyed this event in the past two years.

Vancouver Division is now busy with the planning of our Seminar to be held in Victoria on June 23/24 at the Harbor Towers Hotel. We are fortunate to have a group of sponsors for this event and thank them for their support.

In March our National Secretary Captain Peter Ireland and myself had the pleasant task of presenting the Captain G.O. Baugh Memorial Fund Certificate to Ms. Cheryl Caldwell. She expressed her appreciation of the award and said that it would be of great use to her. She was leaving the following week to join the cruise ship GRAND PRINCESS. We wish her every success in her chosen career.

I am pleased to report that Vancouver Division has now received the money from the sale of a pair of sextants that were donated to us by past members, now deceased. They went to Department of Transport, Marine Safety Offices in Edmonton and Winnipeg to be used for examination purposes. Vancouver Divisional Council considered this to be a very suitable use for them. The money raised has been donated to The

Company of Master Mariners of Canada Foundation.

On a sad note, members of the Division were sorry to learn of the passing of three long time members. Captain Flemming Jorgensen crossed the bar on February 15th. A native of Copenhagen he came to Canada in 1957 and was Master with Imperial Oil for many years until his retirement. He joined The Company in 1994. Captain Jack Craddock, a native of Victoria, BC passed away on March 25th. He was a World War 11 veteran who sailed in many areas and subsequently plied the West Coast and became a well- known BC Coast Pilot. He joined us in 1984. Captain J.L. McKay (Lou) passed away on March 30th. He was another well-known BC Coast Pilot. A native of Vancouver he sailed on a number of Park and Lake vessels After a spell on the coastal trade he joined the pilotage service. He was one of our early members joining in 1969 and was member 45V.

Captain D.J. Bremner
Master,
Vancouver Division.

LICENSE PLATE INSPECTION

The Automobile License Plate Collectors Association has put British Columbia's new veteran's license plate on the finalist list for 2004. There are ten plates from the US and Canada on the finalist list. The plates are judged on attractive design, legibility and how the plate promotes the issuing state or province. This particular plate has been a favourite for the title since it was first issued to drivers. This plate was shown in the last edition.

CAPTAIN SNIDER HONOURED

Captain David (Duke) Snider has been honoured as the Runner-up in the 2004 Annual LLOYD'S List Shipmaster of the Year Award, announced 19 February 2004 in London. Captain Snider was honoured with global recognition for his dedicated marine service in the Canadian Coast Guard and as an experienced Ice Pilot.

Commodore Ronald Warwick, FNI, master of the Queen Mary 2 received the top Award.



Captain David 'Duke' Snider being presented with his certificate by Captain Martin Scott, FNI, past president of the Nautical Institute

The Shipmaster of the Year Award "is intended to reward and publicly acknowledge the exemplary professionalism of the shipmaster in carrying out his or her duties in the harsh environment at sea."

"The award is presented to the shipmaster nominated by those onboard a vessel, by a company, or by colleagues for exceptional service in command at sea during the past 12 months."

The presentation was made to captain Snider at the Nautical Institute British Columbia Branch's 4th Annual Marine Safety and Environmental Seminar held on 6th November 2004 in New Westminster.

Contributed by Captain Provan

POET'S CORNER

ARE BRIDEGROOMS FORGOTTEN MEN?

The recent Royal wedding did not hold a candle to Prince Charles's first wedding for pomp and circumstance. The glitter of the Diana's wedding dress was much talked about at the time while Camilla's was also the subject of much speculation, discussion and review.

In these days of the 'political correct' and women's rights it is only fair that men should share in the joy of the social pages of the newspaper. Read the majority of wedding write-ups and you will be told about this and that worn by the bride and by the bride's mother but little is mentioned about the groom or the groom's father. The following can be used as a guide to news hounds on this subject.

A WEDDING

WITH A PRETTY SUSPENDER

Jack Jones, the son of Mr. And Mrs. Tom Jones of Peterson's Corner, became the bridegroom of Miss Elizabeth Smith-Allan, at high noon today. The ceremony took place in Doomsday Church where a full house was counted. Mr. Jones was attended by his school friend, Bill Brown, who was groomsman.

As the groom approached the alter on the arm of his mother, he was the centre of all admiring eyes. Blushing prettily, he replied to the clergyman's questions in low but firm tones.

He was charmingly clad in a three-piece suit consisting of coat, vest and pants. The coat of a dark material was draped around the shoulders and tastefully gathered under the arms. It was, in fact, the same coat as worn by his grandfather and father on their wedding days. The vest was sleeveless, in contrasting colour, and was fastened down the front by a row of dainty little buttons. It was gracefully fashioned with four pockets in front, and gathered with a strap and buckle at the back. Conspicuous on the front of the vest was the groom's lodge pin, the bride's gift to the groom. This gave the needed touch of brilliance to a costume in perfect taste and harmony.

The groom's pants were a dark grey serge with black contrasting vertical stripes suspended from the waist and falling in a straight line almost to the floor. The severe simplicity of the garment was emphasized by the provocative glimpse of stretch socks above black leather

shoes laced with cotton laces of the same colour. All making a very chic effect.

Beneath the vest the groom wore a pair of blue suspenders attached to the pants, fore and aft, and passing in a graceful curve over the each shoulder. This pretty and useful part of the groom's costume would have gone un-noticed had not the groom dropped the ring when the groomsman was passing it to him. When he stooped to recover the errant circlet the charming blue suspenders were prettily revealed.

His neck was encircled by a winged collar with just a hint of the old fashioned celluloid design and around the collar was a loosely knotted cravat exposing a collar stud of seed pearl. A white linen handkerchief protruding daintily from the breast pocket of the groom's coat. It served a functional as well as decorative purpose as the bride had to assist him in drying his eyes on more than one occasion during the more tender and intimate moments of the service.

Mr. Brown's costume was essentially like that of the groom's and as the two stood at the alter a hush of admiration enveloped the guests at the sight of the wonderful harmony of their raiment's. Actually they could hardly have been told one from the other, had it not been for the Band-Aid worn by the groom to cover the place on his chin where he had nicked himself with a safety razor. Neither Mr. Jones nor Mr. Brown wore a hat at the ceremony.

As the bride led the groom down the isle following the nuptials it was noted by some that she was wearing the conventional veil and orange blossoms in her hair in addition to the usual white dress worn by a bride during the course of a wedding service.

Following the reception the happy couple were sent on their way with the best wishes of Family and friends. Following the honeymoon Ms. Smith-Allen will be returning to her law partnership while Mr. Jones' plans are uncertain.

