



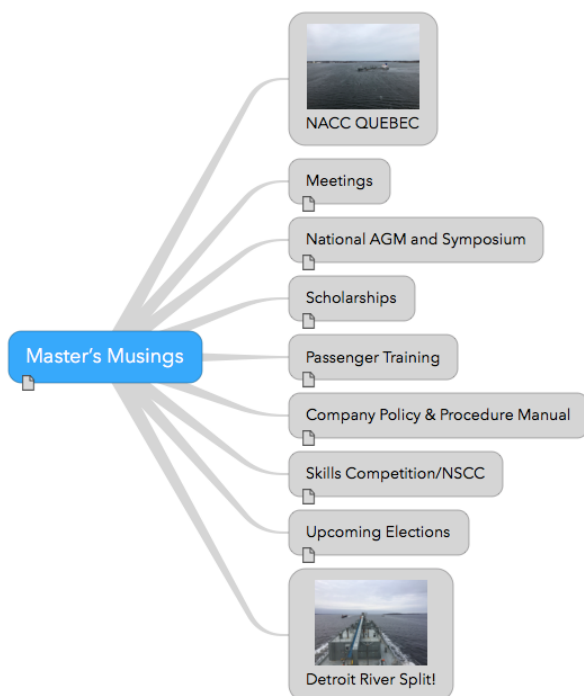
# The Foghorn

Newsletter of the Maritimes Division of the  
Company of Master Mariners of Canada  
www.mastermariners.ca



February 2019

From the Master  
Captain Chris Connor



## Master's Musings

I am a little late getting these notes off to the Editor; I promised them yesterday before the end of the day. I am hoping he will forgive me as I decided it was more important to stay on the bridge while entering the Gulf of St Lawrence with wind steady NW 45 gusting to 60 knots in the Cabot Strait. I am just now preparing to enter ice East of Chaleur Bay proceeding to Port Daniel.

CCGS Molly Kool is working West of me. Perhaps we can pick up an escort from coast guard's newest icebreaker! This will be a new perspective for me. Attached is a picture of us proceeding up Narragansett Bay for Providence last week. She shows all the scars or working in the Seaway - in particular the rubber steaks from the lock walls used to enter the locks!

The picture was taken by a pilot on an outbound car carrier (hence the angle of view). It was sent to the pilot in NACC QUEBEC and then airdropped to me; The miracles of modern electronics!

## NACC QUEBEC



### Meetings

We had a small and intimate meeting in January. Attendance was low due to the very inclement weather that had passed through Halifax earlier that day. This is often a complication with the meetings in January and February. Nevertheless, I briefed the members present on the latest news from the national executive and discussed some topics of interest to the members present.

It was suggested earlier in January that we forgo a meeting in February and in lieu, encourage members to attend the seminar on Cunard given by the museum on the 29th. Hopefully some of our members attended and can report.

We have some ideas for a guest speaker in March. We will brief you further as we firm up the arrangements. It is important to get as many members out to the meeting as possible. We do not want to have a guest speaker come in with low attendance. Some of you may recall that we used to have a dinner meeting in February with our partners invited but that has fallen out of favour given the proximity to the Christmas dinner.

If anyone has an interesting topic to discuss or news to share please do not hesitate to contact myself or one of the Division Council so that we can get it put on the agenda.

### National AGM and Symposium

Planning is well underway for the National AGM and symposium in Ottawa for 3 October this fall. The



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topic title for the symposium is still being word smithed but it will be about gender and diversity in the marine industry.

CMMC members Doctor Captain Jim Parsons (NL) and Captain Amanda Slade (VI) have been appointed co-chairs for the event. The symposium should prove to be very interesting and members are encouraged to attend.

## Scholarships

There were two scholarships given this year - The recipients were from Georgian College and BCIT. Look for further information in From the Bridge.

## Passenger Training

We were briefed at the last national executive teleconference on the progress made in the project to revamp the passenger training regulations. The CMMC is the lead on this contract with TCMS. So far the consultations have been successful and the final wrap-up will happen in Ottawa.

This is the second time the Company has been active in assisting with the development of regulations in the marine industry. When members asked what do we get from membership, it is these things behind the scenes that are often the most important. Having direct input into new regulatory requirements is very beneficial to the industry and our members on whole.

## Company Policy & Procedure Manual

The Policy & Procedure Manual has been updated to reflect the current Company structure with additional information on procedures to follow for membership, travel, harassment, etc. It is well worth the time to read the document. It can be found easily on the website.

