

From the Bridge

August 2019



**MASTER MARINERS
OF CANADA**

"THE COMPANY OF MASTER MARINERS OF CANADA is a professional organization, representing command-qualified mariners as well as like-minded seafarers, industry and government members, and cadets across Canada. Our work with and for our members is organized around three pillars: awareness, education and advocacy."

www.mastermariners.ca

FROM THE MASTER'S DESK

Well, summer has started across the country and with it the chance to hopefully enjoy some good weather either ashore or at sea. Summer comes with sunny days at sea, deck and super structure painting, and complaints about no AC, while onshore summer comes with sunny days for outdoor BBQ's, family trips, and yard work. But summer can also come with some nuisances like mosquitos and black flies or, as we will experience this year, politicians on the election trail. That's right, the campaigns to get people and parties re-elected will be in full swing as we collectively face a fall election. To be honest I'm have trouble being swayed by any of the parties at this point. The Liberals? Well, we now own a pipeline to transport Alberta oil through BC, but at the same time we've approved a ban on tankers along the North BC coast. The Conservatives? Lot of talk about climate action and supporting resources export, but I'm not convinced. The NDP and the Greens? Some good public policy, but a stance against further resource exploration like oil is hard for me to understand, given its possible effect on offshore oil and gas our here on the East Coast. Politicians and governments come and go but have lasting effects on the maritime industry. Certainly we've done our part to comply with regulation affecting ships speed to protect whales, we've changed our routes to respect newly declared marine sanctuaries for wildlife, we've had to put up with cuts to services and impacts on our Coast Guard, we've shouldered more and more regulations. Considering the value that Canadian mariners have on the economy of the country, maybe we should start asking them some hard questions when they show up at our door looking for support. What is your party doing to support the shipping industry? What about a tax break for seafarers? What about increasing incentives for people to go to sea and helping to grow the merchant fleet?



This edition of From The Bridge has its usual excellent selection of articles to read through. In keeping with our upcoming October Symposium "The Evolution of Equality and Inclusion in the Maritime Profession" there is an excellent article detailing the marine experiences of Kate Linley, including a great video of beaching a ship in Alang, India. Also an interesting report by the Rand Corporation (no less!) on the collected experiences and issues faced by women in the US Coast Guard. A special highlight of the edition is the first Presidents Report to the Company of Master Mariners of Canada by Capt. Baugh in 1968!

I'd like to close out by congratulating the winners of the Baugh Fund Scholarship and to wish all a safe summer and safe sailing.

Chris Hearn. ☞National President. Master Mariners of Canada.

PS. We are still seeking a new editor for "From the Bridge"!

Capital Division will be hosting the 2019 AGM on October 4th.

The Meetings will be held in the: **The Business Inn & Suites**
180 MacLaren Street
Ottawa, ON K2P 0L3

THE **BUSINESS** INN & SUITES

There is a reservation block for the **Master Mariners of Canada**

All rooms are suites with kitchenette facilities.

<https://thebusinessinn.com/> Phone: Toll Free: 1-800-363-1777 Fax: 613-232-8143

Complete details of the AGM can be found at: <https://www.mastermariners.ca/wp-content/uploads/2019/08/NOTICE-OF-52nd-ANNUAL-GENERAL-MEETING.pdf>

In conjunction with the AGM, a symposium is being organized for October 3rd, the subject being
"The Evolution of Equality and Inclusion in the Maritime Profession".

To learn more about the symposium go to: -

<http://www.mastermariners.ca/home-2/the-evolution-of-equality-and-inclusion-in-the-maritime-profession-symposium-2019/>



MASTER MARINERS
OF CANADA

www.mastermariners.ca

A Master Mariners of Canada Symposium

Symposium de la Company of Master Mariners of Canada

**The Evolution of Equality and Inclusion in
the Maritime Profession**

**Une Évolution de L'Égalité et L'Inclusion dans
les Professions Maritimes**

Date: Thursday, 3 October 2019
Time: 8.30 to 16.30
Venue: The University of Ottawa
Desmarais Hall, Room 12102
55 Laurier Ave E Ottawa ON

Date: jeudi 3 octobre 2019
Temps: 8.30 to 16.30
Lieu: Université d'Ottawa
Pavillon Denarais, pièce 12102
55 avenue Laurier Est, Ottawa ON

Post Symposium Networking Social at 1700.
Please register before September 24 @ [Eventbrite](#)
Interested Speakers or Sponsors, please contact:

Activité de réseautage après le colloque à 17h00.
Inscription avant le 24 septembre @ [Eventbrite](#)
Intéressés par une commandite ou pour une présentation, veuillez
communiquer avec:

Capt./Dr. Jim Parsons @ jim.parsons@mi.mun.ca or/ou Capt. Amanda Slade @ seawomentship@mastermariners.ca

A woman's place is at sea

Kate Linley MNI. AMSA Surveyor. For the last 20 years people have been telling me that being at sea is no longer what it used to be. More worryingly they also tell me they wouldn't recommend it to others, or that they would stop their children from going to sea. Perhaps I have been lucky but I believe that going to sea is a good place to start a career in the maritime industry.

Out of 40 companies that I applied to for a Cadetship, I had interviews with two and an offer from one, Cunard Ellerman. When I finally got my indenture papers I was 17 and needed a parent to sign them for me.

Who knows what my story might have been if my parents had opposed me going? In fact they were very supportive and my Dad certainly signed the papers with a flourish that indicated he was very happy about the whole thing.

I think in order to understand why they were so supportive about me starting a career in the Merchant Navy it's helpful to look at my childhood and how I came to want to go to sea.

In the late 1960s and early 1970s my parents got married, built their first boat, *Felicity*, in the garden of their terraced house in London, England, put my grandparents on a boat to Australia as £10 emigrants and then had me.

Throughout the course of my life there have been three significant and recurring themes – moving, boats and maintenance. During my childhood, if we weren't actually out sailing on the water, it appears we were never too far from a boat. Whatever house we lived in, it seems that there was always a dinghy in the garden.

By the time I was eight my grandparents had made a number of trips back to the UK to visit and they were now pressing Mum and Dad hard to bring us out for a visit. So my parents decided to buy a bigger boat, take us out of school and sail to Australia.

Dad took a redundancy package and he and Mum scoured the country for a bigger boat, one that they could afford and which would be suitable. They found *Dorothy Ann*, a 50-year-old 36-foot wooden gaff ketch. She had been with the same family from birth and although she needed a bit of work to fit out for our purposes, she was what we needed. And so the lengthy family fit-out began.

Finally we were getting close to, maybe, being ready soon, but winter was also drawing closer and with the lease on the house due to expire, it was time to move aboard. My Mum and Dad decided that if we left now, in October 1982, we wouldn't have to face the worst of the Atlantic in winter.

So we loaded up with stores, navigation equipment, fuel, spares, our schooling materials and all the other things necessary for an ocean trip in a sailing boat to Australia, and off we went – and sailed smack bang right into the worst weather we had ever seen. Twenty-six days later we made landfall in Spain; not where we had anticipated, and certainly not in the state that we had anticipated, having broken a few spars and torn a few sails along the way.

But we were on our way and there was no looking back. We patched ourselves up and set off again – through the Strait of Gibraltar, across the Mediterranean and on to Egypt and the Suez Canal.

We arrived in Australia! We had achieved our goal! Having got that far it seemed only logical that we would carry on and complete the circumnavigation. Our schooling continued on board and in the Pacific we had some of the best times of the trip. We sailed to New Zealand, through the Cook Islands the Gilbert & Ellis Islands and onwards up to Hawaii before arriving in Alaska where geography lessons took on a new, if somewhat cold, meaning.

