



Covid 19 and Seafarers

"The spread of the coronavirus has placed the entire world in an unprecedented situation. To slow the spread of the disease and mitigate its impacts, travel is being curtailed and borders are being closed. Transport hubs are being affected. Ports are being closed and ships denied entry.

In these difficult times, the ability for shipping services and seafarers to deliver vital goods, including medical supplies and foodstuffs, will be central to responding to, and eventually overcoming, this pandemic.

It is, therefore, crucially important that the flow of commerce by sea should not be unnecessarily disrupted. At the same time, the safety of life at sea and protection of the marine environment must also remain paramount"

Secretary General Kitack Lim, IMO 19/03/20



(From L to R) Captains Tracey Fleming, Lynn Steiner, Susan Sharp, Nadine Hasted ,and Michelle LeTourneau. Courtesy of BC Ferries Onboard "Women on the Water"

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FROM THE MASTER'S DESK

CAPTAIN CHRIS HALL – PRESIDENT AND NATIONAL MASTER



Dear Colleagues,

It seems like only a few weeks ago that the December 2019 issue of FTB was published, and we are already at the end of the first quarter of 2020. With Capt. David Whitaker now passing the torch as publisher of FTB, I trust that the new format meets the high standard that we enjoyed for many years. In this issue, we have reports from the “bookends” of our organization: Vancouver Island Division and Newfoundland & Labrador Division, plus a guest commentary from Barb Howe, and our committee reports.

As many are aware, we recently saw the passing of a very close MMC colleague and friend, Capt. Jim Ewert. Capt. Ewert was the Divisional Master of the Vancouver Island Division and served as the Assistant VP on the National Executive. Our friends in the Vancouver Island Division will have further words in honour of Capt. Ewert, but I would also like to take the opportunity on behalf of MMC to express sincere condolences to Jim's wife, Robbin, his two daughters, and extended family.

An early highlight in my term was being able to attend, and actively participate in, the recent annual Nautical Skills Competition hosted by the Newfoundland and Labrador Division. I wrote about this event in some detail in a Linked In post, and I won't repeat that commentary, but I must say that the event must be considered “best in class” in all respects. The countless days and weeks of preparation by the organizing committee, the dozens of volunteers on the day of the event, and of course the preparation by the cadets, made the event what it was. Bravo Zulu to all. A national version of this would be great to see in the future.

The MMC board of directors had scheduled meetings in January and in April. There is focus on the work of the Committees, plus a continuing initiative to re-establish a Division in Quebec. There is a renewed focus on developing additional promotional materials and other tools and improvements to facilitate recruitment of new members. I would also mention that after a significant amount of input from various members, a draft strategic roadmap has been circulated for additional comments. The Board has endorsed this version, but it is now in the hands of all members to provide any final comments, and we look forward to receiving these.

This year's AGM was to be hosted by Great Lakes Division, and as a result of COVID-19 some changes in format will be necessary. We will be moving to a “virtual” format, and although it is unfortunate we will not be able to benefit from the strong networking and efficiency of multiple meetings at these annual gatherings, we believe our objectives can be achieved remotely. There will be further information available in the near future regarding the AGM and the annual symposium.

To close with some industry comments, it is certainly very difficult to sum up the impacts that this global pandemic is having on our industry. We do know that the effects will be felt for years. As trade stabilizes in the months to come, I sincerely hope that those at sea are remaining safe, and are being fairly treated by the various authorities across all jurisdictions, especially with respect to crew changes, access to essential shore leave, and repatriation.

I trust you will enjoy this edition of *From the Bridge*, and please stay safe.

All the best,



VANCOUVER ISLAND DIVISION

SPECIAL COMMENTARY ON CAPTAIN JIM EWART

Editors Note

With the passing of Capt Jim Ewart, the Divisional Asst VP Capt Jeremiah Nathan is working to carry on the tremendous efforts that Capt Ewart rejuvenated our Vancouver Island Division. While plans to celebrate the life and work of Capt Jim remain on hold with Covid 19, Captain Nathan was able to share the following tribute written by Mariah McCooey, Harbour Master for Victoria.