[Some thing like this article appeared in
The Tweed Times, Tweed, Ontario,
on 19 August 1964.]

LETTERS TO THE EDITOR

BOARD MEMBER APPOINTED

I am pleased to announce that the person I first nominated two years ago from the CMNVA & the CMMC for the Advisory Board Canadian War Museum has been accepted and we can be proud of that. His name is Capt. Gerald Morgan, Ph.D. N.I. CMMC Alan Shard; CMMC No. 40v & CMNVA No 298

MARINE NEWS, WEATHER & SPORTS

IT IS THE SIZE THAT MAKES THEM BIG

The largest ship built is not the largest ship to have sailed.

The 1966 *IDEMITSU MARU* of 206,106 dwt was the first VLCC with a length of 1,128.5 feet (344 metres) and a beam of 164 ft (50 metres). By 1968 the 326,585dwt

UNIVERSE IRELAND had broken the 300,000 ton mark.

Expecting continued trouble in the Suez region Societe Maritime Shell and Cie. National de Navigation of France decided to build four 555,000dwt tankers, letting the contract in 1971. These would eclipse the *GLOBTIK LONDON* of 483,960dwt which was under construction at that time.

In 1976 the first of the four, the *BATILLUS* of 553,662dwt was delivered from Nazaire. She measured 1,359 feet (414 m) in length and 206.7 feet (63 m) in



A big ship, in her day

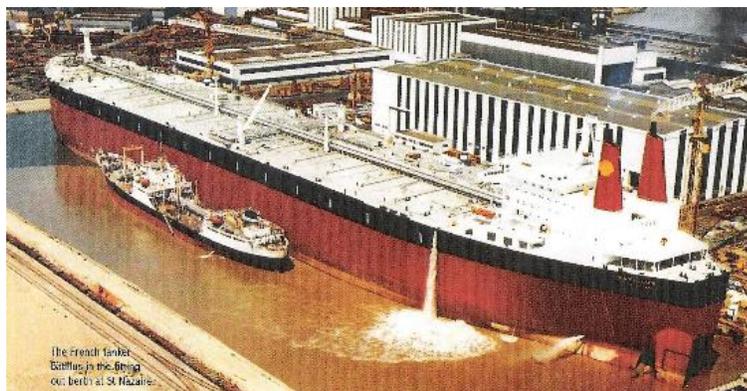


KNOCK NEVIS, the largest ship in the world

width with a loaded draught of 93.5 feet (28.5 metres). She had four turbines connected to two shafts with 64,800 hp to give a service speed of 16.5 knots and a ballast speed of 19 knots. Fuel consumption at service speed was 320 tonnes per day. [A 42 day trip round the Cape consumed the best part of 13,440 tons of fuel].

The 553,662 *BELLAMYA* followed in 1976, the 555,051 *PIERRE GUILLAUMAT* in 1977 and the 554,974 *PRAIRIAL* in 1979. The *PIERRE GUILLAUMAT* therefore became the largest ship built by a few centimetres in length, breadth and draught. These ships could pay for themselves in less than ten voyages, or so it was said.

The Yom Kipper war of 1973 was the end of these mammoth tankers. The price of oil shot up 70% and the demand for oil plummeted and owners were left with capacity nobody wanted. Speed was reduced to six knots, increasing the voyage from the middle east to



One of the *BATILLUS* class of the 1970s with the big tanker of the late 1950s seen on the previous page. It is the size that makes them big.

Europe to three months. Despite these measures the ships were soon heading for lay-up. In 1983 the *PIERRE GUILLAUMAT* went to South Korean breakers. the *BATILLUS* and *BELLAMYA* were laid up in 1983 and went for scrap in 1985-86 when the price of scrap went up. The *PRAIRIAL* went for scrap in 2003 after sailing



PIERRE GUILLAUMAT, the largest ship built

as the *SEA BRILLIANCE* then the *HELLAS FOX* and finally as the *SEA GIANT*. Such short working lives for such large vessels.

After the market settled down ship owner C.Y. Tung found a tanker abandoned by its owner at the builder's yard in Japan. The 418,610dwt ship, named the *OPPAMA* by the yard, was purchased by Tung in 1979

and was renamed *SEAWISE GIANT*. Although the ship was 1,237 feet (377 metres) long Tung had her lengthened to 1,504 feet (458.45 metres). With a beam of 226 feet (68.8 metres) she had a new loaded displacement of 647,955 tonnes and a light displacement of

83,192 tonnes. The US aircraft carrier *NIMITZ* measures 1,092 feet (332.8 m) in length and 134 feet (40.8 m) across the hull with a displacement of 98,335 tonnes. The *SEAWISE GIANT*'s hull volume of 238,558grt easily exceeds that of the *QUEEN MARY 2*'s 148,528grt. The ship had a loaded draught of over 80 feet (24.6 metres) but she was not a money maker so spent time in lay-up. In 1983 she became a floating storage and offloading (FSO) unit in the Gulf of Mexico then moved to the Persian Gulf in 1986 for similar work.

On the 14 May 1988 she was hit by Iraqi missiles and became a constructive total loss during the Iran - Iraqi war. She could not be salvaged until after the war ended when she was refloated and put in lay-up. In 1990 she was reconstructed in Singapore, over 3,200 tons of steel and

32 kilometres of piping was replaced, and she emerged as the *HAPPY GIANT* with Norwegian owners. The deck house was replaced during this rebuild but she also changed owners and became the *JAHRE VIKING*.

The *JAHRE VIKING* was used to carry about 4,240,865 barrels of oil per trip to Europe or America. At \$50 or so a barrel that comes to \$210 million US for the cargo. Charter rates varied in 1998 and 2002 between \$ 22,00 and 34,500 per day with operating costs (excluding shipyard maintenance) of \$ 10,500 per day.

Being a single hulled tanker her tanker days are over but in 2003 she was selected to become a FSO and underwent considerable modifications in the drydock in Dubai, from which she emerged as the *KNOCK NEVIS*.

So the largest ship in the world is still around while the largest ship ever built has long gone to the blow torch and melting pot.

A floating runway in Tokyo measuring 1,000 metres in length and 70 metres wide is now the longest floating structure. There are plans for a longer one which, if built, will require the steel to build 75 new VLCCs, something the ship owners are very concerned about as it will drive up the price of steel and therefore new tonnage prices.

