



The Foghorn

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



January 2020



From the Master Captain Marshall Dunbar

Here we are into a New Year and trust that all had an enjoyable and safe Holiday Season.

As part of the season we had the annual MMC dinner on Dec 10th and the RNSYS. It was a well attended affair and the meal and company were both very good. Our National Secretary Captain Cindy Brown was able to attend and she gave us a short re-cap of all the good programs that the NSCC is currently working on to assist the marine industry. Many thanks for Captain Chris Connor for organizing.

The next day, the Mission to Seafarers Christmas Luncheon was held where the MMC sponsored a table. Another nice meal and an opportunity to support a valuable service.

For those who were in along the Halifax waterfront during the evening hours our Atlantic Naval Fleet continued on with the Festive Lighting Program from 13 Dec until 06 Jan. Always nice to see the navy showing off their seasonal spirits.

For our members that are working on the Great Lakes the Seaway at Montreal officially closed 31 December 2019 and the Welland Canal will close 08 Jan 2020. This is the 60th anniversary of the Seaway System which is a vital waterway and moves over 200 million tonnes of cargo on an annual basis. Enjoy the time home with family and friends.

An item of interest that was recently sent out via the Transport Canada Ship Safety Bulletin # 15 / 2019 was the Reciprocal Arrangements Subject to STCW Convention and the CSA 2001. This arrangement will allow seafarers with a valid STCW certificates issued by France and Norway to apply for a Canadian endorsement.

Added to this is the Special Measures Policy for the Maritime Sector which will now require all employers seeking to use Temporary Foreign Workers (TFWs) on Canadian flagged vessels to obtain a letter of concurrence from the Seafarers International Union of Canada (SIU) stating that there are no qualified or available Canadians to serve as crew prior to approval being granted to use TFWs. These items along with foreign flagged ships (Iver Bright in Great Lakes for the winter) trading between Canadian ports show that the need for more qualified seafarers and new tonnage under Canadian flag is an ongoing concern. The MMC can and should continue to be a flag waver as to encourage companies, other organisations and the government to promote the maritime sector and all the great opportunities that it provides.

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

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 Treasurer's job much easier.



Upcoming Events

Our Monthly Professional meeting will be held at the Maritime Museum of the Atlantic on Wednesday 08 January 2020 at 1900.

The Atlantic Regional CMAC will be held in St. John's NL on 22 January, 2020. If anyone from The Maritimes Division does attend a quick update at our meeting or for The Foghorn is greatly appreciated.





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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



'No doubt' more resources for coast guard would boost shipping: Seaway spokesman
2019 December 30 <http://www.boatnerd.com/>

Six Canadian Coast Guard icebreakers travelled 19,173 kilometers escorting commercial vessels through the ice on the Great Lakes last winter. Combined with U.S. Coast Guard vessels, they assisted 522 ship transits between late December 2018 and April 2019, the Canadian Coast Guard said. Canada and the U.S. share icebreaking duties on the lakes, moving between the two nations as needed.

Though both the Welland Canal and locks at Sault Ste. Marie are closed during the winter, cargo vessels still transit the lakes, delivering fuel and road salt among other cargo.

"Ensuring that shipping continues on the Great Lakes year-round is critical to keeping our economy moving," said Bernadette Jordan, minister of fisheries, oceans and the Canadian Coast Guard, in a news release. "Our experienced crews and staff not only ensure cargos continue to move, but they also help protect communities on the banks of the Great Lakes from flooding."

Andrew Bogora, spokesman for St. Lawrence Seaway Management Corp., said the corporation works closely with both coast guards to ensure there's adequate support for the opening and closing of the shipping season. "There's no doubt additional coast guard resources would be a boon for shipping," said Bogora.

Both Canadian and American shippers have called for more icebreakers on the Great Lakes. With the icebreaking season underway, the **CCGS SAMUEL RISLEY** has already moved to the upper lakes, while the **CCGS GRIFFON** is on Lake Ontario. The two vessels are dedicated to the lakes each year and are supported by additional vessels as needed.

Last year, coast guard vessels **AMUNDSEN, DES GROSEILLIERS, MARTHA L. BLACK** and **PIERRE RADISSON** were sent to help break the ice on Lake Erie and beyond. The four vessels helped break open the mouth of the Welland Canal and escorted ships through the thick ice on the lake.

In addition to icebreaking, the two coast guard agencies work to prevent the formation of ice jams and flooding at the mouths of rivers along the lakes.

The Welland Tribune



VISIT TO THE ASTERIX

In December, a number of us were privileged to take part in a tour of M/V ASTERIX. It helps that our Divisional Master (Vice President) is the Operations Manager for the owners, Federal Fleet Services.

I have always been in favour of this concept of a fleet auxiliary and having 3 vessels of this type, especially considering the financial aspect of this versus the planned JSS. Attached are some pictures of the ship. I think that it's safe to say that we were all impressed with the quality of the facilities and capabilities of the vessel.

Thank you Captain Dunbar for providing this opportunity to visit the vessel. As a final comment, I feel sorry for the military personnel



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who have to return to “normal” naval vessels after experiencing the luxury of the Asterix.



ITF Dockers' Clause

A lot has been written recently about this requirement that came into effect in Canada on January 1st so I won't repeat it here.

I do have a lot of questions about the effect on time spent in loading/unloading operations however. Will there be sufficient trained dockers to permit timely operations? Will port costs escalate? Will crew be permitted if assist in order to shorten port stays? Will more time be involved for due diligence by the Chief Officer and crew after departure?

I would like to hear from some of our current mariners about their thoughts on this.



Something for Last (as Steve Murphy says)

A suggestion have been put forth that the Foghorn be printed as full page rather than 2 columns for possibly easier reading on smartphones? Could I have comments please?



F.W.E. for this edition



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