A tribute to Captain Jim Ewart: Captain and mentor extraordinaire

With the sad news of Captain Jim Ewart's sudden passing, I feel compelled to write – as I normally am, when consumed with emotion, whether good or bad. The Canadian maritime world has lost a real giant this week. In a place where everyone loves to talk the talk about mentorship, equality, and opportunity; Jim was one of the very few who truly walked the walk. I was lucky enough to sail with Capt. Ewart on the *George R. Pearkes* in Newfoundland as a navigation cadet. After seemingly endless sea-phase months of painting and “soogeeing” (a weird EastCoastism – means mopping, basically); arriving on the *Pearkes* was a breath of fresh air. Singularly among captains I'd encountered on sea phase, he took very seriously the influence he had as a critically important teacher and mentor to cadets and junior officers. He set the bar high – and made a point of involving me in the *actual* work of the ship. I'll never forget the day I got shaken out of my bunk before daylight, the ship enroute to a Search and Rescue incident near Twillingate on the Northeast Coast of Newfoundland. Four people had gone out in an open boat and hadn't come back. The *Pearkes* was on-scene command, and was responsible for wrangling the other, smaller Coast Guard assets; fixed- and rotary-wing airborne search aircraft; and several dozen volunteer search vessels. With the ship's real officers tasked to search in the rescue boats, Capt. Ewart turned to me and said “I need you to handle all the communications.” I was aghast. “I can't do that,” I clearly remember saying, feeling like this would be way beyond my level of competence. Air and marine radios, tracking and charting search areas, providing direction by radio and phone to volunteer searchers, and updating Rescue Centre....? No way. I wanted to go find somewhere warm and loud to hide in the engine room.

“I wouldn't have asked if I didn't know you could handle it.” He responded.

And, I don't want to make this about me, but, *handle it I did*. When given the opportunity to use every skill I had in my partially-fledged navigator arsenal, I did it. Although the incident itself ended in tragedy, it changed my entire frame of reference for what I was capable of. This one moment where someone truly believed in me and what I could handle became a sort of touchstone that I revisited in future situations where I felt in over my head.

And then again – ten years later – I got a call from Jim, inviting me to be a panelist at the upcoming Master Mariners of Canada Symposium in Ottawa. My response was almost comically similar, now that I think of it. I was aghast. “I can't do that!” I said, perhaps even a bit more emphatically this time. And in his characteristic way, he told me, “never underestimate what you have to offer.”

After much convincing, I did it -- and it was an amazing experience, so empowering to connect with other women kicking ass in the maritime sector. The fact that Jim spearheaded this initiative to organize an event about diversity and inclusion in the maritime industry is just another indicator of the type of person he was. It's amazing how someone, with only just a relatively few well-timed nudges among a sea of moments in a career, can have this kind of indelible effect. In memory of Jim, I pledge to be this person for others I see coming up behind me, as I in turn find my footing in the marine industry. I'm going to find excuses to believe in people when they might not fully believe in themselves. Cheers, Jim - and thank you.

Mariah McCooey, M.M.M.
Victoria Harbour Master



NEWFOUNDLAND AND LABRDOR DIVISION

CAPTAIN EBEN MARCH– VICE-PRESIDENT

Greetings from Newfoundland and Labrador! We had an eventful January or as we affectionately called it “Snowmageddon”. This force of nature resulted in the divisional AGM and the Annual Skills Competition being delayed. Both events took place in February.

As in previous years, the Nautical Skills Competition (NSC2020) was hosted by the Master Mariners of Canada (Newfoundland and Labrador Division) in collaboration with the Marine Institute. The competition took place on Saturday, February 1st at the Marine Institute’s Ridge Road campus. Using state-of-the-art marine simulators from the Marine Institute and Virtual Marine, the competition included a series of challenging marine exercises designed to test the knowledge and ability of Nautical Science students and to develop leadership skills and confidence. The competitions main purpose was to promote the maritime sector, encourage team building and professionalism, and foster a culture of safety.

This year we had 54 students demonstrate their skills in ship handling, navigation, marine emergency duties, seamanship, dynamic positioning, offshore operations (iceberg towing) and Fast Rescue Craft, to members of the Master Mariners of Canada, NL region. The Competition saw a new event with the added competition of the fast rescue craft with the help of Virtual Marine and VR technology. This proved to be a great success and enjoyed by all participants.

This year in addition to our judges from the local division, we were pleased to have the National Master present and participate as a judge for the offshore operations and iceberg towing exercise. Twenty-two local, national and international maritime organizations supported the competition, which also provides opportunities for cadets to interact with the region’s most experienced mariners. In addition to the Nautical Science students, ten high school students from within and outside the province also participated, contributing to the Master Mariners Canada’s mandate to promote the marine profession to younger generations. Each of these students had been conditionally accepted into a Nautical Science program and were invited by the Marine Institute recruitment office to attend.

