



The Foghorn

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



July 2020

From the Master Captain Marshall Dunbar

Good Day Everyone,

Slight change as we normally do not produce The Foghorn in July or have a meeting in July. This month we are doing both and so please join us for a ZOOM meeting on July 8th, details below.

I would like to thank everyone who stood for election at last month's meeting. It is good to have a full slate to represent The Division and in particular, I would thank Captain Jim Calvesbert for stepping forward to take over the vacant position of Secretary.

As an industry, we continue to perform at a level that shows off a great deal of professionalism while countries around the world which benefit from this professionalism turn their back on the industry. It is shocking to see seafarers stranded onboard for prolonged periods and a large registry like Panama is permitting companies that use their registry to extend contracts out to 17 months. This is where the IMO and others need to step forward and put an end to this situation. They need to apply pressure and allow crew changes to take place. It continues to be that the old norm is the new norm, in that it takes advantage of seafarers while the world economy continues to flourish thanks to shipping.

We are progressing through 2020 that at times seems normal and at others so strange. The strangeness has permitted us to get together as we had not before or not to this extent (virtually) and as we go on with our business as it is expected. That is on time, in a safe and professional manner. That is our normal.

Many thanks to all that work in our business and those that provide support to them.

All for this month and safely enjoy the summer.
Marshall



Next Meeting – July 8

Our next meeting will be July 8th beginning at 1900 via ZOOM. Our guest speaker is Louella B. Sequeira, MBA, PMP, CM (Prosci Methodology) Certified who will speak to “The SMART Journey from Data to Knowledge” which means “The right people, getting the right information, at the right time”. Ms. Sequeira is a member of the Vancouver Division of MMoC and has been involved as a strategic management consultant, with 20-year success in delivering technologically innovative operational & logistical solutions – primarily focused on the shipping/transportation domain.



CMMC meeting and Election of Officers – 10 June 2020

This meeting was conducted through ZOOM with the Master, Capt. Dunbar in the chair. At 1910, with thirteen members participating, the meeting was called to order.

Approval of the minutes of the previous meeting was moved by Capt. Gallagher and accepted. As required by the National Bylaws, the Election of Officers was conducted with the following results:

Divisional Master/Vice President
Captain Marshall Dunbar

Deputy Master
Captain Doug Roe

National Councillor
Captain Marshall Dunbar

Divisional Councillors
Captain Alan Knight
Captain Stu McLea
Captain Ed Kehoe

Also in accord with the Bylaws, Divisional Council made the following appointments:

Divisional Treasurer
Captain Greg Wilkie

Divisional Secretary
Captain Jim Calvesbert



The Foghorn

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



July 2020

The question of the use of ZOOM on a national basis was raised. Captain Gallagher, as National Treasurer, indicated that the National Council had approved one main account with Captain Cindy Brown (National Secretary) being the National Account Host. Each Division may have a divisional host which is Capt. Dunbar in the case of Maritimes Division. The annual cost is \$200 per host or \$1600 for the national organization. Two divisions are able to schedule use during the same time periods and this cost is less than is currently spent on National Council teleconferences. There will be a large saving this year as the National AGM will be conducted by ZOOM due to the Covid 19 situation.

A discussion of the current status of the MMoC website took place with the following main points raised. A more fulsome document was submitted to Capt. Gallagher who is working as part of a National team to review the website.

Suggestions received:

1. Add something about crew changes during COVID 19 (Alan)
2. Insert thanks to Maritime Museum (provision of meeting facilities) and CIBC (free banking service) (Greg)
3. Need people actively looking at content to ensure “freshening up” (Marshall)
4. Need to determine what the purpose of the website is to be (recruitment or information or entertainment, etc.) (Jack)
5. The membership section needs to be clarified and simplified. (Jack)
6. Member can have his corporate web/information officer look at our site and provide some suggestions re our visibility. (Stu)
7. The membership password was circulated in 2016 but people have forgotten/misplaced it. Follow up indicated that there is no content on the Members’ page in any case.
8. Lack of Facebook and Linked in continuity since passing of Jim Ewart (Jim)
9. A sidebar discussion (Gallagher/Calvesbert) resulted in a suggestion that the Members section be populated prior to the password being given out.