PASSENGER BIG ONE

Royal Caribbean Cruise Line has three '*FREEDOM*' class vessels on order. The first is due out in April 2007. With 3,600 passengers and 1,400 crew they are 15% larger than the '*VOYAGER*' class which measured in as the largest passenger liner at 1,020 x 126.6 feet (311 x 38.6 m). There is talk of go-cart tracks and roller coaster rides as well as laser light shows in addition to ice skating rinks [NHL at sea?], 9 hole mini golf course, 5 tier theatre and in-line skating tracks onboard. [Whatever happened to shuffle board and deck quoits?].

The Diesel electric power plant in the 'VOYAGER' class is rated at 102,790 HP but the propulsion system only takes 57,105 HP of this. With over 3,000 kilometres of electric cable, 140 km of pipe over 1 inch size and 5,000 square metres of windows the 'VOYAGER' class are mechanical wonders. They have 1,552,000 square feet of deck space so I wonder how long it takes the Master to do Sunday Inspection? [Maybe he wears inline skates].

The 'FREEDOM' class measure 1,112 feet by 126 feet (339 x 38.6 m), 160,300 tonnes with 18 decks and 1,800 cabins. Each berth cost about \$ 230,000 US.



Is this a novelty cigarette lighter or a flip top funnel for going under the low bridges of the Kiel Canal. The NORWEGIAN DREAM has since been placed on the Alaskan cruise run.

NEED A LONE?

Carnival Cruise Line has 'an overabundance of free cash in the coffers - which it does not need' according to it's CEO. Of the 14 ships it has on order 8 are intended for the European market. Carnival can pay down its 8 billion US Dollar debt but may not do so unless interest spikes. Carnival asks, "What can they do with all the money?" [The editor's benevolent fund could provide them with an answer.]

Changes to US immigration law will require American citizens returning to the US to show their passport. Needless to say the cruise liners are upset as 75% of Americans do not own passports and the lines fear many will not be aware of the need when the need comes into force on 1 January 2006. Those who book a cruise at short notice will be hit by this move as it takes eight weeks to get a passport.

DOWN MEMORY SEA LANE

Snowbow have had such great response to their "Maritime Memories Voyages" that they are putting on Voyage 3 sailing from Harwich September 21st 2005 for Barcelona via Lisbon, Cadiz and Almeria, 8 days.

The old company house flags will be flying, a

tremendous exhibition of model ships and paintings. There will be lots of previously unscreened archive film to be seen, fascinating lectures as they celebrate those great shipping companies of the past. The ship will be decorated in relevant colours and base the evening menus on ones taken from the ships we knew so well. Most of all a unique opportunity to meet up with hundreds of old shipmates and 'Swing the Lamp' in the many bars and public rooms. Discovery is the ex "Island Princess" built 1972 (and looking like a ship carrying only 650 passengers). Gerald Morgan and Alan Shard have signed on.

HMS VICTORY'S TOPSAIL IS ON SHOW

THE topsail from Lord Nelson's HMS Victory went on display after restoration to mark the bicentenary of the Battle of Trafalgar, 21 October 2005.

Riddled with holes from cannon fire, the 3,618 sq ft of canvas is the largest single surviving artefact from the conflict, other than the vessel itself.

It was put on show at Portsmouth dockyard, where the Trafalgar Sail Exhibition was opened by Prince Philip yesterday.

The topsail was a major target for the combined French and Spanish forces during the 1805 battle, in which Britain's greatest naval hero lost his life.

A dockyard official said: "It has huge importance as a hand-made object from the time. "It would have taken around 1,200 man-hours for sail makers to stitch." The sail measures 80 feet across the top and 54 down each side and 54 feet across the bottom. The canvas was made in Dundee and the makers

mark can be seen in the canvas.

Captain Sydney Gould

CHALLENGED BY COFFEE

A number of persons of a geographical area that political correctness prevents me from naming, go into a Tim Horton's and notices there is a "Roll Up The Rim To Win" contest going on. So, they roll it up and start screaming, "We've won a motor home! We've won a motor home!"

The girl at the counter says, "That's impossible. The biggest prize is a car." But the people keep on screaming, "We've won a motor home! We've won a motor home!"

Finally, the manager comes over and says, "I'm sorry, but you're mistaken. You couldn't have possibly won a motor home because we didn't have that as a prize!"

The spokesperson for the group says, "No, it's not a mistake. we've won a motor home!" And they hand the cup to the manager and there it is for all to see, under the rolled up rim "W I N A B A G E L"

Contributed by Starbucks

CHECK YOUR LIFESAVER AT THE GANGWAY

Auto-inflation Personal Floatation Devices (PFD) are life savers as long as they work as and when required. The 'pill' that controls the inflation mechanism of some types needs to be maintained. When exposed to moisture the chemical catalyst in the dissolving pill slowly depletes itself. The PFD will not inflate because there is not enough catalyst left to fully dissolve the pill.

The pill must be inspected, a good pill looks like a brand-new Lifesaver mint with an almost shiny surface. If moisture has affected the pill it will be pitted like a sucked Lifesaver. At this stage the catalyst will most likely be gone and the vest not inflate when immersed in water.

The pill must be inspected regularly, especially if the jacket is exposed to damp or wet weather.

While being a Lifesaver [in more ways than one] auto-inflation PFDs are also high maintenance.

Do not mix up the 'pill' with your breath mint

THE LOVE OF THE CHIEF'S LIFE

The Chief Engineer was past his best before date when an elderly spinster joined the ship as a passenger. The two enjoyed each others company, she taking a great interest in the machinery as well as the Chief Engineer, listening intently and making appropriate comments as he talked about his domain. The romance blossomed and he took her on a tour of the engine room, the only female ever to have been granted this privilege. He explained about the boilers making the steam and the turbine using the steam to make the ship move and the condenser to turn the steam back into water to start the cycle again. This she grasped but she could not grasp the astern turbine concept, saying "I have it, the steam gets sucked out of the condenser goes around the astern turbine and gets blown back into the boiler."

The Chief retired a single man.

POLICE PROTECTION, MAYBE

Uniformed police officers armed with assault weapons will be on board tugboats and barges plying the Straits of Malacca in a move to reduce acts of piracy. Police are already providing an escort service [say what?] for tugs and barges carrying valuable cargo. Not all such ship movements will be provided with security, however.

Presumably the additional persons carried would have to be provided for by the existing life saving appliances, accommodations etc. on the vessels involved.