Awards were handed out in the areas of safety, professionalism, leadership and teamwork with the top overall team receiving \$1000 per team member and the Captain Jim Thorpe trophy. Awards of \$500.00 each for second place and \$100.00 each for third place were also presented to team members. In total, \$120000.00 in prize money was awarded this year. Sponsors also graciously provided prize gifts for participants and winners of the specialty awards and a \$500.00 award from the Fry Foundation for the individual who showed the strongest leadership qualities for the entire competition.

As a follow up to this competition, two members of the NL division accepted an invitation from NSCC’s Nautical Skills Competition. This was a great experience and we look forward to future collaborations. Planning has already started for the Newfoundland and Labradors division next year’s competition. Committee members from both MI and MMC are looking forward to the 2021 competition.

It has been a busy year to date and we look forward to continued success



SOUNDINGS

A GUEST COLUMN FOR COMMENTARY AND INSIGHTS FROM MEMBERS

Editor's Note: This Edition's SOUNDINGS is from Captain Alan Knight (Maritime Division) who provides a commentary on the meaning of a Merchant Marine in Canada.

I want to start by applauding Capt. Lantz for bringing up this important, and long-ignored issue, with the Royal United Service Institute. This issue has been neglected for far too long. A trading Nation which does not have the ability to carry a substantial portion of its exports and imports on ships which are owned and controlled within its own territory is a hostage to the vicissitudes of history.

During the Second World War, the Republic of Ireland realised that its reliance on British ships to carry its cargoes was a dangerous mistake, as the British were too busy fighting a global war to worry about Irish food supply, which led to the Irish Republic having to purchase, and man, merchant ships in the midst of a war, when those ships were in dangerously short supply, and accordingly commanding very high prices.

The First Gulf War in the early 1990's provided a further example of this; freight rates increased astronomically. One elderly Canadian-owned 5-Hatch freighter which was laid-up in Halifax was offered U.S. \$25000/day PLUS free fuel, free lubes, free overtime and free canal transit, paid for by Uncle Sam! However, she had a contractual commitment to Arctic re-supply and was not available. I was telephoned by one Ross C..... at the Pentagon, asking me to try to persuade the Canadian shipowner to "sign up"!

The U.S. government found itself in the humiliating position of trying to re-activate 1940s-built ships which had been laid-up since the end of the Vietnam War. The maintenance of these laid-up ships had been contracted out to private companies, for whom maintenance was subordinate to minimum expenditure. However, the problems with the ships paled into insignificance when compared to the problems of finding experienced crews to sail them! It was quickly apparent that the U.S. A) did not know how many merchant seafarers it had, or B) where they lived! It became a farce; seafarers who did go off to war were forced to serve many months, as reliefs could not be found for them. Meanwhile U.S. seafarers looking for jobs could not find them.

One of the Military Sea-Lift Command's SL-7 Ro-Ro/container ships was broken out of "lay-up" and staggered off to war with an 84 year old Chief Engineer, who had been "sprung" from a Retirement Home in Florida, and who told my former colleague Chris Thompson (C/E of "ASL CYGNUS") that by his own admission, he could not actually get down the Engine Room stairs! But at least he had a Steam Chief's C.o.C.! The ship broke down before it reached Gibraltar, and had to be towed to war! The Nautical Institute magazine "Seaways" commented at the time that the anchorage at Gibraltar looked like a U.S. Navy scrap yard.

Two Canadian-based merchant ships, the "ASL Cygnus", and the "Atlantic Freighter" were chartered by the U.S. military. When, before the departure of the ships for the Gulf, the CBC asked the Guild, and the SIU, "What are the rights of merchant seafarers in a war-zone?" neither organisation knew! (They are enshrined in Article IV of the Geneva Convention (III) of 1949. Merchant seafarers, Pilots, & Apprentices, have the same rights as members of the Armed Forces if taken prisoner; cannot be forced to do war-related work; and have rights of access to the Red Cross. They are only obliged to give their Captors their Name, Rank, and service number.)