The national executive has voted to adopt the manual which is a living document thus much more relevant to our situation and easily amended.

## Skills Competition/NSCC

Once again, we have been asked to participate in the Skills competition being held at the NSCC Nautical Institute in Port Hawkesbury during the first week of March.

We contribute funds to the event along with judges, etc.

It is my intention to attend the event and we have a few members that have committed to assist in the judging. We still have room for one or two more judges if you are interested please contact me by email at [communications@mastermariners.ca](mailto:communications@mastermariners.ca) or [connor@mastermariner.com](mailto:connor@mastermariner.com)

## Upcoming Elections

The new P&P have put in place term limits (although I believe they have always existed). The Divisional Master can only serve for three years running and unlike Maduro, I do not intend to be Master for life. Unfortunately, I have exceeded the term limits somewhat; it is time for a new Master! If you are interested in taking a position on the Divisional Council make it known to the Secretary or one of the current council members. There is a great deal of personal satisfaction in giving back to your colleagues and industry and it is a real opportunity to influence the outcomes of important changes in our industry.

## Detroit River Split!



## Announcements Next Meeting

1900 March 13, 2019  
Maritime Museum of the Atlantic  
Master says that it will be interesting



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Do you know of any of our members, including yourself, who would be interested in taking a lead role in our Division? Ask one of the Executive about it.

Annual dues can be transferred to our Treasurer, Capt. Greg Wilkie – [wilkie@gmail.com](mailto:wilkie@gmail.com)

Do you have any news of interest about local marine activity or members that you think should be included in The Foghorn? If so, contact the editor, Capt. Jim Calvesbert – [jim.calvesbert@gmail.com](mailto:jim.calvesbert@gmail.com)



## Abandoned, But Not Alone

The Mission to Seafarers works world wide in the support of seafarers who have been mistreated or abandoned by their owners/agents.

Please keep the crews of abandoned ships and their families in your prayers.



## Main themes identified for 5th International Arctic Forum

The business programme working group of the Organizing Committee of the 5th 'Arctic: Territory of Dialogue' International Arctic Forum held a meeting in Moscow chaired by Adviser to the Russian President Anton Kobayakov, says press center of Roscongress. The meeting was attended by representatives of agencies and institutions involved in organizing the event and creating its business programme. The main theme of the upcoming Forum is 'The Arctic. An Ocean of Opportunities'.

The business programme will consist of three sections: 'Coastal Territories', 'The Open Ocean', and 'Sustainable Development'. The central event will be the plenary session attended by Russian President Vladimir Putin. "The programme of the 2019 International Arctic Forum will cover the full range of focuses for the development of the Arctic regions. Experts invited to take part in the Forum's sessions and discussions will devote attention to both the

current state of affairs and the immediate prospects for using these territories to develop industry, energy, construction, shipping, tourism, education, research, and other sectors. I am certain that the topics raised at this international discussion platform will provide an impetus for the further development of the Arctic and the full use of the enormous opportunities offered by this region", Adviser to the Russian President Anton Kobayakov said. At the same time, Russian Presidential Aide Igor Levitin presented information about the need to invite representatives of the Indian government and business circles to take part in the Forum in order to discuss issues concerning the development of trade and economic relations on an international scale as part of the project to develop the North-South International Transport Corridor. Russian Deputy Minister for the Development of the Russian Far East Alexander Krutikov also took part in the working group meeting. "A new system of preferences for companies investing in projects in the Arctic region will also be presented at the International Arctic Forum in St. Petersburg", he said The working group meeting paid special attention to a proposal by Special Representative of the Russian President on International Cooperation in the Arctic and Antarctica Artur Chilingarov to hold a special session called 'Researchers Dialogue' on the sidelines of the International Arctic Forum devoted to international cooperation on scientific research in the Arctic.

The event would bring together leading Russian and foreign experts and scientists working on this subject. "The concept presented today serves as a well-developed foundation for creating a comprehensive business programme that will enable us to establish new constructive contacts with the international community. During the Forum, we are organizing the work of the Transarctic 19 scientific expedition on the Academician Treshnikov scientific research expedition vessel.

The North Pole 41 annual scientific expedition, which will begin in September 2020, will also be presented at the Forum. It will involve 23 research institutes from the Russian Academy of Sciences and other agencies, and more than 60 fundamental and applied research projects will be implemented", Chilingarov noted during the meeting. Plans were also announced to hold a meeting of the Industry and Technology



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Development working group of the State Commission for Arctic Development chaired by Russian Minister of Industry and Trade Denis Manturov at the Forum site United Shipbuilding Corporation (USC) President Alexey Rakhmanov said that the Arctic is a zone of special attention for Russia and USC as the flagship of the national shipbuilding industry.

