



The Foghorn

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



February 2020

From the Master Captain Marshall Dunbar

Good Day Everyone,

Unfortunately, our January Professional Meeting was cancelled due to a winter weather day. It was nothing like the snow storm that hit Newfoundland or the almost 500mm of rain that Vancouver Island enjoyed over the month of January.

Our weather has always been a topic of conversation and no doubt it always will continue to be one. With the ongoing discussion of global warming and a variety of ideas for the marine industry to cut emissions and other industries to align with the goal of halting or reducing global temperatures, talking about weather has taken on a global identity and not just a Canadian one.

That leads me to what we are doing to address the situation and I remember back to the oil crisis of the 1970's, when the end of the world's oil reserves was thought to be nearer than anyone expected. At the time a catch phrase was introduced of "reduce, re-use and recycle" and it seemed like the way things could succeed. It was a phrase that people could follow and in the order as delivered. But decades later on we have taken to recycling, while the other two have been forgotten or at least don't gather the public's attention. In reality the first is the most important one, with reduction only now beginning to become trendy even as we continue to find more hydrocarbon based energy and march towards bigger vehicles, bigger homes, bigger everything and that includes bigger ships. With the amount of goods that are touched by shipping, we as an industry have to focus on and work towards the most efficient ships that can be available to industry. This will be a slow process as anything on a global scale of agreement moves at a snail's pace. There are a lot of ideas that are being developed and some will be busts and others successes. It will take a lot of deep financial pockets, with a recent study indicating \$1.4 to \$1.9 TRILLION for shipping (land based and ship related infrastructure) to have shipping's greenhouse gas emissions cut to half of the 2008 level by the year 2050. That will also require a great level of political will power to move our industry in this direction. The shipping industry has seen great changes over its history and we should be ready to accept this challenge as it is becoming our reality.

All for this month and thanks for reading the above "comment" and safe sailing.

A reminder that the new Dues structure is coming into effect 2020.

Full Member \$300 Retired Member \$150 Associate Member \$150 Corporate \$325 Student/Cadet \$20

As of 01 January 2020 the new split will be 70% national and 30% divisional.

Category	Total Dues	National Portion	Divisional Portion
Full	\$300	\$210	\$90
Senior (+65)	\$150	\$105	\$45
Associate	\$150	\$105	\$45
Corporate	\$325	\$227	\$98
Student/Cadet	\$20	\$14	\$6

Please pay in a timely fashion as it makes the Treasurers job much easier.



Upcoming Events

Our Monthly Professional meeting will be held at the Maritime Museum of the Atlantic on Wednesday the 12th of February 2020 at 1900. Capt. Greg Wilkie will preside.

Our Guest Speaker will be Mac Mackay who will speak about his ShipFax Blog.

His preferred spot to take photos is from the container pier at Point Pleasant Park from where he has taken photos in his 51 years on the shore.

Mackay, a semi-retired architect, started watching ships as a boy on the St. Lawrence River. His father would study them through a telescope and Mackay would draw them.

But it was when he moved to Halifax in the 1960s to attend university that his passion "ignited."

Mackay shares his photos and harbour news on his [Shipfax blog](#) and on CBC's *Information Morning* as the harbour watcher.





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Secretary's Position

Our Divisional Secretary plays a very important role in ensuring the recording of decisions, scheduling of meetings, assisting the Master (Vice President) with coordinating activities, and maintaining contact with the other divisions to make Master Mariners of Canada a truly national organization that *“Represents the interests of Shipmasters and senior deck officers in Canada and internationally through membership in the International Federation of Shipmasters Associations.”*

Jim Reddy filled this position for many years in a manner which responded to all of the above requirements and his performance will be a target to be achieved for our next Secretary.

If you have an interest in assisting us by filling this position, please contact the Master,
Capt. Marshall Dunbar, at
Marshall.dunbar@federalfleet.ca



Canada should heed caution when outsourcing marine risk management



**CHAMBER
OF SHIPPING**

[Chamber of Shipping](#) > [Blog](#) > [Blog](#) >

A quick survey of Canada's shipping corridors from coast to coast to coast reveals that Canada's marine safety framework does not have a common national understanding of risk principles, risk tolerance, or application of risk mitigation measures.