At this point there seems to be some evidence to support the idea that I was leaning towards a career at sea. We left California and then Mexico behind us and set off for the Panama Canal. It was now, four years after we had started our trip that our luck ran out. We ran into bad weather.

It was not the worst weather we had experienced, but we caught a wave and *Dorothy Ann* didn't respond as we knew she ought. We knew that she had sprung a plank but we were fully loaded with the stores to get us to the other side of the Canal, and we couldn't get to the skin to plug the hole. We fought for as long as we could to save our home but ultimately it was time to move once again – into the liferaft.

Some 18 hours later, to our great relief, we were being rescued. The weather was still bad but we were lucky. Although the vessel that found us was unable to pick us up because of the heavy swell, there was another vessel in the area that could.

Having been rescued we returned to the UK and started to slot back into a more conventional lifestyle. Although it wasn't the ending we had planned, as far as the liferaft company was concerned they couldn't buy the sort of publicity we had just provided them with.



Starting a career at sea

Did it put us off sailing? No, it certainly did not, and I decided that if this was to be my lot in life then I might as well join the Merchant Navy where I could be paid for being cold, wet, hungry, seasick and in bad weather.

My first ship: The time came; the papers were signed. I had done my intake at college and it was off to sea. I set off for Liverpool and as soon as I was on the train my family got on a plane and migrated to Adelaide.

I joined my first ship, the *Atlantic Conveyor*, a third generation container ship, built to replace the original *Atlantic Conveyor* that was lost in the Falkland Islands conflict. The first voyage was a bit of a shock to the system – I'd joined at the onset of winter and the run was across the Atlantic from the UK to North America and back to northern Europe. The other Cadet, also called Kate, and I knew that we were in trouble when they issued us with snow suits to wear on mooring duties, and ice axes so that we could chip our way through the ice to reach the fo'c'sle.

The ACT ships were very unimaginatively named *Act 1*, *Act 2*, *Act 3* etc., but the ships themselves were probably some of my favourites to sail on. They were a nice size, comfortable and their routes were fun – UK to Australia and New Zealand or America to Australia and New Zealand, and some of them carried passengers.

The ACT ships regularly delivered stores and people to and from Pitcairn so I had a run ashore there. Then I got to complete my set of canal transits by going through the Panama Canal. After that trip I joined one of the two fleet tankers and spent the next seven months on the South African coast having a great time. Generally the run was good and the three Cadets took it in turns to do a month at a time as uncertificated officer of the watch, which was one of the best learning curves we could have hoped for.

Of course it wasn't all plain sailing and during this voyage the company was bought by P&O. The two tankers were sold off and the ACT runs were divvied up between P&O and Blue Star. P&O kept the Europe/Australasia runs while Blue Star kept the North America/Australasia runs.

In due course I finished my cadetship and as a newly minted Third Officer legally took up my first stint as Officer of the Watch. With P&O I got to sail on a different range of container ships and also on different routes. P&O were in a big period of growth at this time and had commissioned four newbuildings from IHI in Japan to replace their aged *Liverpool Bay* class ships that ran from Europe to the Far East on an eight-week liner schedule.

At 4,000teu these were groundbreaking vessels and I spent six weeks standing by the final stages of the *Providence Bay* build. Among other things we went out on a builder's sea trials – and we also got to watch our Superintendent take part in lifeboat launching trials while underway. He came back onboard looking slightly green around the edges but it clearly didn't hold him back too much as he later became the CEO of the MCA in Britain.



Saddest trip: I was promoted to Second Mate and then was sent off on one of the saddest trips of my career. The *Flinders Bay* was one of P&O's first containerships and one of their last steam ships. In 1996, after a 30-year career, it was time for her to retire. In order to protect their liner trade P&O scrapped their vessels rather than sell them to competitors.

Finally we had finished stripping her back to basics and we sailed at an economical speed to Alang in India where we went to anchor and – when the tides were right and the banks were all open – the money flew round the world, London, New York, India and the word came that we were good to go.

We flashed the old girl up one more time and drove her at full speed up the beach. Having heaved a huge sigh of relief that we hadn't ripped a hole in the bottom and that the boiler had withstood the impact of beaching, which in the event was actually very gradual and gentle, the boys in the pit acknowledged "finished with engines" and quickly shut everything down one last time while the rest of us loaded the last of the gear into lifeboats. On a dead ship we made final checks by flashlight as cabins and offices were locked and the keys handed to the Mate. It was time to go.

We retrieved our suitcases and the last of the ship's gear out of the lifeboats and then sat down to wait for a bus to take us the airport and home. (Take a look at <https://www.youtube.com/watch?v=ddjEr4ihMKM> It shows the *Flinders Bay* at Alang. The video is 34 minutes long and it starts to get interesting after the 10-minute mark).

At home I had a family adventure ahead of me. For the first time since *Dorothy Ann* we were going on a blue water sailing trip as a family – we set off on my second Sydney to Hobart race.

By now it was time to address the future. Hopefully I'd get married and if I were lucky, one day I might have a family of my own. But how was I going to square this with a perfectly satisfactory career in the Merchant Navy? Well, realistically, I think it would be pretty hard to have a family and be deep-sea so I started to look at what was available ashore. I liked the idea of being on the other side of the fence and working as a regulator but I didn't fancy staying at sea for another 10 years to get to be a Master so I was going to have to find a different way of making myself attractive to an employer.

I went ashore and put myself through a Bachelor of Engineering in Maritime Technology. I funded this through a seafarer's bursary and by picking holiday work on the various ferry routes running around the UK. When I finished my

degree I had a few months seetime left to get before I could sit my Master's Orals and I thought I might as well have a bit of fun with it – so I joined the Royal Fleet Auxiliary, the civilian fleet that provides support for NATO warships. I learned how to navigate while launching and recovering helicopters; what it's like to practice helo transfers; fly a Sea King helicopter; play with guns and do live firings; to be the target in target practice – and also that you are never far from bad weather.

I thoroughly enjoyed learning a whole new style of navigation with the RFA, and I even went on a Royal Navy course to get my Frigate Navigating Officer's Certificate.

Coming ashore: In the middle of all this, of course, the inevitable happened and two years later we got married. I came ashore as a Senior Marine Surveyor with the Australian Maritime Safety Authority <https://www.amsa.gov.au/> (AMSA) in their head office. It was at this point that I really started to understand the principles of through-life learning and continuous professional development. Also, how hard it can be to study while working full time. I persevered and within a couple of years had added a Diploma in Marine Surveying and a postgraduate Diploma in Maritime Law to my collection of maritime related qualifications.

After a couple of years as a Marine Surveyor I moved within AMSA to a policy position as "Principal Adviser – Cargoes". This gave me the opportunity to represent Australia at the International Maritime Organization (IMO) and I attended the DSC (dangerous goods, solid cargo and containers) Sub-committee as the head of the Australian delegation.

In addition to going to IMO I was also asked to join other technical experts to deliver training on the implementation of the IMDG Code to the Governments of Mauritius and China. These trips were hugely enjoyable from both a personal and professional perspective. After a couple of years doing this a vacancy came up at IMO for the Secretary of the DSC Sub-committee; I applied successfully for the job and accepted a two-year contract.

I arranged two year's unpaid leave with AMSA, just in case I didn't like it, and put the two dogs and myself on a plane to London. A couple months later my husband also got a job ashore in the UK, in Portsmouth. We moved once again and wound up living half way between London and Portsmouth.

I thoroughly enjoyed my time at the IMO and I enjoyed the job that I was doing. However, before too long, baby George came along. Luckily for us, in the time that I had been away from AMSA, the Adelaide office had reduced from three surveyors to two engineer surveyors. I proposed that I moved to the Adelaide office to work on a part-time basis. It was solution that satisfied everyone.