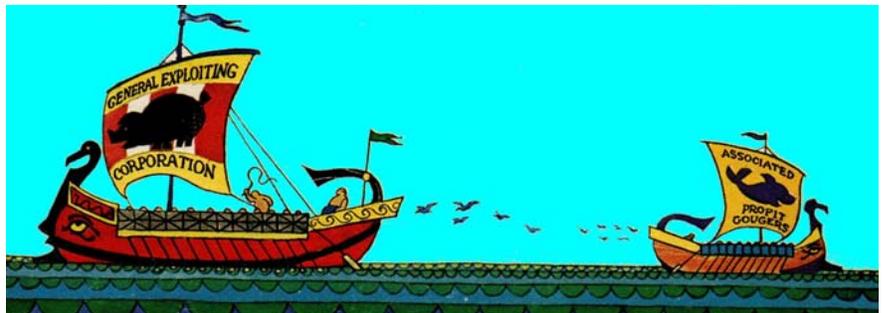
WIDER IN THE BEAM

The *LADY D*, a 25 passenger pontoon water taxi that

capsized in Baltimore Harbour on 6 March 2004 was overloaded even though there were only 23 passengers on board. In 1960 the USCG established the weight per passenger as being 140 pounds per person, based on the average male weighing 163.3 pounds and females 140.2 pounds. Add in a percentage of children and the weight is arrived at. The problem is the average male in the US in 2002 was 191 pounds and females had grown to 164.3 pounds. The *LADY D* had been tested with a weight of 3,500 pounds on board but she was actually carrying 4,200 pounds, giving an average weight of 182.6 pounds per person. NTSB gives the average weight as 168 pounds so the figures do not add up and or divide properly. NTSB recommended that USCG bring in a more realistic weight standard for stability tests on the 270 or so pontoon boats used for passenger vessels in the US. No mention was made of the other types of tour and passenger boats in the USA.

The aircraft side changed its people weight figures from 160 to 174 pounds after a crash in 2003 when an air plane was overloaded.

The average weight of offshore oil workers in North America is given as 210 pounds. SOLAS uses 165



A ship of the General Exploiting Corporation passes the flagship of the Associated Profit Gougiers fleet. Note the low wages and poor conditions of the working hands and the multi-national crews involved. How history repeats itself.

pounds per person so the 10% safety factor is more than used up weight wise. People weighing 165 pounds have a beam of about 16 inches while those weighing 210 pounds have a 21 inch beam, so for every five people SOLAS thinks can be accommodated only four can actually be seated. I believe Ottawa was informed of this following a study by Dalhousie University students a year or so ago. The USCG are also realising this creeping weight gain and breadwinning beam and are starting to pressure IMO to make changes. Some oil rigs have changed the seat belts in lifeboats to 21 inch centres from the previous 16 inches and added additional craft. Due diligence at work.

AIS NOW SAFE FROM TERRORIST USERS

The brouhaha over www.aislive.com giving terrorists secret information on ship movements in ports will be resolved on 3rd May 2005.

Industry needs will be served by a near real time

service available to subscribers who give details of their marine industry status and need to access the information. AISLIVE reserves the right to refuse access to the service.

Public needs will be served by a reduced function and a time delay service. Information will be limited to vessel name, type and call sign while the number of regional charts will be less than that available for the industry service.

As long as the terrorist can show they have a marine need and the money to pay for the industrial service they have all the information they had before this change was initiated. The cost for the industrial service is about \$ 500 US a year. It sounds like a hook-em then charge-em scam to me.

PUFFER RESTORATION

The last Clyde Puffer, the *VIC 32* built in 1943, was part of the Victualling Inshore Craft (Vics) fleet, is being restored.

The puffers would trade coal from Glasgow, go through the Crinan Canal and go to the west coast islands. Once there they would beach themselves and offload into horse drawn carts. The return cargo was glass-making sand or builder's sand. The puffers would also bring whatever it was people asked for. During the war the *VIC 32* carried cement, ammunition and aviation fuel to the fleet, venturing as far as Scapa Flow.

Once the boiler has been refurbished the *VIC 32* will be used for people to have a working holiday on and for educational purposes.

MAERSK MANAGEMENT IN COLD WATER

Eight employees of Maersk's London HQ had to be rescued from Pool Bay in Dorset, England. The five men and three females were on a five day management training course and were in two kayaks which were strapped together. The choppy seas swamped the craft and the 4 metre support boat capsized as they were being pulled aboard, throwing two instructors into the water, along with the group's only mobile phone and all other equipment.

The swimming group were rescued by the passing powered barge *FURZEY SQUIRREL* and were then taken ashore by the Pool lifeboat. The group were very cold, two were hypothermic and one was suffering from asthmatic attacks so all were transported to hospital by two ambulances.

The Maritime and Coast Guard Agency has criticized the Brescombe Outdoor Centre who organized the course for using a support boat that was not carrying a radio or flares. The instructors had called their base for help via cell phone before their boat capsized but that help was an hour or more away.

The *FURZEY SQUIRREL* transports supplies and equipment to the BP - Amoco oil well on Furzey Island in Pool Harbour. This oil well is part of the Wytch Farm system, the largest on-land oil well system in Europe with the wells extending 10 kilometres horizontally from the island. There is an underground pipe line taking the

oil to Southampton. The environmental requirements are very stringent and the rig is camouflaged by trees and other means so it does not spoil the scenic beauty of the countryside and harbour. Pool Harbour can have 8,000 vessel movements on a warm summer day.

Furzey Island and Green Island, both in Pool Harbour, and the Isle of White, are the last homes of the native red squirrel in Southern England. The North American grey squirrel has driven the red squirrels from the mainland of this part of England. [I did not know squirrels could survive in ballast water].



HMS TRITON SOLD

The Royal Navy has sold the experimental triamaran vessel HMS *TRITON* to Guardline, a British company involved in hydrographic

and other ocean research work. She will be converted for hydrographic work and will be used, most likely in the Western Approaches, for hydrographic work for the Civil Hydrography Program. The 310 X 66 foot vessel with 10 foot draft and 20 knot speed was built in 2000.

The *TRITON* proved the suitability of the trimaran for warship construction. She has shown that the outer hulls need to be the length of the centre hull and there must be water tight bulkheads in the outer hulls so survive battle damage. The trimaran has less need for armour as the outer hulls protect the centre hull from torpedo and shell fire. The *TRITON* was shown to be as good a sea boat as monohulled vessels and completed all the tasks asked of her during the trials.

SHORT SNAPPERS

+The yacht *ORANGE II* completed a round the world voyage in 50 days, 16 hours, 22 minutes and 11 seconds. This is an average speed of 22.2 knots according to the record keepers. This beat the previous record by a mere 12 days. The *ORANGE II* approached the finishing line with only a staysail and a double reefed mainsail up but was still going at a leisurely thirty (30) knots. [Interesting Rule of the Road question re it being an overtaking vessel as it outstripped most if not all the following power boats.]