Over time, Canada has unintentionally cultivated an incredibly complex multi-jurisdictional approach to marine safety. The lack of a single unambiguous authority on all aspects of marine safety now diminishes the prospect of achieving more sophisticated outcomes through the Oceans Protection Plan. Furthermore, this situation invites criticism and doubt from

increasingly engaged and informed Canadian public and Indigenous communities.

When the Prime Minister unveiled the [Oceans Protection Plan](#) three years ago, one of its stated goals was to advance a “World-leading” marine safety system. This aggressive approach included unprecedented funding of \$1.5 billion and a host of fifty-plus programs launched across multiple Federal departments. While a number of these programs targeted the safety of shipping in Canada, collectively their objectives may have missed the mark at addressing some of the core challenges with Canada's marine safety system. Gone are the days when Transport Canada was viewed as the single source for marine safety expertise and decisions. One can now witness multiple Federal departments, pilotage authorities, ports, provinces, communities, contractors, and non-governmental organizations all feeding into a loosely organized network of supposed expert thinktanks. Frequently, this approach results in uninformed assumptions, an incoherent and inefficient approach, and missed opportunities to address priority areas of concern.

Unfortunately, this complex mishmash in approach is now impacting the competitiveness of marine transportation and consequently exports from Canada, and if left unchecked, could impact Canada's excellent safety record.

While the Oceans Protection Plan intended to increase the involvement of all Canadians in marine safety, its inability to integrate outcomes in a single coherent manner now leaves a vacuum and an increasing propensity for decisions to be unduly affected and often based on perception and misinformation.

In the absence of a single clear authority, major project proponents that require ships to move their product are establishing their own standards, which is typically in excess of recognized industry practices and national regulatory requirements. This is especially true for marine carriers of oil, gas, and chemical products. This level of commitment is admirable and should be recognized, but without nationally recognized standards, Canadians may not understand or appreciate these enhanced levels of risk mitigation.



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Ship preparing to dock with the assistance of tugs.

Moving forward with the Oceans Protection Plan, the Federal Government should refocus its effort on governance, the re-establishment of a single marine authority, the integration of programmes between Federal departments, and ensuring that Federal departments have sufficient technical expertise to execute their responsibilities. The relationship between Transport Canada and the Canadian Coast Guard deserves special attention as their synergy is a crucial component in Canada's marine safety framework. Consideration should be given to increasing the Canadian Coast Guard's authority and role in the implementation of Canada's marine safety framework. Our [Report Card](#) on the Oceans Protection Plan includes key recommendations.

Canada has an enviable track record when it comes to marine safety. Whether its grain, potash, or chemicals or gas, ships from all over the world safely import and export more than \$200B of Canadian cargo through our ports annually, directly benefitting Canadians and Canadian businesses.

Canadians and Canadian businesses already expect strong authoritative governance and national standards in all transportation modes. Like railroads and airline travel, it is now time to take a similar approach for marine transportation and this can only happen through a single, technically capable, and properly resourced marine authority.

Robert Lewis-Manning is the President of the Chamber of Shipping



Before Thomas' Stowage there was Noah's Stowage



"Keep woodpeckers securely locked in metal cages throughout the voyage"



5 Top Take-Aways for MCA Oral Examination Prep

Saturday, 04 January 2020 Angus Ferguson

Onboard Maritime delivers online courses for candidates preparing for their MCA Oral examinations. With virtual classroom delivery and daily contact with an experienced instructor you can get all the benefits of studying at a maritime college with the flexibility of delivery which puts you in control of your learning. www.onboardmaritime.com.

This is our latest blog with some advice on preparing for your MCA Oral exams. Yes, it can be a daunting experience preparing for your oral exam no matter what discipline or level you are at. These 5 take-aways will help you focus and structure your studying to ensure you present your best self on the day and maximise your chances of passing first time.

1. Align Your Preparation to the Style of the Exam

This is an oral exam. You are going to be asked questions and will be expected to respond with concise, coherent answers that best reflects your subject knowledge and competence.