Where to next? Traditionally seafarers have come ashore to take up positions as pilots, P&I Club surveyors, lawyers, independent surveyors, government regulators, class society surveyors, stevedores, planners, harbour masters, naval architects, superintendents and lecturers at maritime colleges.

How are we going to find suitable people to fill these positions if we don't have people going to sea in the first place? Yes, we can look at recruiting from outside the Merchant Navy but generally it is acknowledged that it is difficult to fully understand the needs and constraints of seafaring without having first experienced it.

Perhaps what is needed is a paradigm shift in the way that we, ex-seafarers, look at the job and in our reasons for not recommending it. As I wrote at the beginning, for the last 20 years people have been telling me that being at sea is no longer what it used to be – and they are right, it isn't.

- 20 years ago I spent up to seven months on a ship and the leave rates weren't as good as they are today. We didn't have email or internet facilities and it was often a long time between mail drops.
- 20 years ago I didn't start an apprenticeship that included a free degree – I had to take several years out from my career to fill that gap, and I didn't have an employer to pay for it.
- 20 years ago the entry levels for shore positions often required a top level Master or Chief Engineer Certificate and years of experience to go with it.

Today, seafarers are able to come ashore much sooner and they come with the added benefits of having a good deal of experience in the operation of quality management systems.

There are certainly some challenges ahead for the maritime industry and the Merchant Navy in particular, in terms of identifying what will make going to sea attractive to the tail end of Generation Y and the next generation.

The Danish Shipowners' Association is now launching a new recruitment campaign that seeks to persuade mothers to encourage their children to go to sea. As a mother, how do I feel about that?

Well I have enjoyed my time at sea on small boats and big ships and I believe that there are still good opportunities at sea and that it is a good career path into the maritime industry.

Perhaps George is a bit young at the moment to be thinking about joining the Merchant Navy, but in the meantime – we will continue to take him down to his cousin's boat and perhaps one day, when the maintenance has been finished, we will actually go sailing. **(From *Seaways*, the Journal of The Nautical Institute, September 2010).**

U.S. Coast Guard Addresses Female Retention Gap: The U.S. Coast Guard has published the results of a wide-scale Rand Corporation study on female servicemembers' retention, and it intends to institute a range of personnel policy changes in response to the findings. On average, female Coast Guard servicemembers depart the service earlier than their male counterparts, and the USCG as a whole is only 15 percent female.

In a series of 164 focus groups with female and male servicemembers across the country, Rand solicited feedback on work environment concerns, opportunities for career advancement and the service's effects on personal life. The



focus groups identified several key concerns: first, female participants said that bad leaders were routinely kept on or promoted, prompting those under them to leave. Male servicemembers expressed similar concerns. Female servicemembers also cited a culture of gender bias - that they had to work harder, were less trusted and respected than their male counterparts and might be assigned to stereotypically female activities that do not lead to promotion. (Male participants agreed that this could be a reason that women might decide to depart.)

Personnel policies also make it harder for women, participants contended. The Coast Guard's weight standards are strict and linked squarely to body mass index.

Exceeding the BMI limit requires the servicemember to pass a percent body fat test, and some female participants reported that this was not an appropriate measure of their abilities.

Sexual assault and sexual harassment also figured prominently among the reasons women would separate from the Coast Guard, including the fear of being assaulted by a shipmate while under way. Others reported the belief that women posted to isolated, far-flung units may face a heightened risk of assault. (Again, this was not a factor for male participants, but male participants agreed that this could be a reason for women to leave the service.)

Pregnancy is challenging in the Coast Guard as well, Rand found. Male servicemembers may not wish to fill in to cover for a woman's maternity leave, especially when a unit is already strapped for personnel. Some participants reported that they were accused of becoming pregnant simply to avoid their Coast Guard duties.

Female servicemembers also depart for "pull" factors - that is, better options elsewhere. With better pay, more chances for promotion, no long deployments away from home and family, and the perception of less gender discrimination, the civilian workplace presents a competitive option for female servicemembers, Rand found.

The USCG has stood up a Personnel Readiness Task Force to address these and other issues. It is exploring policy changes that disproportionately affect women and underrepresented minorities, including easing tattoo restrictions, removing single-parent disqualifiers, and revising the service's weight standards.

"As I emphasized in my State of the Coast Guard Address, the Coast Guard aspires to be an employer of choice. This study will help drive key areas for improvement for women's retention in the Service," said Commandant Adm. Karl Schultz in a statement. [BY MAREX 2019-03-29](#)

See <https://www.maritime-executive.com/article/u-s-coast-guard-addresses-female-retention-gap> to review comments.

The last two editions of "From the Bridge" featured the careers of some Captain G.O. Baugh Memorial Scholarship winners. Here are two more.

From the small town of Port Williams Nova Scotia, I enrolled in the Marine Navigation Program at the Nautical Institute in Cape Breton*, where I obtained a Cadet placement on board a Great Lakes freighter and was fortunate enough to transit the entire Great Lakes and St. Lawrence Seaway System transporting goods such as grain, iron ore, stone, salt, and potash. In 2014, after my second sea phase, I was introduced to the CMMC by an instructor at the school and was awarded the Baugh Memorial Scholarship shortly after, which provided a nice confidence boost for the remainder of the program, as well as allowing me to meet many different members of the CMMC Maritimes Division, who gave great advice to students about to start their careers.



Upon graduating from the program in 2016 I sailed as Second and Third Officer on board the self-unloading cement carrier *MV ENGLISH RIVER*, having a scheduled run from Bath, Ontario to ports such as Toronto, Buffalo, Cleveland, and Oswego. These short runs allowed one to quickly gain experience in cargo operations on board a specialized ship with a unique unloading and loading system. The vessel was built in 1961 and converted to the cement carrier in 1971, with a lot of its original equipment still functioning.



In 2017 I started working for Federal Fleet Services onboard the *MV ASTERIX*, a naval replenishment ship leased to the Canadian Navy. With a compliment of 36 civilian crew and members of the Canadian Armed Forces, it provides a unique opportunity for all civilian crew who had little experience in providing services to the Canadian Navy and the

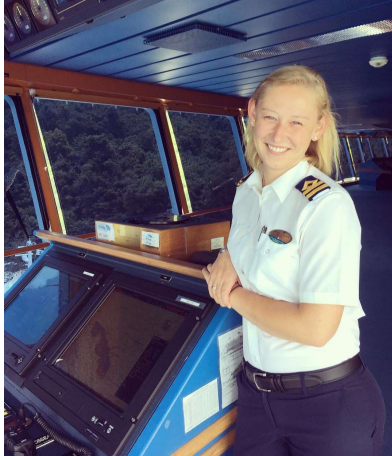
Navies of NATO Allies. Currently deployed on OP PROJECTION with *HMCS REGINA*, *MV ASTERIX* has covered approximately 80,000 NM since being converted in 2017 and has provided service to 11 different nations during various exercises in the Atlantic, Pacific, and Indian Oceans.

Living in Halifax, Nova Scotia, I spend much of my off time enjoying time at the beach surfing and spending quality time with my partner Jennifer, all while challenging the required Transport Canada exams to obtain my Chief Mate Unlimited license.

Mathew Henri. Captain G.O. Baugh Memorial Scholarship Recipient. 2014

*** Nova Scotia Community College, Port Hawkesbury.** <https://www.nsc.ca/explorensc/campuses/nautical-institute/index.asp>

Since graduating as Valedictorian from the BCIT Marine Campus in August 2018, I have held a Second Officer's position onboard Royal Caribbean cruise ship, *Explorer of the Seas*, a 311 metre, 138,000 gross ton cruise ship, carrying 5200 passengers.