+ Containers full of garbage have been shipped to Singapore from the Philippines. The containers were supposed to contain scrap metal.

+ The Spanish government spent \$ 130 million US to remove the oil from the *PRESTIGE*. The ship spilled an estimated 69,540 tons of oil, making it the 16th largest oil

spill.

- + The Manitoba Film Board Censors banned comedy films in 1918 on the grounds they would make audiences 'too frivolous.'
- + The Port of Dover may be sold to private operators if



The *VIKING AVANT*, the offshore supply vessel with everything aft

the Conservatives win the British election. The Tories floated this before the 1995 election, which they lost, but any chance of it happening was sunk when the most likely purchaser turned out to be the Port of Calais.

- + Cochin Shipyard in India has launched a

37,500 tonne displacement aircraft carrier which is set for delivery in 2012. The 252 metre long vessel will have a speed of 28 knots and carry about 1,600 personnel. France, USA, Italy, Russia and the UK are the only nations to build aircraft carriers.

- + The term 'trail and error' is now considered too negative; it should now be called the 'trial and improve' method.
- + The *VIKING AVANT*, the oil supply ship with engines and accommodation aft is fitted with a cover over its cargo deck forward of the bridge. The cover is 57 metres long and 19 wide and keeps ice and snow off the cargo. The cover is retractable and is made of fabric. The superstructure has a heated rail system to reduce icing.
- + Single hull tanker phase out started on 5th of April 2005. Please check your fleet data and discard those that do not comply.
- + The General Bill of Mortality for London, England, 1808 listed the following unintentional deaths; Drowning - 123; Falls - 77; Burns - 51; Suicide - 36; Excessive drinking - 7; Bit by mad dog - 3; Bit by mad cat - 1.
- + The Canadian Pacific liner *EMPRESS OF BRITAIN* is still going at 49 years of age as *THE TOPAZ*. She is owned by a Greek company named Topaz but is chartered to a Japanese educational organization named Peace Boat and is on world cruises until 2006. She was sold out of PC Shipping in 1964 to become the *QUEEN ANNA MARIA* and was converted for cruising. In 1975 she became the *CARNIVAL* of Carnival Cruise Line. She became the *FIESTAMARINA* in 1993 and then the *OLYMPIC* in 1998. She does not look much different now than she did in 1956, built up a little fore and aft and without cargo gear forward. They built them tough in Fairfield's.
- + If 'flag state' is a success why is Port State Control necessary?

- + Evergreen, Yang Ming, Hinjan and China Shipping hope to have a 1 million TEU a year port operating on the Pacific coast of Mexico by 2012. This is to get away from congestion in Californian ports, US labour costs and union activities.
- + The *ZIM HOUSTON III* rammed a quay in Oranjestad, Aruba with such force the quay was severely damaged, a nearby building was damaged by the shock effect and the pilot boat was impaled on the container ship's bow. Heavy equipment was required to remove the pilot boat and land it on a wharf.
- + LA is providing systems for cruise liners to plug into shore power when in port to reduce ship-made air pollution. \$810,000 US has been offered to each of three lines to provide the hook-ups. China shipping has electric hook ups at its container terminal and NYK are in the process of providing hook ups.
- + A fire in the hold of the 39,749dwt Norwegian flag bulker *STAR EAGLE* forced her to divert into Dutch Harbour on her voyage from Vancouver to Japan. The fire was extinguished and thirty bales of scorched wood pulp were discovered, ignited by a welder's torch being used in an adjacent ballast tank.
- + The 1970 built LNG carrier *LAIETA*, 29,000gt suffered an engine failure on a ballast voyage in the Mediterranean and was taken in tow by the French tug *MEROU*. The ship was towed to Barcelona.

BOOK REVIEWS

THE SAILOR'S WORD BOOK

By Admiral W.H. Smyth

This book was first published in 1867 so this must be a reprint of definitions of common and now rare (archaic) nautical terms. The author spent the last seven years of his life compiling this work having spent most of his naval career as a surveyor. The author lived from 1768 to 1865 so had a remarkably long innings for his day. There are 14,000 definitions about merchant, naval, small craft, navigation, meteorology, ship construction and fittings so it is very extensive. It should be an invaluable source for examination questions.

Published by Conway Maritime Press, ISBN 0-85177-972-7; 744 pages and available for 9.99 Pounds Sterling.

NAVIGATOR TO HYDROGRAPHER

by Captain Thomas McCulloch
(Member, CMMC, Vancouver Division)

A former Hydrographer of the Royal Navy and former Director of the International Hydrographic Organization, in writing a foreword to this account of the author's transformation, from Merchant Navy navigating officer to a Regional Director of the Canadian Hydrographic Service, states that this book is a "major contribution to the history of Canadian Hydrography."

From the time Tom McCulloch joined the Canadian Hydrographic Service (CHS) in 1953 as a hydrographic surveyor taking soundings for charts from a launch in BC waters until 1968 when he was appointed Regional

Hydrographer Central Region, based in Ottawa, the CHS had made great advances in survey methods as a result of electronic positioning systems and sounding equipment such as side-scan sonar. The US had been more advanced than Canada in hydrographic work in the early days of charting the approaches to the Distant Early Warning (DEW- Line) Stations in the Arctic. The author, when based in the CHS Regional Office in Victoria BC sought and established good relationships with US organizations which helped in his years of surveying in the Western Arctic.

Tom McCulloch was an outspoken advocate for progress and not afraid to put pressure on Ottawa, although risking his own future in doing so. He looked at situations with a seaman's practical eye, usually incompatible with the views of the bureaucracy he eventually joined. He was dismayed when CHS stopped hiring certificated merchant navy officers in favour of university graduates, arguing that the end-users of CHS products had the background and the potential CHS needed. With others of a like mind he formed the Canadian Hydrographers' Association, a professional body which could negotiate with CHS and this body developed programs for the education and training of future hydrographers in what had become a highly sophisticated profession calling for people with a good flare for science and even for research and development. When he became Regional Director, Central Region which covered the St. Lawrence, Great Lakes and the Arctic, he continued to "push the profession", saw the advantage to the hydrographic profession and CHS of public relations and advanced Canada's status at the international level by travelling and becoming involved in international scientific organizations.

This book is a sequel to his, "MANDALAY TO NORSEMAN", in which he covers his years in the Merchant Navy from 1941- 48. That year, he and his wife emigrated to Canada and he sought to "swallow the anchor". In addition to the interesting tale of the novice hydrographic surveyor making his way upwards through the shoals and reefs of the system, the first chapters are particularly interesting to mariners who have sought shore jobs. Tom had a few, before he found his niche. Also of historic interest is his experience sailing in Canadian deep-sea ships at the time of the struggle for power between the Canadian Seamen's Union (CSU) and the Seafarers' International Union (SIU) which was backed by a government which seemed to be bent on eliminating the Canadian deep-sea fleet.