Things moved from farcical to sinister when it was revealed that at a time when the U.S. military and media were constantly talking about the threat of Saddam Hussein using chemical warfare against invaders, as he had already done against his own civilians, and the Canadian merchant seafarers asked the Charterer for Nuclear, Chemical, and Biological Warfare training and equipment, they were told "Merchant seamen don't need them", despite the fact that U.S. military personnel travelling on the "Canadian" ships were in possession of full NCB gear, and regularly conducting ship-board exercises in its use! The effect on the merchant seafarers' morale can be imagined!

Con't on next page



SOUNDINGS

Captain Knight's letter Con't

A further unforeseen problem was that the Canadian crew of the "ASL CYGNUS" worked "Month on/Month off" schedules. When the ship sailed off to war it did not return to N. America for four months. When they arrived, they found that the "Off Duty" crew had exhausted their Leave entitlement, and were now working in Fort Mac-Murray, and earning a lot more money than they would by going to a War Zone! The "signing off" crew were asked if they would sign on for another trip to the War Zone. They expressed their reluctance to do so in the colourful language of the sea. When the crew change eventually happened, very few of the new crew had previously sailed on the ship; clearly undesirable in a War Zone.

Canada does not have, and never has had since 1921, a "Merchant Marine". In the aftermath of the First World War, when it was drawn to the attention of His Majesty King George V that the casualty rate amongst merchant seamen was, percentage-wise, higher than that of any British military force, (principally because the Admiralty delayed the introduction of Convoys until 1917!) he approved an Order-in-Council on 13th December 1921 which stated that "The Merchant Navy is a Uniformed Imperial Service of the Crown". This Order-in-Council was re-enforced by the King's Charter of 18th August 1930, which, amongst other things, declared that the Prince of Wales was "Admiral of the Merchant Navy and Fishing Fleets". Whilst I acknowledge that Britain no longer has an Empire, it is head of the Commonwealth, of which Canada is a member.

If the honour of calling ourselves a Merchant NAVY was removed from Canada by the Repatriation of the Constitution, I do not recall being so informed.

Those of us with grey hair will remember that the former Canada Shipping Act, on which we were examined for our Certificates of Competency, had as its first words, "Every British ship shall....." So until the Canada Shipping Act (2001) came into force in 2007, there never was any such thing as a "Canadian merchant ship". There were, to be sure, Canadian-owned ships, but according to the "old" CSA, they were British ships.



The life-line is firm
thanks to the
MERCHANT NAVY



TO THE MERCHANT NAVY
Thank you!
MN



MEET OUR NATIONAL COUNCIL MEMBERS

CAPTAIN JACK GALLAGHER , NATIONAL TREASURER

As an introduction to some of the executive functions I was asked to pen an article about the national treasurer position.

The National Treasurer, not surprisingly, keeps the accounts. This means receiving income from dues and paying bills. Our normal annual expenses include two memberships; the Canadian Maritime Law Association, and, International Federation of Shipmasters' Association.

National insurance policies are also in place. This will cover all meetings and events organized either by the national office and all the divisions. Some locations where we hold meetings or seminars require that we carry insurance, and this was most economically achieved by having a national policy. The other policy covers directors and officers' liability.

The National Treasurer is also the national repository of regalia. This means that we order and distribute to the divisions, neckties, ball caps, pens, shirts, notepads, coffee mugs such items. These items are available through your divisions. The national office also provides such items to promote the organization. If your division is organizing or participating in a conference, seminar, skills competition or similar event we will consider requests for support by providing such items.

Money is allocated every year for some element of implementation of the strategic plan. When the budget approval discussions take place this is where the national council chooses what can assist in moving the organization forward.

Our fall meetings are a busy time for the treasurer. There is involvement in approving the selection of venue and supporting the contracting if required. With the addition of a national symposium I have taken on the role of being its treasure and registrar. This includes invoicing sponsors, setting up a registration site, keeping the books and keeping the rest of the organizing committee apprised of the registration numbers.

Following the symposium is the full slate of fall meetings where in two days we have two national council meetings, the Annual General Meeting, a meeting of the Foundation Board and an executive meeting. Although there is a reliance on the host division for arrangements and logistics there are inevitable financial details to be managed. Once the meetings are concluded the national councillors submit travel claims which must be processed.

The end of the year brings the assembly of the books to be taken to the accountant for review.

National Council in recent discussions has recognized that we are vulnerable in respect of some of the executive positions, such as treasurer, in that we have no succession plan or contingency plans should I get hit by the proverbial bus. We are therefore asking that anyone who might be interested in becoming involved to assist with the expectation that will become the treasurer please contact me or your Divisional Master.