I joined the ship in 2017, between my third and fourth years of marine college. Coming from *Oasis of the Seas*, one of the largest ships in the world, as a Cadet, *Explorer of the Seas* was quite the change. She was 51 metres shorter and built much more traditionally. She had a very homey feel to her. At that time, the ship was based out of Sydney, Australia, cruising the South Pacific Islands including ports in New Caledonia, Vanuatu and Fiji, as well as ports along the Australian coast and down to Tasmania, which is still one of my favourite places in the South Pacific.

After graduation, I returned to *Explorer of the Seas* for my second contract onboard, joining in Seattle, USA. I was onboard to finish off the Alaska summer cruising season, sailing down to San Francisco, stopping along the west coast of America and in Victoria, British Columbia, which was a treat for me as it is my hometown. In October, *Explorer of the Seas* then headed out to cross the Pacific Ocean from Seattle, stopping in Hawaii and the South Pacific Islands along the way. The Pacific crossing took three weeks to reach Sydney, Australia, before returning to our normal South Pacific cruising season route.

This was my first ocean crossing, as well as my first equator crossing, and it was a fantastic experience; there is something so peaceful about day after day on the open ocean.

My third, and current contract has been the most experiential contract so far. I joined the ship again in Sydney, Australia on March 29th, 2019 (a day before my 25th birthday!) and was part of the team relocating the ship to Southampton, England, transiting the Suez Canal. This was a six week crossing in which we stopped in ports along the Australian eastern coast, Darwin, Singapore, Penang in Malaysia, Cochin and Mumbai in India, Dubai, the Suez Canal, Athens in Greece, Valetta in Malta, multiple ports in Spain and finally arriving in Southampton, UK, on May 14th, 2019. *Explorer of the Seas* is now based in Southampton doing the European Cruise season, sailing to the Mediterranean, the Baltic, the Norwegian Fjords and the Canary Islands.

In the fall we will cross the Atlantic and spend the winter cruising the Caribbean before heading back across the Atlantic to go into dry dock in France in the spring of 2020.

This current contract has been so influential for my career. I have grown as an officer and gained so much experience in traffic, coastal and ocean navigation, restricted waters and new ports. I believe all these experiences and moments will help me immensely moving forward in my career, both internationally, and locally when I decide to return to Canadian waters. By the end of this three and a half month contract, I will have been to 45 ports and 20 countries. By the end of my next contract in the fall, I will have circumnavigated the world (bar the Panama Canal). Not many 25 year olds can say they have accomplished sailing around the world on a cruise ship in a year! I feel very fortunate to be on *Explorer of the Seas* visiting so many incredible places and have the opportunity to gain the skill set needed for such trips.



Looking forward, I plan to continue to progress through the ranks within Royal Caribbean and am currently preparing to sit my Chief Mates Unlimited Licence in the coming year. My chosen career is full of unlimited possibilities and I am intrigued and look forward to seeing where it takes me in the coming years."

Rhianna Henderson. Captain G.O. Baugh Memorial Scholarship Recipient. 2015

(A "BC Shipping News" article about Rhianna Henderson was included in the May 2017 edition of FTB.

See <https://www.mastermariners.ca/wp-content/uploads/2018/05/FTB-17-05.pdf> Page 12.)

Mélanie Leblanc's story appeared in the February 2019 edition. It was also featured in the Journal of The Honourable Company of Master Mariners – Issue 2/2019. On June 3rd Mélanie was appointed Director of the Institut maritime du Québec (IMQ), the first woman to hold that position in the school's 75-year history.

Off Watch

The August 2019 Edition of "From the Bridge" introduces "Off Watch", an anticipated regular column for FTB written by Captain Barb Howe.

Off Watch No. 1 - Exploding Whale: "Thar she blows".

We've always been whalecentric. It started with Jonah who spent a few days drifting around inside a whale before taking up his prophetic mission. Today tourists lashed into zodiacs take their kidneys for a ride of their lifetime in the hopes of seeing a whale.

Active whaling started on BC's Pacific coast in 1905 and the Coal Harbour whaling station didn't close until 1967. Skilled at flensing their catch, the Japanese whaling fleet is back at sea. "If we had more whale available we'd eat more" said Sachiko Sakai, a 66 year old taxi driver in the port city of Kushiro, who is partial to organs and blubber. Last year speed restrictions in the western Gulf of St. Lawrence were imposed on ships over 20 metres to protect Atlantic right whales from strikings and noise pollution. This caused some cruise ship companies to scrub trips to that area. This year protection has been stepped up with speed restrictions extended to smaller ships and increased aerial surveillance to track the whales.

The news is quick to tell us when a large whale washes up on a beach, but like an obituary that says no service by request, there are few disposal details. This perhaps, is because disposing of a beached whale carcass is not easy. Last year city workers in New England learned that putting a two-ton dead minke whale into a dumpster with a front end loader is tricky. A twitter video shows the carcass flopping ignominiously onto the pavement where the minke spent the night.

In April 2016 a 43' dead gray whale came ashore at San Clemente, California - the city worker tasked to deal with the carcass was cautious; "don't upset the humans" many are emotionally attached to a dead whale. Cynthia Stern drove 75 miles to lay an orchid by the San Clemente whale and rub its rotting flesh with homeopathic balms. "You start to feel the positive energy as you walk down the beach, anyone coming here will be blessed" Stern said.

As much as Luna, Keiko, Punctuation and others were whale legends in life, so in death is the whale that washed up on the beach in Florence, Oregon.

On November 12, 1970 the Oregon Highway Division made a decision the likes of which urban legends are made. An eight-ton, 45-foot sperm whale had washed up dead on a beach near Florence. The rendering plant said it was too big to burn. After consultation with the US Navy, assistant district highway engineer George Thornton (the only person wearing a hard hat) trundled a half-ton of dynamite to the site, and placed it to leeward of the carcass.

He was initially confident this would be a sufficient charge to blow the unfortunate creature to smithereens, which would then be handily removed by scavenging birds and fish. Not everyone agreed on the amount of dynamite. One bystander, WW II demolition expert Walter Umenhofer told Thornton to either use a smaller charge that would simply push the whale out to sea - or a greater one to ensure particulate.

The airspace directly above the explosion rained tomato juice - and blubber like shrapnel, pelted the crowd of nearly 100 who fled the fallout holding their noses.

Umenhofer had just bought a brand new Oldsmobile 98 Regency that he carefully parked more than a quarter mile from the explosion site - he had to get a lift home. The Oldsmobile was transformed into a 4-door convertible by a 300 lb. piece of blubber. The impact shattered all the windows "and it bent my roof down and pushed the back of the seats to the floor" he said.

KATU-TV Portland had sent reporter Paul Linnman and cameraman Doug Brazil to cover the story. The footage was later digitized and went viral on YouTube. As of 2018 there have been more than 10 million viewers.

Thornton didn't know his explosion would become the highlight of his career. Decades later, in an interview with Linnman, he remained sanguine about the whole operation. Asked what had gone wrong that day Thornton said, "What do you mean went wrong?" implying that nothing had.

"You got all the whale parts?" the director asked the group. The parts were a mixture of kids and adults dressed in black plastic bags with hand drawn pictures of various organs, the heart, lungs, liver, a blowhole, and a complete digestive track. They were all together at a Florence, Oregon resort and conference centre in 2018 to re-enact the exploding whale incident of 1970. Boxes marked TNT were placed alongside the makeshift marine mammal. A quick practice started with a countdown - five, four, three, two one. The whale parts yelled "Boom" as they flung themselves across the beach. "Wow", said the director, "best blown-up whale today".