This interesting book is written in an easy-to-read style, the print is appealing, the chapters a comfortable length. The author has included a good selection of photographs and maps. It should be enjoyable to navigators and hydrographers who can empathize with the author in his struggle upwards to the position of Director General of Bayfield Laboratory of Marine Sciences and Hydrography. In its pages, some may see themselves or meet colleagues they have known.

Reviewed by Capt. Angus McDonald, Maritimes Division.

Copies may be obtained from the publisher, Trafford

Publishing, 6E - 2333 Government Street, Victoria, BC, V8T 4P4 or may be ordered online at, www.trafford.com/robots/04-2400.html or by telephone, 1 888 232 4444 or by e-mail to; orders@trafford.com Price \$ 28.95.



LEGAL LOCKER

YOU SNOOZ - YOU LOSE

Rhein Maas Shipping needs to look into its

manning situation, its hours of rest or its watch alarms as it was involved in two unattended bridge incidents in two days.

The Chief Officer was alone on the bridge of the *MULHEIM* at night when he became unconscious. This was noticed after the ship ran aground in Sennen Cove in Cornwall, UK. The wreck remains there as it could not be salvaged.

The Pilot boarded the *RATINGEN* unassisted at night as it moved steadily through the anchorage off Shoreham. On reaching the bridge he found the Master catching forty winks alone on the bridge

These two cases went to Magistrates Court where the owners pleaded guilty to two breaches of Rule 5 of the Collision Regulations and two breaches of the ISM Code. They were fined a total of about \$ 51,000 Canadian.

These incidents indicate there should be a separate lookout to the officer of the watch, especially in coastal and congested waters.

[I wonder if the insurance paid out on the *MULHEIM*?]

The British Marine Accident Investigation Branch (MAIB) has concluded that fatigue continues to be a significant factor in marine accidents. Fatigue affects bridge performance long before a lone OOW falls asleep according to the MAIB study of 66 collisions, groundings, contact and near collisions. Using information from 1,600 other accident reports over a ten year period MAIB concluded that watch keeping fatigue remains a serious concern. The short-sea services, where minimal manning and difficult watch keeping and cargo routines are common are the most at risk. There are dangerous levels of fatigue after two or three weeks of seetime. The most hazardous time is towards the end of the midnight to 0600 watch. MAIB advises mariners to take advantage of off-duty rest periods and to guard against the built up of fatigue. They also advise masters and owners not to let the ship sail unless all watch keepers are well rested. While this is sound advice is it realistic in today's commercial world? If it so economical for the owners for the ship's personnel to work 12 hour days for extended periods may we ask a simple question, why is this work schedule not extended to those in head office?

MAIB has made one intelligent recommendation that the safe manning levels need to be increased so there is at least one master and two watch keeping officers on every ship over 500gt.

PIRATES 2004

Thirty crew members were killed by pirates in 2003 compared to twenty-one in 2002 although the number of attacks was down to 325 from 445. Indonesian waters continue to be where most attacks take place, with more than a quarter of attacks taking place there. The number of incidents in these waters was down in 2004 to 121 attacks. Hijacking tugs and barges and kidnapping crew are on the rise, especially in Indonesian waters where it was believed the Aceh rebels were responsible. There are now signs that organised crime is involved in these activities.

THE KATERINA 13

The 600 foot long *KATERINA*, a Greek owned, Maltese registered freighter was carrying steel products to Los Angeles in September 2004. There was little or no fresh water or food, the galley was infested with cockroaches and the crew slept on wooden boards as there were no mattresses. The crew had not been paid in full for six months. The pollution control system had been by-passed so engine room bilge and sewage was being dumped into the ocean. The records were being doctored, all of this with the apparent knowledge of the owners.

Thirteen of the crew, including the Chief Officer had the US authorities notified on arrival and the ship was detained while repairs were made to 23 deficiencies and violations. The Master (Greek all others are Phillipeno), Chief Engineer and Senior Engineer were charged with pollution offences, record book tampering and not telling the truth to officials. The thirteen were taken off the ship and put up in a hotel as 'material witnesses' to the pollution case. When the ship sailed the owners stopped paying the hotel bill so a US Marshal evicted the crew from the hotel. [The agreement to release the ship had a date that the owner would pay the hotel bill to, unfortunately this was the day before the first court date]. They were taken to a detention centre as illegal aliens. This was later done, according to the authority responsible, so the government could house and feed them. The International Seafarer's Centre then took them in and someone donated a house for them to stay in and the Centre supported them with food, donations etc. In November the company acknowledged in court it had directed the crew to conceal the dumping and the three charged pleaded guilty. The thirteen were, however, paraded into the court in handcuffs and leg shackles as, apparently, this is 'standard operating procedure' in a US federal court. Witnesses and the accused are given the same treatment as there is no distinguishing between them according to the marshal.

The owners were fined one million Dollars US and its vessels have been placed under higher scrutiny in the future. The three accused could have received prison terms of up to twenty (20) years.

The Chief Engineer's lawyer said that his client was only obeying orders from the company, as were some of the thirteen who had carried out the Chief's order. He has been given an eight (8) month prison term.

With the end of the court case the witnesses were flown home to the Philippians. [I wonder who paid the

air fare?].

The criminalization of even marine material witnesses, let along the accused, will surely not encourage others to come forward and point out wrong doing by their superiors and ship owners. In February 2005 there were more than a dozen seafarers connected to three other ships who were being held in the US as witnesses pending court dates. It should be noted that the *KATERINA 13* had not been paid since October 2004.

MANAGEMENT CRIMINALIZATION

The CEO of Sabine Transportation has been sentenced to 33 months in prison and fined \$60,000 US for directing 442 tonnes of fuel contaminated grain to be dumped into the South China Sea. This dumping from the *JUNEAU* was reported in a previous edition.

PUFFING, POTTY & PETROLEUM PROBLEMS

BALLAST WATER EXCHANGE

Of 81 vessels surveyed in Washington State in 2003 24 were found to have improperly exchanged ballast water, 20 of them knowingly. Ballast water exchange has become mandatory in the US and IMO is expected to follow when sufficient flags sign on.

A US court has given a ruling that ballast water containing non-native species that could harm the ecosystem can not be pumped out in US waters. Pumping can be undertaken if a permit has been issued but the court appears to have ordered the Environmental protection Agency to repeal regulations exempting ship operators from having to obtain such permits.