“The Corporation and its enterprises traditionally take part in the ‘Arctic: Territory of Dialogue’ Forum. Today, during the year of the 60th anniversary of the nuclear icebreaking fleet, for us the Forum is not only an opportunity for business dialogue, but also a platform for drawing attention to key aspects of the development of the shipbuilding industry in Russia”, he said during the working group meeting. In addition, the offsite event ‘Prospects for the Development of the Northern Sea Route’ will be organized on board the **50 YEARS OF VICTORY** nuclear icebreaker in real navigation conditions in the Kara Sea’s Oka Bay as part of the Forum programme on 7–8 April based on a proposal from the Directorate of the Northern Sea Route. The final draft of the Forum programme with proposals on moderators and speakers is expected to be prepared by 15 February 2019. The 5th ‘Arctic: Territory of Dialogue’ International Arctic Forum will take place in St. Petersburg on 9–10 April 2019.  
**Source: Portnews**



## **Storied Coast Guard ship can't be fixed, shipyard says, highlighting yet again, Canada's shipbuilding problem**

2019 January 24

By David Akin Chief Political Correspondent  
Global News

An assessment by a Quebec shipyard that the CCGS Hudson cannot be upgraded is the latest headache to bedevil Canada's shipbuilding strategy, David Akin reports.



A Quebec shipyard hopeful of getting more federal work has condemned a storied Coast Guard ship as beyond repair, declining to bid on a lucrative contract to overhaul the 56-year-old CCGS HUDSON on the grounds that it “presents a serious and real threat to the safety of life at sea.”

In a letter delivered Tuesday to officials with Public Services and Procurement Canada, Davie CEO Jared Newcombe said his company, based in Lévis, Que., would not bid on the contract to upgrade the HUDSON as Davie believes the vessel to be beyond repair. A copy of that letter was provided to Global News.

The federal government was trying to squeeze another few years of service out of the HUDSON which, having been commissioned in 1963, is the oldest ship in the Coast Guard's fleet. Bidding on the life-extension contract, expected to be worth about \$20 million, ended this week.

It is the latest headache to bedevil a federal shipbuilding process that has been rife with delays.

Davie's remarkable letter — procurement experts cannot recall a bidder ever recommending scrapping a major vessel when offered a chance to upgrade it — underscores the difficulties successive federal governments have had in updating an aging Coast Guard and Royal Canadian Navy fleet.

“The Coast Guard ships are in serious need of replacement now,” said David Perry, a defence procurement expert and senior analyst at the Ottawa-based think tank, the Canadian Global Affairs Institute. The average service of a Coast Guard ship is about 36 years. Canada's Maritime peers typically replace their Coast Guard vessels within 30 years of service.

The Harper government announced in 2007 that the HUDSON was to be replaced by 2012 and



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the contract to replace her was awarded to Vancouver's Seaspan shipyard. But that project is mired in delays and it is not clear when there will be a replacement. There is not yet a confirmed date for construction to start while the projected budget of \$331 million to build the HUDSON's replacement is under review.

The HUDSON did have a \$4-million refit in Hamilton, Ont., in 2016, and has had more work done on it since it returned to its East Coast port in Dartmouth, N.S., in 2017. But Davie told the government that, in its view, the HUDSON has now reached the end of the line.

"The level of degradation to the hull, fuel tanks, onboard systems and other structural elements presents a serious and real threat to the safety of life at sea as well as the environment," Newcombe wrote. Newcombe said his company had to consider its own liability should it have won the current life extension contract, "as well as ethical, reputational and environmental considerations."

Public Services and Procurement Canada (PSPC), the federal government department handling the work, disagrees with Davie's assessment.

"The claim that the CCGS HUDSON is "irreparable" is inaccurate," PSPC spokesperson Carole Saindon said in an e-mail statement late Thursday night. "The CCGS HUDSON is a reliable ship, thanks to the regular maintenance of the Coast Guard. The vessel remains in good condition, and meets all Transport Canada regulatory requirements and is fully certified."

The CBC reported last fall, citing documents it obtained under the federal Access to Information Act, that after reviewing the work done on the HUDSON in 2016, an unnamed official with Lloyd's Register, the maritime classification society based in the U.K., wrote, "There is no reason why the vessel should not continue to operate for another 5-10 years."