Captain Barb Howe is a Member of the Vancouver Division.

Is English the True International Language of the Sea? In 1988 the IMO made "[Seaspeak](#)" the international language of the sea. English is the principle language base of Seaspeak because it was the most common language spoken at sea in 1988. English is also the international language in civil aviation. There are numerous factors that led to English as a common language for communication at sea. Some not nearly as relevant today as they were 40

years ago, some more so. But I ask the question not in a legal, historical or technical light but practically in the Master Pilot relationship. Particularly when the native language of Master and Pilot are very different.

Language barriers have long plagued safety at sea. Accidents due to misunderstandings or miscommunications can become disasters when there is no common language among officers and crew or passengers. The devastating fire onboard the ferry "*Scandinavian Star*" in 1990, where 160 lost their lives in part because many of the crew did not speak English, Danish or Norwegian.

A similar challenge lays in wait for Master and Pilot speaking very different native languages. Masters and Pilots worldwide are full of tales of just averting (or not) serious accidents due to a language barrier. In spite of the IMO and Solas 1 requirements and recommendations, language barriers are as great an issue today as ever. At times it feels as though it is practically impossible to overcome. Regulations aside, how can I as a Pilot demand that the Master speak fluent English when I can't speak their language at all? Yet if the Master cannot speak English, as regulations require, practically how can I get their ship safely to the berth? Certain non-English speakers trying to speak English are required to replicate sounds, pronunciations that are non-existent in their native language. We English speakers expect them to form words with sounds that they have never uttered or heard in their lives. In addition English is now a minority language among international shipping officers and crews. It is a serious conundrum.



The reality is language barriers are increasing at sea not decreasing, particularly unsafe between Master and Pilot. Is English the true international language at sea then? What to do about the very serious challenges in safely berthing a vessel when the Master and Pilot are having a difficult time communicating or not at all? A common international language, English, has been the obvious international choice. But what do Master and Pilot do when it isn't?

There is an older more powerful language of the sea. A universal language that often may transcend and mitigate debilitating barriers. That international language is Professionalism. In depth knowledge and expertise demonstrated and executed; Prudent Seamanship. On the part of the Master, demonstrating and executing Prudent Seamanship from approaching the Pilot Station to officers and crews well trained and on deck interfacing at the highest levels of professionalism.

The local tug Captain coming alongside that vessel to put a line up, knows immediately if the ship's crew are seasoned professionals, without a word of contact between the ship and the tug. The tug master knows by the demonstrated execution from the ship's crew, no words need be spoken. Likewise the Pilot upon entering the ship's bridge may through demonstration and execution (and yes hand signals!) show the Master that Professionalism and Prudent Seamanship are the Pilot's priority and habit.

Admittedly Professionalism and Prudent Seamanship are likely not enough to overcome very serious language barriers. But as in many professions, one professional will always recognize another. The importance of nonverbal communication is too often glossed over or dismissed. Professionalism demonstrated through execution, actions taken, will go a long way to mitigate the very serious potential mishaps that otherwise occur when we cannot converse fluently. **Professionalism is the true international language of the Sea.**

May 22, 2019 by Grant Livingstone. Photo: deela dee / Shutterstock

<https://gcaptain.com/is-english-the-true-international-language-of-the-sea/>

Putting some heart into 'homes'. Designers are failing to give due attention to accommodation for seafarers when drawing up plans for vessels: It was, said my correspondent, who had spent a long career at sea, a strange sort of progression. He had begun his career aboard cargo liners, living amidships, which was clearly the most pleasant part of a ship to have one's accommodation. He had even spent some time on a tanker with a centre island for the deck officers to live in.

Then he had begun moving towards the extremities of vessels in a ship with the bridge and accommodation three quarters aft. Though this was perfectly comfortable, it was to be, he reflected, just the start of his journey. Because, as the designers needed to maximise the cargo-carrying part of the ship, my correspondent found that he was living in a six-decked island perched on the very stern of a containership, where, in any sort of sea, the motion was, to say the least, uncomfortable.

Five decks up in his cabin, with the ship in a heavy swell, he discovered that he was subject to strange and wild accelerations as the stern spiralled around, with the ship simultaneously pitching and rolling, with fierce vibration as the propeller came out of the water. In the wheelhouse above you had you hang on!

He had just got used to this drunken motion when he found himself commanding a big car carrier, with the bridge and accommodation at the very forepart of the ship, where the motion in heavy seas was almost as bad. The slamming of oncoming waves in a heavy sea proved a handicap to a comfortable life.

Ruefully remembering his early years on the elegant cargo liner, my correspondent wondered whether any of the people who designed ships ever got to sail in them. Replying, I said that it was unlikely. Where the crew is going to live in a ship, it might be suggested, has always been treated as a sort of afterthought by the people who design the vessel.

Moving backwards? A naval architect will inevitably be focussed on the ability of the ship to earn money for its owner, balancing the need to carry cargo with optimum speed, fuel consumption and external dimensions. Looking at some modern ships, it is easy to imagine that at the last minute the designer completed the work and realised that no provision had been made for seafarers, but managed to find a bit of room – on the very stern, cantilevered above the mooring ropes or perched on the fo'c'sle head – where no cargo could be fitted. In a sense, we are going backwards in design terms if you think about the crews of the old sailing ships jammed into the fo'c'sle or under the poop deck. You can see it aboard the old clipper the *Cutty Sark*, where "comfortable" is not a word that crosses your mind.

Many years ago I sailed in an old cargo liner dating from the 1920s, with crew accommodation in its fo'c'sle. Two of the foremost cabins had an anchor cable running through them. If we dropped the anchor, the occupants had to evacuate, lest they be seriously traumatised by the noise. It was, as you might be able to imagine, quite difficult to get a crew for these old bangers, let alone keep them, what with their violently accelerating and alternately freezing and sweating homes.

Today, we might have air conditioning and single-berth cabins, but we still have designers who treat accommodation as an afterthought. They are still trying to maximise cargo capacity, treating crew as a sort of breakwater to stop a deck load of containers from being damaged, or squeezed into a container stack, with accommodation looking indistinguishable from containers themselves. Indeed, there was an "exciting" new design a couple of years ago that would have had the accommodation on rails so it could be shoved out of the way to get at a stack of boxes underneath. That might have been a step too far because I don't think it has yet been translated into steel.

Therefore, if accommodation is an afterthought, perhaps we shouldn't be surprised at complaints from seafarers that, on too many modern ships, it is a bit like living in an institution, or a very low-end budget hotel. You might think that if the seafarers are being squeezed into the non-revenue-earning bits of the ship, the very least that could be done is to provide them with some modest home comforts. It doesn't take an expensive interior designer to work out a cheerful colour scheme for the cabins and messrooms – or to buy some pleasant soft furnishings to bring a bit of comfort into what is otherwise a steel box.

Arguably, on long voyages, with shore leave both short and uncertain, anything that makes life aboard ship more pleasant is doubly worthwhile and makes both practical and financial sense. **Michael Gray. theSea. May/Jun 2019. www.missiontoseafarers.org**



Drab and dreary onboard colour schemes could do with a lift



As fires spike on boxships, focus turns to dangerous goods carriage: Following an above average period of disasters, class society ABS and representatives from the Cargo Incident Notification System (CINS) have formed a joint industry project to develop best practices for carriage of dangerous goods.

CINS is a shipping line initiative, whose aim is to increase safety in the supply chain, reduce the number of cargo incidents onboard ships and highlight the risks caused by certain cargoes and/or packing failures. CINS's membership comprises over 80% of the world's container slot capacity.

ABS has been working with CINS members over the past six months to develop best stowage strategy guidelines. Following a three-month trial, the best practice guidelines are intended to be published on the CINS website www.cinsnet.com.