EVERGREEN NOT SO GREEN

Evergreen International pleaded guilty to 24 felony counts and one misdemeanour in a US court. One charge related to the discovery of about 1.6 tonnes of oil in the Columbia River in 2001. In all there were seven vessels owned or chartered by Evergreen involved in this case. There were five separate judicial districts in the US pressing the charges. The fine of \$25 million US will have an impact on the bottom line of Evergreen's books.

ONE GOT AWAY

The Afromax tanker *ATLANTIC HERO* got off a charge of polluting French waters in 2004. The court accepted the Masters explanation that the vessel was cleaning its ballast tanks and the discolouration could have been mud. [Ballast exchange at sea is pollution far enough away not to bother my area]. The tanker *PROVENCE* may be the only other tanker to get off recently. The Greek bulk carrier *ATLANTIS CHARM* was not so lucky as it has been fined EUR250,000.

FERRY POLLUTION CHARGE

The ro-pax ferry *MEGA EXPRESS* was seen trailing a ten mile oil slick off Corsica in 2004. The French public

prosecutor has asked for a 10 year suspended jail sentence and about a \$30,000 US fine against the master and a \$650,000 fine against the owner. The Master argued 'Why would he dump oil into waters he sails in every day - and that the spill was purely accidental.' [Try the Coco Locos defence]

A ROAD LESS TRAVELED

"heavies", I asked if Gerry were in. When this was confirmed, I was admitted. Gerry, down from New York, was a partner in the firm which had time-chartered the ship from the owners and had us carry reefer and general from New York and Miami to lovely little Caribbean islands. Then his firm sub-chartered us to a Miami-based importer of Ecuadorian bananas who, when finished with our services, sub-sub-chartered our

CMNVA REUNION 2005

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 Great,'
- Annual General Meeting - Dinner Banquet
- Memorial Service -Parade and Flag raising
- Visit and Refreshments at Maritime Museum
 - Dedication of the Merchant Navy Plaque
- 1.at Pier 21 with Visitation and Refreshments
 - Sail Past - Presentation of Medallions

+++++

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.

+++++

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

**FROM A MASTER'S MEMOIRS
"A CHARTERER'S CHAGRIN"**

Submitted by Captain Angus McDonald

The charterer was furious when our reefer ship laden with his oranges berthed at Miami one evening, derricks down and hatches still battened. He went berserk when I told him that, despite his stevedoring gangs and big trucks standing by, he could not have his cargo before I had been to the Playboy Club!

Before he could set about me, the agent whisked me away in his car and soon, I was confronting the belly-button of the Mother Bunny. Slowly, I raised my eyes, took in the armour-plated bra then the quizzical expression on the made-up face and noted the foolish floppy ears.

Politely, after all she was flanked by two male

ship to a Haitian who had found a market for juice oranges due to a poor Florida citrus crop that year.

Apparently the oranges sub-charterer could not pay the banana sub-charterer until he was paid for his oranges and the bananas sub-charterer would not pay the New York charterer until he was paid by the oranges sub-charterer. The New York firm set their lawyers on to them and in a radio message to the ship, instructed me, when I had loaded in Cap Haitien, to lock the bills of lading in my safe as they had put a lien on the cargo.

"What'll you have Angus?" said Gerry. I gazed at the lovely young bunny who put down my scotch and watched the movement of her little white scut as she wiggled away. The next thing Gerry said, when he recovered my attention, was; "It's O.K. Angus, we've fixed everything; you can give them their cargo. But, let them sweat it out a bit longer – have another one". So I did.

Editor's Note: We suggest that members send in amusing and interesting but brief anecdotes from their treasure-troves of experiences such as this one.

VOYAGING

By Captain James William Holmes

The following is an extract from the book

The weather brought its usual stress and strain, but the only casualty was the second mate. A pooping sea threw him on to the wheel box and broke his jaw, but he was mercifully saved from the fate that befell another second mate in similar circumstances. However, it was a delicate piece of surgery to mend a man's face with the ship tossing the patient and operator in every direction, making contact difficult and liable to be rudely broken at a crucial moment. But eventually the right pieces were united, and when ultimately the bandages were removed the face was no worse than before.

Bone-setting was not an infrequent call on the skipper's skill, for men washed violently across the deck were liable to land in the scuppers with broken arms and legs or ribs - if nothing worse! As these accidents naturally occurred in the worst weather the Old Man's

isolation of a three to six month voyage, he had to deal with all manner of accidents, diseases, epidemics and even insanity. It says much for the powers of the medical chest and the *Medical Guide* that the ship's companies usually arrived back after a twelve months' passage all complete and sound in wind and limb.

It is certainly remarkable, when one looks back on the hardships, privations and dangers inseparable from life in a sailing ship, to realise how slight was the physical attention required, compared with the amount of physic and doctoring required to keep men on their feet ashore. Perhaps seafarers developed a special 'self-help' technique.

Contributed

STEAM & DIESEL CAN MIX

The Blue Flue ship *EURYBATES* had a diesel / steam combination main engine, as did the *DOLIUS* as was mentioned in the last edition of *From The Bridge*. Captain Cabot and Captain John Anderson sent in some information on this odd arrangement and I have located some additional information on it. The concept is sometimes called a Still Diesel engine or a Kitson - Still Diesel engine. It was used on the railways in the 1930s,

most likely in the Diesel opposed piston to steam variant.

The concept was to increase power and or reduce fuel consumption. This it did but by 15 to 30% by some accounts but the complexity and maintenance costs must have required a long period before it paid off. The delivery of the *EURYBATES* was delayed by two months while the shipyard worked on resolving problems with the engine before she completed trials to the owner's satisfaction. The senior engineer officers had to possess combined certificates, another added difficulty in the ship's operation.