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You must therefore practice speaking and talking through procedures and scenarios. 1 – 1 or small group sessions are essential to help you process the knowledge which is inside your head into a structured dialogue that you can recall when under pressure.

2. The Power of 'I'

Do not underestimate the importance of the pronoun 'I'. Simply changing your answer from 'We did this' to 'I did this' has a powerful effect. You gain confidence as you are talking about your actions and something you did. In addition the examiner also gains confidence as they can now picture you performing the actions you are describing. This technique requires practice but to give an impactful answer use the pronoun 'I'

3. Answer the Questions at the Appropriate Level

You may be an expert in Shipmasters Business and Law and be able to recite the Hague-Visby rules word for word. But if you are going for your Deck OOW oral exam and can't tell the examiner what you would do if the main engine failed, we have a problem. When you are preparing for the exam be mindful of the examination level you are studying for. As a rough rule of thumb:

OOW / EOOW – Your primary concern is the **safe operation of the vessel**. An understanding of your responsibilities and when to call for assistance. A working knowledge of the organisational tools which ensure you can respond to routine and non-routine situations with appropriate actions. e.g.

- The Safety Management System
- Masters / Chief Engineers Standing Orders
- Planned Maintenance System
- Permit to Work System

Chief Officer / 2nd Engineer – Your responsibility is more focused on **operational aspects of the vessel**. You need to have more technical knowledge about shipboard operations and the management of crew members. This will include:

- Organisation of the deck / engine crew to ensure routine port and seagoing tasks are completed safely and efficiently.
- Organisation of the deck/engine crew to complete planned maintenance tasks.
- Operational planning for major ship events such as dry docking.

- Logistics - ensuring the ship is properly fuelled, supplied and with adequate spares onboard for its operational duties.
- Quality Management System - through audits and inspections ensuring that crew members are aware of their duties and procedures to follow.
- Certification - Preparation of the ship for Flag State / Port State/Company/Charterers inspections.
- Record Keeping - Ensuring there is evidence that proper procedures have been followed at all times.

Captain / Chief Engineer – Your responsibility is that as a Senior Manager of an organisation.

You must demonstrate the skills and knowledge to deal with routine and non-routine situations involving multiple stakeholders, through the use of strategies, planning and resource management. These will include:

- Management of Change - what will you do if there is an event during a seagoing passage.
- Crew Resource Management - ensuring you have the right crew on board to meet the minimum manning requirements. They have the correct certification and the documentation has been completed correctly.
- Financial Management - being accountable for the expenditure of the ship.
- Stakeholder Management - showing an understanding of the needs of different stakeholders e.g. charterer, port state, flag state, ships agent, ships crew and being able to prioritise demands.
- Crisis Management - what to do in the event of an emergency onboard the ship.
- Corporate Responsibility - the requirement to ensure the vessel at all times is maintained and complies with company and international standards and regulations.

4. Structure Your Answer

The examination is essentially a competency based interview. The acronym STAR is a well known technique in how we structure an answer to a competency based interview. We think: **Situation Task Action Result**. We can adopt a similar approach for orals style questions.

Think to yourself:

- What is the situation?
- What was the objective?
- What did you do?



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What was the result?

5. Funnel Your Learning We may have a number of sources of information about a topic we are studying at the outset. The aim is to filter that information. Selecting the key points and actions so that even the most seemingly complex subject can be reduced to 10 key bullet points on the back of a postcard. We should finish each study session with at least one postcard to show for our work. These flashcards are unique to you. They reflect your work and as you build your content it becomes a tangible record of the effort you are putting in to achieve your goal. So there you have it. Our top 5 take-aways. Good luck. Stay focussed. Go to [Onboard Maritime.com](http://OnboardMaritime.com) for more tips and find out how you can join one of our online orals prep courses.



Has anyone been watching High Arctic Haulers?

High above the Arctic Circle, tugboat crews battle ice and treacherous tides through a two-month window to keep the towns at the top of the world supplied and alive. The program highlights the Eastern Arctic resupply and centers around Desgagné Shipping's activities. It's on CBC on Sunday evenings.



F.W.E. for this edition

Capt. Jim Calvesbert, Editor



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