"Carriage of dangerous goods, not properly identified or accounted for, can be detrimental to the safety of the ship – and, more importantly, to the people on board that ship," commented ABS vice president for technology, Gareth Burton. "Central to our joint effort is advancing safety by developing a set of best practices incorporating key lessons learned provided by CINS members from past incidents."

The objective of this project is a comprehensive set of best practices to improve stowage planning and hazard mitigation for dangerous goods carriage, leading to a focused application of existing risk assessment processes.



The number of severe fires onboard boxships caused by the incorrect carriage of dangerous goods has spiked in recent years with the *Maersk Honam* and *Yantian Express* being two high profile examples of a worrying growing trend for liner shipping.

Insurer TT Club is pushing for greater scrutiny of dangerous goods carriage onboard boxships, warning that there is now a major containership fire at sea on average every 60 days.

The first three months of this year have been far above the historical average with insurers bracing for massive claims from a series of high profile boxship fires in 2019.

TT Club's records indicate that across the intermodal spectrum as a whole, 66% of incidents related to cargo damage can be attributed to poor practice in the overall packing process; that

is not just in securing but also in cargo identification, declaration, documentation and effective data transfer. The calculated cost of these claims in the marine, aviation and transport insurance sector is in excess of \$500m a year.

ICHCA International, the cargo handling operatives association, has calculated that of the 60m packed containers moved each year, 10% or 6m are declared as dangerous goods.

Information from published government inspections – which are invariably biased towards declared dangerous goods loads – suggests that 20% of these are poorly packed or incorrectly identified. This translates into 1.3m potentially unstable dangerous goods containers travelling around the world each year.

APRIL 25TH, 2019. <https://splash247.com/as-fires-spike-on-boxships-focus-turns-to-dangerous-goods-carriage/>



Big ships raise concerns in insurance industry. "Insurers have been warning for years that the increasing size of vessels is leading to a higher accumulation of risk," says Allianz. The ever-growing size of ships continues to raise concerns in the insurance industry: In the 2019 edition of its *Safety and Shipping Review*, Allianz Global Corporate and Specialty highlighted the challenges big ships present to the industry, saying, "Insurers have been warning for years that the increasing size of vessels is leading to a higher accumulation of risk.



These fears are now being realized, potentially offsetting improvements in safety and risk management."

Over the past 50 years containerships have increased in capacity more than tenfold, said Allianz. It contrasted ships such as the 1968-build *Encounter Bay*, with a 1,530-TEU capacity, with the 21,413-TEU OOCL *Hong Kong* built in 2017. Hyundai Merchant Marine has a dozen 23,000-TEU ships on order from Daewoo Shipbuilding & Marine Engineering and Samsung Heavy Industries (SHI), and 24,000-TEU ships are under discussion.

"We've been talking for a while how the economy of scale for one portion of the industry, the marine asset,

doesn't necessarily equate to an economy of scale for the entire supply chain," says Andrew Kinsey, senior marine risk consultant at Allianz. "We're seeing this with the ultra large container vessels when we talk about port infrastructure — raising of bridges, dredging of harbours, raising of cranes. And that's just to service them when they're in good condition."

When things go wrong, big ships create another set of problems.

Following a number of incidents in recent years, the shipping industry should question whether it is running acceptable levels of risk for large vessels, said Kinsey. "There is a push for efficiency and scale in the shipping industry, but this should not be allowed to give rise to unacceptable levels of risk.

"We continue to see the normalization of risk in the shipping industry. There have been welcome technical advances in shipping, but we do not yet see a commensurate safer environment. There is now much talk of automation and autonomous vessels and how this will be safer. But in truth, innovation will be driven by the bottom line." Chris Turberville, head of marine hull and liabilities for the U.K. at Allianz, said, "It is very clear that in some shipping segments, loss-prevention measures have not kept pace with the upscaling of vessels. This is something that needs to be addressed from the design stage onwards."

Kinsey pointed to the 7,510-TEU *Yantian Express*, a Hapag-Lloyd containership that caught fire in January while crossing the Atlantic, as an example of how vulnerable large ships can be.



"There is testimony from the crew that that fire started in a single container and that led to the General Average of the entire vessel," he said. "It's shocking and people don't understand."

General Average requires shippers to contribute to the expenditures made to preserve a ship and its cargo.

"We can't be worrying about putting out fires on ships," said Kinsey, saying dangerous cargo has to be prevented from getting loaded aboard vessels.



Stricken ships may have trouble finding a place of safe refuge, since ports don't want vessels in distress in their ports and tying up their infrastructure.

The *Yantian Express*, for example, was coming from Sri Lanka and bound for Halifax, but when Hapag-Lloyd declared general average, the ship was towed all the way to Freeport, Bahamas.

General Average is a complex undertaking, noted Kinsey, and when a shipping company has to decide where that work will be done, a big part of the decision is driven by availability. He explained that cargo has to be taken off the ship and inspected and there needs to be a holding area where that work is done.

With the increasing size of ships, "looking at the sheer volume of these vessels —it's rewriting how General Average is being looked at and conducted because there's just so much real estate and infrastructure that these incidents are taking up."

In another high-profile casualty, a 2018 fire aboard the even larger 15,226-TEU *Maersk Honam*, five seafarers lost their lives. General Average work was performed in Jebel Ali. But Kinsey noted, "You don't always get the situations where you can go into a United Emirates port equipped to handle those vessels and has extra capacity." According to a [presentation](#) by Tony Brain of Braden Marine, the *Maersk Honam* was carrying 7,860 containers (3,300 20-foot containers and 4,500 40-foot containers).

Damage was concentrated in the forward part of the ship, but still Allianz said, "Salvage and General Average represented close to 60% of the cargo value. A high contribution has also been requested for the *Yantian Express*."



[Roanoke Insurance said](#) its claims' team historically saw General Average and salvage security guarantee amounts ranging between 10% and 20%, "but lately as evidenced with the *Honam*, these amounts appear to be on the rise. This is why it's so important to carry cargo insurance. Shippers interest cargo insurance protects a shipper's merchandise from physical loss or damage, covers General Average losses and facilitates the process of releasing a shipper's cargo from the steamship line."

While the [Allianz report](#) found the number of "total loss" casualties of ships decreased last year, Kinsey said another troubling trend is climate change and the effect that may have on shipping along the Mississippi River.

"We just saw the first of this month on Saturday hurricane season started," said Kinsey. "This is the first time I believe any of us have seen a hurricane season start with a river running this high for this long."

At the time of Hurricane Katrina in 2005, "I believe the river was at 4 feet; now we're over 16 feet. So the levees are already, up and down the

Mississippi, being pressured; the infrastructure is strained. If we were to look at a hurricane event coming up the Mississippi pushing water even more, I have no idea what would happen, but it would not be good. There's a lot of people worried about it and we should be worried because we're entering uncharted territory."

High water is delaying grain and soybeans from being loaded on ships.

"You have ships that are at anchor in the Mississippi for prolonged periods of time, leading to machinery claims because their ground tackle — their anchors and their chains — are not designed to withstand these stresses. There's so much silt and mud that they're actually being buried. There are situations where vessels actually can't raise their anchor after standing by for two weeks."

By Chris Dupin | **Jun 05, 2019** *Yantian Express* image by Midshipman Cameron Brunick, USMMA Class of 2021

https://www.americanshipper.com/magazine/daily/?year=2019&month=6&day=5&page_number=2&via=asdaily

AMERICAN SHIPPER MAGAZINE

July 24th: Maersk Honam Rechristened - see <https://splash247.com/maersk-honam-rechristened-and-ready-to-sail/>

Larger ships, more valuable cargo worries marine insurers: As ultra-large container vessels (ULCVs) enter the shipping industry, re/insurers have begun to express concern that their exposures might be too concentrated.