A number of suggestions were put forward regarding potential guest speakers and further

suggestions may be forwarded to the Secretary. The list of potential speakers is included as Annex 1.

Captain Knight mentioned the memoirs of Captain Angus McDonald are now in the publishers hand and Capt. Knight will inform us when they become available.

It has been some time since our Division conducted a one-day seminar and Capt. Knight suggested that we consider groups from the Academic, Marine, and Medical fields to discuss the topic of Covid 19 and the “rights and wrongs” of actions in the field of shipping.

Capt. Gallagher will check the availability of a speaker (Louella Secora – Vancouver Port Modernization) for the next meeting which will be conducted by ZOOM and determine the possibility of inviting other Divisions to participate. Capt. Calvesbert suggested that we should be attempting to create more involvement with the Canadian Institute of Marine Engineers as well.

The motion to adjourn as put forth and approved at 2000 with the next meeting to take place at 1900 LT on July 8, 2020.

ANNEX 1 – Potential Guest Speakers for 2020-2021

- Captain Alan Gray, President & CEO Port of Halifax
- Karl Risser, ITF inspector, Atlantic Canada, 902-237-4403
Risser_Karl@itf.org.uk
- Robert Starkes, Atlantic Region Manager, ECRC, rstarkes@ecrc-simec.ca
- Survival Systems Training, Dartmouth NS, STCW safety courses
- Anne Miller, Regional Director, Canadian **Coast Guard Programs** 902-426-9022
- Scott Kennedy, Transport Canada Marie Safety
- Dr. John Ross, PRAXES medical services for mariners
- Canadian Hydrographic Services, Dartmouth





The Foghorn

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



July 2020

Risk of Covid-19 Assisted Casualties and the Question of Who Will Mitigate Captain Jack Gallagher

Great casualty investigation reports dive deep to determine the causes, contributing factors and safety deficiencies related to a casualty. How soon will we see that a lack of response to the Covid-19 pandemic appears in a report? The better issue to consider is what can be done to recognize and mitigate the risks before a casualty happens.

Are seafarers amid the pandemic fully engaged in the processes required for the safe operation of the ship? We know that mental acuity can be diminished by stress and fatigue and both are on the rise on board.

Marine transportation has been designated as an essential service and some exemptions made to domestic health protocols to allow the industry to keep moving. The seafarers are acutely aware of how such a virus can travel through the crew as there are examples on warships, cruise ships, factory trawlers and others of serious outbreaks. The accommodations, working, eating and recreation spaces on board are not designed with pandemic protocols in mind. The crew rightly fear every person from outside the crew who comes on board. Every interaction with a pilot, agent, inspector, surveyor, or customs officer is considered a threat to their healthy crew. (In true reciprocal fashion every one of these people attending a ship see the crew as a threat to their health as well.)

Every port call is additional stress particularly in countries where there are serious outbreaks or where the official level of testing and reporting is suspect. Furthermore, when they arrive in port there is mostly no opportunity to go ashore. Even if the opportunity is present there is little purpose as shops, restaurants, museums, and other facilities are largely closed or operating in a very limited fashion. There would also be the risks associated with a shuttle service to the port facility gate and local taxis beyond.

The Port Chaplain or Mission to Seafarer's volunteer may make deliveries to the gangway but coming on board for a visit is an increasingly rare occurrence. Missions are closed and they no longer crowd seafarers into vans for trips to town. On ships where internet connections are not provided those delivering to the ships have

seen a spike in demand for SIM and top up cards so there is opportunity to communicate with home.

Even with extensive safety protocols and no virus on board there are few opportunities for crew change. Routinely, there are seafarers who are working on two and three-month extensions to what are fairly long term contracts. The fatigue guidelines look at hours of work and rest but do not account for how long a contract is or any implications if the hitch is extended. It can certainly be expected that as hitches are unilaterally extended the fatigue and stress builds. This is compounded by seafarers missing family and friends who they had expected to see some time ago.