COVID-19 AND SEAFARERS IN CANADA



COVID-19 is the infectious disease caused by the most recently discovered coronavirus. This new virus and disease were unknown before the outbreak began in Wuhan, China, in December 2019. The disease can spread from person to person through small droplets from the nose or mouth which are spread when a person with COVID-19 coughs or exhales. Common signs of infection include respiratory symptoms, fever, cough, shortness of breath and breathing difficulties. In more severe cases, infection can cause pneumonia, severe acute respiratory syndrome, kidney failure and even death.

We have collated some useful resources for seafarers, ship owners and ship management companies, and other members of the maritime industry in the wake of the COVID-19 outbreak*. Please find a list of links and some useful documents below. Copy and paste the links into your browser/search engine.

International Chamber of Shipping

[https://www.ics-shipping.org/docs/default-source/resources/coronavirus-\(covid-19\)-guidance-for-ship-operators-for-the-protection-of-the-health-of-seafarers.pdf?sfvrsn=6](https://www.ics-shipping.org/docs/default-source/resources/coronavirus-(covid-19)-guidance-for-ship-operators-for-the-protection-of-the-health-of-seafarers.pdf?sfvrsn=6)

International Seafarers Welfare

<https://www.seafarerswelfare.org/seafarer-health-information-programme/coronavirus-covid-19/coronavirus-covid-19-guidance-for-ship-operators-for-the-protection-of-the-health-of->

International Maritime Organization

<http://www.imo.org/en/MediaCentre/HotTopics/Pages/Coronavirus.aspx>

Shipping Federation of Canada

<http://www.shipfed.ca/news/5e6f9c8130be3ebb>

Transport Canada

<https://www.tc.gc.ca/en/initiatives/covid-19-measures-updates-guidance-tc.html>



THE OFF WATCH COLUMN

MARITIME INSIGHTS AND MUSINGS BY CAPTAIN BARB HOWE

Nothing Willy-nilly about Noah's Ark by Captain Barb Howe

The **Ark Encounter**, just off I-75 in Williamstown, Kentucky, is an evangelistic tourist attraction featuring a replica of Noah's ark. This \$102 million hulk is the brainchild of Ken Ham, a Christian fundamentalist and apologist. Built in just 54 weeks, it has been described as an architectural and engineering wonder - some say better than Disney or the Smithsonian Museum. Still planned are a Tower of Babel and the Ten Plagues of Egypt thrill ride.

Five thousand pages of construction drawings assembled 3.3 million board feet, 190,000 lbs. of custom steel plates and more than 4000 structural connections and fastenings - all to building code. Tim Lovett, the ship's engineer spent decades researching the ark's design from biblical information and shipbuilding principles saying "it's unhealthy for me to assume the ark is a miracle, God doesn't do miracles willy-nilly".

No need for lines plans or offsets by a naval architect to capture the complex design curves of a three dimensional ship - the hull form is a barge. Nonetheless, the **Ark Encounter** is claimed to have a design proven by naval engineers that attests to comfort, stability and strength. Although there is no propulsion system (Lovett is quick to point out it wasn't constructed to float), the **Ark** has a bulbous bow presumably to increase speed, range and fuel efficiency.

Opening week in 2016 was a block buster - in the first six days 30,000 two legged animals boarded the **Ark** and navigated concrete towers of stairwells and elevators to visit the three decks of exhibits and dioramas depicting the Genesis flood narrative. An animatronic talking Noah explains life on his ark with the animals - including dinosaurs. None of the exhibits show Noah gooned on wine and passed out starkers, which biblical scholars know is an important part of the flood narrative.

There is a stowage plan for 1,398 different kinds of animals, but not from Thomas'. Let's face it, the ark was a livestock carrier. Robert A. Moore in his **The Impossible Voyage of Noah's Ark**, calculates that Noah and his sons needed to round up 1,929,460 pairs, or 3,858,920 individual animals.

A proclaimed scientific paper, **Safety Investigation of Noah's Ark in a Seaway** determined the dimensions of the ark, based on cubit values given in Genesis, to be L 135 m, B 22.5 m and D13.5 m. From these dimensions the calculated displacement was 21,016 tonnes, light-ship estimated at 4000 tonnes, and deadweight 17,016 tonnes. If Moore is correct, with nearly 4 million animals, food and water provisioning, plus Noah and his family - it would have taken a miracle from God, willy-nilly or otherwise to keep the ark afloat.