Michael Hauer, head of marine reinsurance of [Munich Re](#) Singapore, made a LinkedIn post discussing the need for the insurance industry to understand the magnitude of exposure that would result from an ULCV getting into trouble.

French shipping firm CMA CGM has reportedly signed a letter of intent for nine ULCVs, each capable of carrying 22,000 teu (twenty-foot equivalent unit). Hyundai Heavy Industries has said that it and a Chinese shipbuilder are competing to be selected to fulfill the giant order.

Such behemoth vessels can carry huge amount of cargo, but when they encounter trouble, it also means a huge amount of cargo can be lost. In one such example, the 8,110 teu *MOL Comfort* was lost off the coast of Yemen in 2008, taking with it 4,380 containers. The insured cargo loss estimated at US\$300 million.

According to marine insurers, the average exposure per container is US\$50,000 to US\$100,000.

Hauer said that the size of container ships has more than doubled in the past decade, and that means historical large loss values "must be called into question".

He added: "We are aware that these expectations are, for a number of (largely perishable) commodities, becoming increasingly unrealistic. We are aware of a number of instances ... where the value of a single pallet can be US\$1 million or more."

The challenge to the insurance industry, Hauer said, is to challenge previous assumptions made using old data. He called for more study into the nature of ULCV shipping to better understand the risks it may encounter.

"Too much has, and is, changing," he warned. "If we as underwriters do not recognise and manage these trends, it is certain that our capital providers will."

Gabriel Olano 07 Aug 2017

<https://www.insurancebusinessmag.com/asia/news/breaking-news/larger-ships-more-valuable-cargo-worries-marine-insurers-75208.aspx>



A poor start to the year: Another article I recommend you read appeared in "Seatrade Maritime News". The author is Michael Grey, who many readers will recognize. The article includes a couple of videos that should be watched. It is dated January 10th 2019.

**Seatrade
Maritime News**

You can find it at: -

<http://www.seatrade-maritime.com/news/europe/unfinished-business-a-poor-start-to-the-year-for-marine-safety.html>

Also see <https://gcaptain.com/bigger-ships-mean-bigger-risks-for-everyone/>

And then there is the discussion between two underwriters way back in the Eighties – the 1880s.

At midday on Thursday, July 12th 1883, the pavements of the City of London are thronged with gentlemen in light summer attire; cool, energetic and inquisitive businessmen on their way to various hostelrys scattered at random about the area. In the comparative quiet and seclusion of the Captain's Room at Lloyd's, two venerable-looking gentlemen were in deep conversation seated at a small alcove, thankful no doubt to have escaped, for a short while, the perverse and generally unpleasant air of the underwriting room, which the recently announced scheme of 'improvements' had in fact done little to improve; there were still warming-pipes in abundance, particularly about the entrance, despite the fact that nobody complained of being cold in winter and that many complained of the lack of ventilation the whole year round.

The conversation had opened with the latest gossip concerning the outrageous Mr. Oscar Wilde, the deliciously attractive but notorious Lily Langtry, and the all-conquering Miss Sarah Bernhardt. From there, it had predictably turned to the great sporting matters of the day, not the least of which was the recently concluded first round of the competition for the All England Lawn Tennis Championships at Wimbledon. The promoters of the Wimbledon tournament had mismanaged everything most extensively. With a keen eye for gate money however, they had made as much as possible of the fact that Mr. Ernest Renshaw and Mr. Lawford were to play each other, and this proved to be fully justified in so much as the encounter had provided a thrilling contest of serve-and-return, sustained until the very last stroke when a most effective smash by Renshaw had won the day.

Finally, and most reluctantly, the conversation had turned to business, and the elder of the two gentlemen rose to leave, saying to his colleague, "Must get back. I've got a 1,000-tonner going up to Newcastle to insure".

"You know", said his companion, "One day underwriters will be sitting here and talking of 500,000-ton vessels and voyages to countries not yet heard of".

"Aye", said his friend with a great deal of ill-concealed sarcasm, "and one day they'll be playing cricket at night and landing men on the moon". He paused in the act of leaving and, turning again, said with renewed irreverence, "What's more, they'll allow women in the Room and – worse still – we'll have a woman as Prime Minister!"

Both men laughed heartily at this great joke and made their way back to the stifling cauldron of the Room.

This article is an extract from a Supplement to the "Fairplay International Shipping Weekly". The Supplement was printed to celebrate 5,000 weeks of publication of the Journal – from May 18th 1883 to June 28th 1979.

News from MSV Minstrel Boy. (See <https://www.mastermariners.ca/wp-content/uploads/2019/02/FTB-19-02.pdf> Page 4)

Following is an email from Captain Jeremy Young to Captain Alec Provan.

(Warning: The message contains Mature Subject matter – Reader discretion is advised).

The village we are presently anchored off is called Vaitahu and is the largest on the island of Tahuata- population 300. Vaitahu is in Vaitahu Bay also known as Resolution Bay after Captain Cook's ship. (We have been following in Cook's footsteps in the past few years including Hawaii, Alaska, Petropavlovsk in Kamchatka, Australia (Cooktown - his longest stop, to repair his ship wrecked on the Great Barrier Reef), Cook Islands, New Zealand and now the Marquesas, Tahiti and Society Islands.)

This bay is also famous for being the place where the French first proclaimed annexation of the Marquesas in 1842 and where the Spaniard Mendana landed in 1595, killing 70 Marquesans.

Interestingly there is no French Government office or workers here (such as Gendarmes), like there are on all the other islands. Tahuata is totally run by Marquesans.

When the French sent in the missionaries to quell the savage beasts, they broke off many of the penises on the Marquesan Tiki statues as they found them offensive. The French missionaries also changed the name of the famous "Bay of Penises" on Fatu Hiva by changing one letter (in French) to make it now the "Bay of Virgins" (The penises (natural volcanic pillars) are all still there of course which makes it a bit ironic.)

This all probably really upset the Marquesans and you can see evidence of this here now with the display surrounding the official bronze plaque of 1842 proclaiming French annexation. They have mounted a large stone permanently in front of the plaque. When viewed straight on as you read the plaque it just looks like a big stone but when viewed from the side it is clearly the largest penis you will ever see.

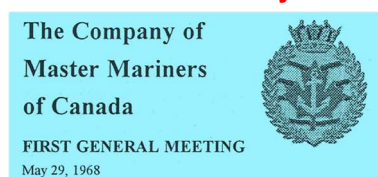
Best regards from "Fenua Enata" - The Land of Men - (also known as the Marquesas)

Jeremy, Svetlana and Misha.



Vaitahu Bay by Artist William Hodges, who was assigned to Captain Cook's second voyage. This painting can be found at the National Maritime Museum in Greenwich, UK. <https://collections.rmg.co.uk/collections/objects/13894.html>

The following was originally situated at the beginning of this edition but other items needed to be there too. Since this is "old" news, I thought this position would not be bad. I found it in the May 2003 edition of "From the Bridge", so there must be many Members, like myself, who have not read it before. I think you will find it interesting and informative. Editor.



First General Meeting – May 29th 1968: I have the honour to present the first President's Report to The Company of Master Mariners of Canada. You are aware that several of us are Members of The Honourable Company of Master Mariners of London, England. Inasmuch as our Company is founded on the principles of The Honourable Company, it is fitting that I give a brief account of the formation of that distinguished Company. At the Annual Shipmasters' Dinner held in Liverpool on March 2nd 1921, Sir Robert Burton-Chadwick suggested that

the profession was entitled to form a Guild or Company very much on the lines of the old City of London Guilds. The movement quickly gathered strength and, encouraged by the zeal of many earnest minded seamen, found expression on June 25th 1926 in the formation of The Company of Master Mariners.