The HUDSON has a distinguished place in Canada's Maritime history as a science and exploration vessel. Built in Saint John and launched in 1963, it became the first ship to ever circumnavigate North and South America, a voyage it completed from 1969 to 1970. It has also assisted in search-and-rescue operations in its long career.

Most recently, between Aug. 17 and Sept. 10 last year, it charted marine geohazards and natural seeps off southeastern Baffin Island, Nunavut. But the scientific report published by Natural Resources Canada about that journey noted that there were problems with the ship. On its second day out of port, as it was travelling up the west coast of Newfoundland, for example, two of its engines developed problems. The problem with one engine was resolved but the other was out of action for the rest of the cruise.

The Coast Guard's fleet problem could turn into an election issue. Davie and its supporters believe one solution to Canada's aging fleets is to get more shipyards into action building new ships. Most of the work to build new navy and Coast Guard ships was awarded to Irving, based in Halifax, and to Seaspan, based in Vancouver. Davie is located in a riding held by Conservative Steven Blaney, a former Harper-era cabinet minister, while the other shipyards are in Liberal territory. Politics has never been far from Canada's shipbuilding policy with shipyards and their backers routinely conscripting political parties to push their agenda.

Indeed, one of the issues bubbling beneath the surface of the ongoing trial of Vice-Admiral Mark

Norman are ties between the Irving family, owner of the Halifax shipyard and senior Liberal cabinet ministers Scott Brison and Dominic LeBlanc.

A group of suppliers to the Davie Shipyard recently released a 10-minute video sharply critical not only of Canada's shipbuilding strategy but also of Davie's rivals, Irving and Seaspan.

The HUDSON is one of five Coast Guard ships built in the 1960s, the most notable of which may be the heavy icebreaker CCGS LOUIS ST. LAURENT built in 1969.

The HUDSON is one of two offshore oceanographic science vessels the Coast Guard operates. The other is CCGS John P. Tully, commissioned in 1984 and based out of Victoria. The HUDSON is the only one of her kind on the Atlantic coast. Her home port is in Dartmouth, N.S., at the Bedford Institute of Oceanography.



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**(Editor: Scary if true BUT, does Davie have another ship that they would like to convert to replace the Hudson for the Coast Guard?)**



## Where is CCGS Louis S. St. Laurent Replacement?

Two brand new icebreakers now escort oil tankers through Gulf of Ob

The vessels are crucial for our expanding Arctic oil production, says Gazprom Neft.  
By Atle Staalesen

New-generation icebreakers ANDREY VILKITSKY and ALEKSANDR SANNIKOV are now ploughing through the ice of the Arctic bay assisting the oil tankers that shuttle to the Arctic Gate terminal.



The ALEKSANDR SANNIKOV was delivered by the Vyborg yard in St.Petersburg in June 2018 and sister ship ANDREY VILKITSKY followed in December the same year Both ships are now in operation in their dedicated areas in the Gulf of Ob, Gazprom Neft informs. The 121 meter long vessels are able to break through two meter thick ice. They open the waters for the tankers shuttling to and from the company's Arctic Gate oil terminal in the Gulf of Ob.

The ships are designed by Finnish company Aker Arctic and are considered among the technologically most advance diesel-engined

icebreakers in the country. They have state of the art systems for manoeuvring, fuel efficiency and radio navigation. The presence in the area of our own icebreakers is a guarantee for the uninterrupted and efficient functioning of Arctic oil transports, and this opens new perspectives for the future development of fields in the region,» says Deputy General Director Vadim Yakovlev. The Arctic Gate terminal is located in the Gulf of Ob, near Cape Kamenny. The first oil was shipped out from the terminal in 2014, and winter out-shipments started in 2015. It was launched as part of the Novy Port oil field development. Gazprom Neft intends to ship out up to eight million tons of oil per year from the installation.

A fleet of six top-class Arctic tankers are built for the project. The first vessels of the new fleet, the «Shturman Albanov» and the «Shturman Malygin» were put on the water in early 2016. The third fleet tanker, the «Shturman Ovtzyn» set course for the history books when it in mid-winter 2017 left the yard of the Samsung Heavy Industries in South Korea, made it through the Bering Strait and sailed all the way to Yamal. Later, also the SHTURMAN SHCHERBININ and the SHTURMAN KOSHELEV were built. The oil is shipped to Murmansk where it is reloaded to terminal tanker UMBA and subsequently taken further to Rotterdam. Source: Barents Observer



Finished with Engines

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