Although no incline was done, the authors determined KG to be 4.5 m. The rectangular cross section allowed a GZ curve to be determined "analytically" showing that the ark was "more stable than the standard of safety required by the American Bureau of Shipping" (Hong et al, CEN Tech. J., vol. 8, no.1, 1994).

There are snack stands with mouth watering options throughout the **Ark** - which is also well populated with restrooms. Unfortunately, it's a dry ship. Just outside the **Ark** is Emzara's Kitchen, named after Noah's wife. The two storey all you can eat buffet seats 1500 and serves home style choices like fried chicken, meatloaf, and Noah's chili.

Ken Ham the apologist, invited Bill Nye the Science Guy (who wore his signature bow tie) to visit the **Ark Encounter**. Together they toured the exhibits, quibbling about creationism vs. science. Ham believes the Earth is only 6,000 years old, and that before Noah's flood all the animals were vegetarians. Nye countered saying "I haven't spent a lot of time with lions, but I can tell they have teeth that really aren't set up for broccoli". Ham held his ground "Just because an animal has sharp teeth, it doesn't mean it's a meat eater, it just means it has sharp teeth".

Born a lapsed Unitarian, I'm putting my chips on Nye, originally a mechanical engineer for Boeing, who holds patents for ballet pointe shoes and a device for training an athlete to throw a ball. Nevertheless, while the ark was up at Ararat for refit and a classification survey, it would have been great to have had a couple of pints with Noah - that was a heck of a weather system he'd just came through.



FLOTSAM AND JETSAM

Maritime History In April/May

- **April 2, 1982** - The Falkland Island war which saw significant maritime effort by the UK to retake the Island Archipelago
- **April 4, 1949** - The creation of NATO, the North Atlantic Treaty Organization which included the development of a standing naval force for the North Atlantic
- **April 15, 1912** - Loss of the luxury liner *Titanic* off Newfoundland. Over 1,500 persons drowned while 700 were rescued by the liner *Carpathia* which arrived about two hours after *Titanic* went down.
- **April 28, 1789** - On board the British ship *Bounty*, Fletcher Christian led a mutiny against Captain William Bligh, setting him and 18 loyal crew members adrift in a 23-foot open boat. Bligh survived a 47-day voyage sailing over 3,600 miles before landing on a small island. Christian sailed the *Bounty* back to Tahiti, eventually settling on Pitcairn Island and burning the ship.
- **May 4, 1494** - During his second journey of exploration in the New World, Christopher Columbus discovered Jamaica
- **May 7, 1915** - The British passenger ship *Lusitania* was torpedoed by a German submarine off the coast of Ireland, losing 1,198 of its 1,924 passengers, including 114 Americans. The attack hastened neutral America's entry into World War 1
- **May 20, 1927** - Charles Lindbergh, from Roosevelt Field, Long Island, in the *Spirit of St. Louis* completes first solo nonstop flight between New York City and Paris completing a 33 hour, 3600 mile flight
- **May 20, 1932** - Amelia Earhart became the first woman to fly solo across the Atlantic. She departed Newfoundland, Canada, at 7 p.m. and landed near Londonderry, Ireland, completing a 2,026-mile flight in about 13 hours
- **May 24, 1881** - The *Victoria*, a small, double-decked stern-wheeler carrying over 600 passengers on the Thames River keeled over then sank, killing 182 persons.
- **May 26, 1940** - The Dunkirk evacuation began in order to save the British Expeditionary Force by advancing German armies on the northern coast of France. Boats and vessels of all shapes and sizes ferried 200,000 British and 140,000 French and Belgian soldiers across the English Channel by June 2nd.



OVER AND OUT

THE LAST PAGE

Editors Comments..

This is the first edition of the revised From the Bridge. Following on the decision of Captain Whitaker to retire as editor and discussions at the 2019 National AGM we decided to change some aspects of our official publication to included reports from the Divisions, profiles of our organization, and commentary from members and other maritime interest groups. I volunteered to step in and take over the editorial duties and hopefully this new edition captures the new objectives. No doubt there will be some growing pains as I continue to evolve the look and feel of our publication but that's ok. What I do need is feedback from our member, after all its our publication and I am open to criticism as long as it comes with a suggestion for improvement. In future editions I would like to include a *"Letters to the Editor"* to share insights or responses on the columns and content. Now that this first edition is launched, I can pass on a salute to Captain Whitaker for his work over many years with FTB.
— CPH



St. Johns Harbour





MMC PROFESSIONAL DEVELOPMENT PROGRAM

What is the Professional Development Program?