As far as I can gather the *DOLIUS* may have

had a system where the main engine had 6 or 7 cylinders with diesel power pushing the piston downwards and steam pushing it upwards. She may have had the variant with five diesel cylinders and two steam cylinders as described later. Both systems used waste heat and an oil fired boiler for steam production. Exhaust diesel gas heated the water in a modified Yarrow boiler while the hot jacket water was also fed into the boiler. An oil fired furnace added to the overall production of steam. The engine may have operated on steam at speeds under about five knots then the fuel

***"Marine Emergencies, THE MASTER'S DILEMMA,
who is in charge?"***

COMPANY OF MASTER MARINERS OF CANADA SEMINAR

**June 23rd and 24th, 2005
Harbour Towers Hotel
Victoria, BC**

Objective. To assist Masters in recognizing and appreciating the authority and responsibilities of government and other Agencies with respect to the response to marine emergencies and to promote efficient and effective working techniques and information sharing between all parties

For further information contact :

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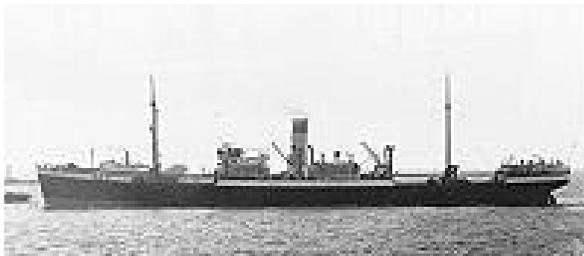
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role of surgeon coincided with his most urgent need to be on deck. Both men and ship needed his instant and skilful attention at the same time. It is a curious fact that a man untrained even in first aid was presumed to acquire some miraculous life-saving power on taking command of a ship. As captain he was responsible for the lives of all on board in every circumstance, and he was equipped for the profession of a physician and surgeon by the magic possession of a ship's medicine chest and a small paper-backed *Medical Guide*. With these alone, and without anaesthetics, in the complete

injection fired the diesel part. The boiler would therefore have had to have been fired in the normal steam manner before sailing time. The complexity of this system can well be imagined. The oil contamination of the



EURYBATES



DOLIUS

condensed steam and water contamination of the lubricating oil would have caused maintenance problems as well. The *DOLIUS* was torpedoed and sank at 1400 hours on 5th May 1943 by U-638 as part of the UK to Halifax convoy ONS-5. Some reports give 3 or 4 persons lost while others give no losses in position 54° 00N and 43° 35'W. The U boat was sunk with no survivors after her attack on the *DOLIUS*. About 25% of the cargo ships were sunk in this convoy but six submarines attacking it were also lost, most with no survivors. This was a turning point in the Battle of The Atlantic.

The *EURYBATES* had a seven cylinder engine, five being diesel and two being steam, all on the same crank shaft. This would have eliminated the contamination problems mentioned above. The boiler and starting arrangements would have been similar to those on the *DOLIUS*. After the war the steam / diesel combination became uneconomic and the steam system was removed and she became all diesel in 1951. The trunking taking the diesel exhaust to the boiler, which was at the after end of the engine room, always leaked. When the ship was closed down for action stations during the war the atmosphere in the engine room must have been extremely unpleasant, and probably toxic! The *EURYBATES* went to scrap in Ghent in 1958.

I have not found any other reference to Diesel / steam ships on the internet, although there are references to railway engines with this type of power. These two ships may therefore be unique in this respect.

CALL THE MATE!"



And the owner said:-
 "The wife will kill me when she sees this."
 "She seems a little tippy"
 "Lets get out the scrubbers and make it look like we intended to do this."
 "What do you mean, did I look at the chart? What is a chart?"

The *DOLIUS* was 406' 6" in length and 52' 2" in breadth with a grt of 5,999 with a service speed of 12 knots. She had at least one sister, the *MELDON*. The *MELDON* was the first motor ship in the Blue Funnel fleet and was also a war loss.. The *EURYBATES* was 6,436grt with a length of 431' 11' and a breadth of 54' 10' but does not appear to have had a sister in hull size or propulsion system.



The *KAREN DANIELSEN*

DECK LOG

A few people have asked how I find things to put into the Newsletters. Some items come from the Divisional meetings, some items come from a few (too few) regular contributors while some I dredge up from where-ever.

There was a brief maritime industry news item that the *RICKMERS GENOA* was heading to China, with two salvage vessels as escort, seeking a port of refuge while spilling oil. I typed in the ship's name to search the internet to see if there were details as to why she would be doing this and came across an even more interesting story on one of the other marine news web pages.

The Bahamian 88 metre long coastal feeder container vessel *KAREN DANIELSEN* with Croatian crew was heading for Finland from Svendborg on the east side of the mainland of Denmark and had just dropped the pilot before heading east to round the southern tip of Sweden. To the north of her route was the Great Belt Bridge linking the mainland of Denmark to the Danish islands to the east, including Copenhagen. This bridge was opened in 1998 and consists of a low bridge and a suspension bridge over the main channel for road traffic while the rail traffic goes through a tunnel under the channel. Initial reports indicated the vessel was leaving the Baltic but it was later reported the vessel was heading into the Baltic but had turned north not east and then left the channel and had tried to go under the low part of the bridge heading towards the North Sea. Reports varied as to there just being a 'helmsman' on the bridge to either the First Mate or Master being alone on the bridge at the time of the collision [that US TSB word again]. There have been different reports of one person being missing or dead, and two to ten persons injured. The body of the person on the bridge was found either in the water, in the hold or in the mangled steelwork of the wheelhouse depending on the report. All agree the autopsy indicated a high alcohol content in the blood from the body.



The *KAREN DANIELSEN* after contact with the bridge.

“When the height of eye is greater than the clearance under the bridge, the Master is advised to change places with the Chief Engineer”

The Danish authorities can not understand why VTS did not notice the vessel going in the wrong direction or leaving the channel and react to this information. The bridge was heavily damaged with a 5 X 5 metre dent in one of the posts but the bridge did not collapse. [So much for security and terrorist activity watches etc.]

The ship is now listed as ‘for sale - as is - where is’ if you want a ship with a low profile and ‘sunshine bridge.’

The owners, Rederiet Otto Danielsen of Denmark have four other ships, all built in Sietas, Hamburg to the same design, the type 111A, as the *KAREN DANIELSEN*. The shipping company was formed in 1944 and is under the management of a third generation

Danielsen, Ms. Ulla Danielsen. [No statistics given]

As for the *RICKMERS GENOA*, she had been in a collision with a South Korean freighter named *SUN CROSS* which sank almost immediately with the loss of 13 crew, 2 were saved and one person from the *RICKMERS GENOA* was also lost. There was a fire forward on the *RICKMERS* vessel which the crew managed to extinguish. Reports indicate all the cargo will have to be discharged [remember to insure it, claim general average, note protest etc.] before the full extent of the damage is known.

One thing lead to another.

The Company welcomes enquiries from potential new members who hold one of the following qualifications:

- 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

DIVISIONAL OFFICES

National Master Captain I. Marr

Newfoundland Divisional Master

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. VanRoosmalen
P.O. Box 56104, 407 Laurier Ave. W., Ottawa,

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

Vancouver Divisional Master Captain D. Bremner
401 East Waterfront Road, Vancouver, BC. V6A

Vancouver Island Divisional Master Captain R.L. Osborne