The desire on the part of the Master Mariner for such a Company had long been cherished. Throughout the centuries he had seen the rise to fame and fortune of the great London Companies while he, whose calling was steeped in traditions certainly as old as any other, remained with neither Guild nor House. The fact that in the twentieth century the Master Mariner should have found himself in such an unenviable position was not due to the reluctance of the people to accord him the recognition he sought. The warmth and spontaneity given to the Company at its inception, and emphasized since in such generous measure, disprove such a theory. The reason undoubtedly lay in the exigencies of his calling, which kept him continually on the move and out of touch with public life. He found no opportunity to create for himself the representative body to which he aspired, and obviously no one else could create it for him. The effort had to come from the Service itself. The hundred Master Mariners who comprised the Foundation Council were all men of long experience who had risen to high rank in their profession, both afloat and in executive positions ashore and who had faith in their ability to carry the Company to success, a faith which was abundantly justified by the enthusiasm with which the Company was acclaimed by the Service and the public. For themselves as individuals the Founders sought nothing; their aim was to create a Company which would endure as a worthy monument to the great tradition of their calling – a Company so constituted and administered as to draw to it the confidence of their fellow seamen, and one of which membership would be held a privilege.

In March 1928 His Royal Highness, The Prince of Wales, became the first Master. In June of that year His Majesty King George V bestowed the title of "Honourable" upon the Company. By August 1930 the Company had become so firmly established and had achieved, through the generosity of public-spirited benefactors, such financial stability that His Majesty granted to it its Royal Charter.

The British Columbia Members of The Honourable Company foregathered, usually twice a year, to keep in touch with each other and with H.Q.S. *Wellington* in London, to discuss matters of interest to the Service. However, there was a stumbling block – the Court of The Honourable Company had no jurisdiction, so to speak, in Canada and though always maintaining the greatest interest in our discussions, was powerless to act upon any suggestion emanating from here insofar as it affected the shipping industry of Canada.

Almost three years ago it was decided that we should arrange a dinner to be followed by a general discussion to which a number of non-members, but prominent Master Mariners, would be invited. It is to this meeting that the origin of our new Company may be traced. The opinion was unanimous that a Company of Master Mariners with similar aims to those of The Honourable Company in London, but entirely Canadian in concept and free to act independently, should be founded.

Twenty Master Mariners comprised the Foundation Council, eight of whom volunteered to form a committee whose duty it would be to study the problem from all angles and decide on a course of action. This committee, which later became your first Board of Directors, met on several occasions and also arranged meetings of the Foundation Council to report progress and to discuss further action. On one occasion a meeting was arranged with Master Mariners visiting Vancouver from various cities in Eastern Canada who expressed much interest in the project, confirming our decision that our Company should be national in scope.

Throughout this formative period, regular correspondence was maintained with The Honourable Company in the person of Mr. Maurice H. Disney, the dedicated Clerk of The Company, who gave us many suggestions and invaluable assistance.

Our first application was to the Registrar General of Canada for a Charter was referred to the Department of Transport who stated they had no objections to our incorporating for the purposes described.

Our application, however, was returned by the Corporations Branch of the Department of the Registrar General with the request that the By-laws, as submitted, be revised to conform to the requirements of the Canada Corporations Act in order to incorporate under Letters Patent, the date of our application being held secure on the understanding that the revision be completed within a reasonable period of time.

While the By-laws had to be revised, the objects of The Company remained essentially the same as those of The Honourable Company – principally to constitute a body of experienced and highly qualified Master Mariners who would be available for advice or consultation on all questions affecting the Merchant Service or judicial, commercial, scientific, educational or technical matters relating thereto, and in general to promote the marine industry of Canada.

Revised as requested, it was my privilege to receive on your behalf the Charter by Letters Patent dated May 11th 1967, and recorded on Friday November 24th 1967.

The Inaugural Dinner was held at The Georgian Towers Hotel on Friday, November 24th 1967.

At a subsequent meeting of your Preliminary Management, a Membership Committee was formed to ensure that the Roll of Members should include representation from all branches of the Service in order that we be able to fulfil the primary object of The Company in having all available Master Mariners of the highest qualifications and experience for representation in all phases of the profession.

In order to attain our objects it will be necessary to form committees, each of which will be competent to deal with its particular phase. With this in view you will be asked to approve an amendment to By-law 54, which at present provides for Members of the Governing Council only to sit on such committees. Every Member of our Company is selected not only for his record of high example but for his competence in his particular branch and it is considered most important that he be permitted to head, or to sit on, a committee where his talents may be one of the greatest benefit in the furthering of our objects.

At this time I wish to thank most heartily the Members of the Foundation Council for their help and advice during the formation of our Company and in particular my fellow directors who joined me in conference on several occasions when we resolved difficulties and reached accord on all points by brief and constructive discussion. I am most grateful.

I know I speak for all of you when I express our gratitude to our Secretary-Treasurer, Mrs. Baugh, for her devoted efforts on our behalf. She has given unstinted service during and since the formation of our Company. Her work has been invaluable to us.

Now that we have accomplished the founding of our Company, we can look forward to developing our potential and expanding our Membership on a Canada wide basis so that in time we will have a powerful voice in serving those 'that go down to the sea in ships, that do business in great waters'.

W.O. Baugh. President.

(During that first General Meeting, a telegram was received from Captain Rees-Potter, accepting a proposal to join up the Canadian Institute of Master Mariners with the Company of Master Mariners of Canada. Captain A. Cabot).



Captain Stephen Poole, a Member of the Vancouver Island Division, and his wife are travelling on board the *Queen Elizabeth* on a voyage from Vancouver to the UK. While the vessel was in Halifax, Nova Scotia, he met with Captain Jack Gallagher and acquired a Company tie to present to the ship's Master.

Back at sea Captain Poole was invited to the bridge where he presented the tie to Captain Simon Love, Master of the *Queen Elizabeth*.

At that time the ship was in position 57°18.0'N 37°38.2'W.

July 30th 2019

YOUTUBE LINKS to the Master Mariners of Canada video in English and French

English: <https://youtu.be/IKrQF8yvyoY>

Francais: https://www.youtube.com/watch?v=icy_ikC67rk



For those who don't know, this emblem is for the training ship, *H.M.S. Conway*. Many of you will know that I am a *Conway Boy*. Did you know that the Editor before me, the late Tom Kearsey, was a *Conway Boy* too? I didn't know until long after I took over from him. The first edition of the FTB showing on our website is from the year 2004 when Tom was the Editor. So for at least 15 years the FTB has been in the hands of a *Conway Boy*. Why do I mention this? It is because I am standing down at the end of this year and I wondered if there is any other OC who wants to take over? Or how about a graduate of some other training school? If you do, please contact your Division Master or me. David Whitaker whitknit@telus.net

Question: Should the Company continue producing a Newsletter in this form? That is often being asked. I believe it should. Daily we can receive many items of "news" electronically, keeping us up to date, but this is something to be read at leisure. Should it be called a "Newsletter"? There is very little in it that could be called "news". How about "Journal"? Perhaps not because that is really meant for subjects of a technical nature. Our "Periodical" has changed much since 2004 and it is still changing. This edition contains the new column produced by Captain Barb Howe. "Off Watch No. 2" will appear in November & "No. 3" in February. If you have thoughts on the FTB please tell your Division Master or me so that your ideas can go to the AGM in October.

The next edition of "From the Bridge" will be issued late in November. If you have any items for inclusion please send them to me by November 15th. Sincerely, David Whitaker