Participating in the Professional Development program is voluntary and is free for all Members in Good Standing.

With the rapid pace of innovation and development in the maritime industry, and the need to operate at the current level of knowledge and expertise, the Company has created a professional development program for its Members, both at sea and ashore.

We have defined two categories of recognition as follows:

Practicing Maritime Professional – Three (3) months full time employment in maritime industry in past 12 months **AND** 20 professional development credits.

Non-Practicing Maritime Professional – 20 professional development credits

A letter will be issued each year to Members participating in the program confirming that they have met the requirements of the program.

How to Earn Professional Development Credits?

Listed below are some examples. A more complete list is provided on the Master Mariners of Canada website.

Educational Activities

- Completed marine related courses (10 credits)
- Attending marine related conferences (5 credits)
- Attending Divisional PD seminar (1 credit)

Contribution to Knowledge

- Publishing a peer reviewed paper (20 credits)
- Judge at Nautical Skills Competition (10 credits)
- Delivering a Guest Lecture (5 credits)

Community Participation

- Organizing a marine conference (20 credits)
- Serving on an advisory body for a nautical school (5 credits per meeting attended)
- Attending a Divisional meeting (2 credits per meeting attended)

More Information on how to Participate

<https://www.mastermariners.ca/cpd/mastermariners.caedpdcommittee@gmail.com>

Attn: Chair Education and Professional Development Committee



**MASTER MARINERS
OF CANADA**

THE COMPANY OF MASTER MARINERS OF CANADA

Représente les capitaines et les officiers maritimes au Canada et internationalement via des adhésions avec "International of Federation Shipmasters Associations".

<http://www.mastermariners.ca>

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Président: Captain Christopher Hall

Pour nous rejoindre par courriel: [http://
www.mastermariners.ca/contact-us/](http://www.mastermariners.ca/contact-us/)

Déclaration de nos objectifs:

- Offrir aux capitaines une association professionnelle et nationale;
- Encourager et maintenir une conduite professionnelle de haut niveau parmi les membres;
- Développer les cours, l'entraînement et les programmes de mentorat pour les marins et les cadets;
- Développer, à un niveau national et international, des projets afin d'améliorer la sécurité, les opérations et les lois, tant pour les navires que pour les équipages;
- Organiser des conventions et des réunions de discussion sur des sujets d'intérêt pour les membres et les marins.
- Promouvoir une coopération saine et amicale entre les flottes commerciales, gouvernementales et militaires du Canada.

THE COMPANY offre les catégories d'adhésion suivantes:

Membre régulier	300,00\$ / année
Membre associé	150,00\$ / année
Membre corporatif	325,00\$ / année
Membre cadet	20,00\$ / année

THE COMPANY OF MASTER MARINERS OF CANADA est une organisation professionnelle représentant les officiers qualifiés à commander de même que les marins professionnels; elle représente aussi les membres de l'industrie maritime ainsi que les cadets partout au Canada. Notre travail avec et pour nos membres s'appuie sur trois piliers, soit la conscience, l'éducation et la promotion de nouvelles idées.



**MASTER MARINERS
OF CANADA**

THE COMPANY OF MASTER MARINERS OF CANADA

Represents the interests of Shipmasters and senior deck officers in Canada and internationally through membership in the International Federation of Shipmasters Associations.

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President: Captain Christopher Hall

To find our email addresses:

<http://www.mastermariners.ca/contact-us/>

Statement of Purpose:

- To provide senior, command-level mariners in Canada with a representative central body;
- To encourage and maintain a high and honourable standard of ability and professional conduct among mariners;
- To develop education, training and mentoring programs for seafarers and cadets;
- To provide input into national and international groups in matters concerning the safety, operation and regulation of ships and their crews;
- To organize conventions and seminars for the discussion and considerations of topics of interest to members and mariners;
- To promote and foster efficient and friendly cooperation between the commercial, government and military fleets in Canada.

THE COMPANY offers these categories of membership:

Full Member	\$300.00 / year
Corporate Member	\$325.00 / year
Associate Member	\$150.00 / year
Cadet Member	\$ 20.00 / year

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.