Having looked at the situation of the seafarers and recognizing that it is reasonable to expect them to be stressed and fatigued this should be showing up on the risk registers of those involved in the shipping world. Although we are hearing of the problems, we hear very little about mitigation opportunities.

The mitigation could start on board. The crew could self-report that they cannot safely conduct their duties and fully comply with the safety management system. As this could certainly not be resolved on board it would need to be elevated to the company management via the Designated Person Ashore.

The Master could declare the ship unseaworthy due to the condition of the crew and remained tied up or at anchor until the situation is resolved. If the Master declares the only way to make the vessel seaworthy to have a complete crew change the management would be forced to find a resolution.

Understanding the power relationships and dynamics in international shipping either of the above mitigation measures is highly unlikely to occur. The seafarers need a well-deserved crew change but taking such action for many would result in ending their jobs as seafarers. In a time of economic uncertainty, the conflict between safety and long-term career it is likely that safety will be given short shrift.

Flag States are not likely to get involved in risk mitigation. Most flag states are quite content to do some basic paperwork and delegate as much



The Foghorn

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



July 2020

responsibility to classification societies as they can.

Coastal States can be more involved, but they are likely struggling with issues such as:

- How do we know that there is really a problem and that intervention is warranted?
- Is there a good way to measure the issue of stress and fatigue or a proxy we can use to gauge?
- Should all ships be treated the same or should the focus be on particular cargoes/sizes/types?
- Our economy is largely based on goods moving as inexpensively as possible and will the additional costs make us uncompetitive?
- Which mitigation measure(s) are most effective?
- Can we implement new measures without changing existing laws?

Measures they should be considering are:

- Screening questions on notices of arrival related to extensions to contracts or time since crew change.
- Two pilots embarked in pilotage waters.
- Vessel Traffic Services becoming less advisory in nature and more regulatory in nature by “controlling” traffic.
- More instances of tethered escort tugs in pilotage waters.

Adding questions related to time on board, or time since crew change are likely the only proxy available to administrations in determining the level of risk. There are tests of mental acuity that are used in studies on fatigue and methods of recording stressor events that provide stress scores, but these would be impractical to conduct. If we accept that both fatigue and stress will be cumulative with time on board during the pandemic this can be an administratively simple solution.

Double pilotage is used in many jurisdictions and is required based on elevated risk. In some cases, the risk is related to the type of cargo while others on the time in pilotage waters, presence of ice, removal of aids to navigation or tight navigational clearances. The second pilot can monitor closely the bridge team and counterbalance the potential of slips, lapses or errors that may occur due to fatigue and stress.

Vessel traffic services could easily take a more “traffic control” approach and direct ships as to whether to overtake, when to cross a separation scheme or how to enter and exit a scheme. This additional control would assist in setting minimum distances between ships and create a more structured traffic flow.

The level of risk is elevating, and it is changing with each passing week. Too often in the marine world we take bold action after a major casualty. It would be refreshing to see bold action taken in advance.

Captain Jack Gallagher is the owner of Hammurabi Consulting based in Halifax, Canada. www.hammurabi.ca and the National Treasurer of the Company of Master Mariners of Canada.



Did You Know?

The sailing distance between Western Europe and any of Boston, New York City or Newark barely changes if a ship briefly stops at Port of Halifax. Compared to sailing two different sized container ships between the same European port and both Boston and Newark/New York, it is actually cheaper per container to sail a single larger container ship to Newark/New York and partially offload containers at Halifax, then sail a smaller interline ship between Halifax and Boston. Despite limited terminal space, Halifax could expand transshipment to include other small American east coast ports such as Portland and New Haven/Bridgeport.

While the railway distance between Saint John and Montreal is shorter than Halifax – Montreal, it is still greater than Boston – Montreal and New York/Newark – Montreal. Political support to develop Port of Saint John to berth neo-Panamax size ships was the result of political strategy to reduce a single railway from operating a virtual monopoly of container transportation between Eastern (Halifax) and Central Canada (Montreal and Toronto). A different railway operates between Saint John and Montreal. Moving containers by rail between Saint John and Boston is much more costly per container than doing so by ship.





The Foghorn

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



July 2020

The Jones Act and the American Maritime Industry at 100

The Maritime Executive June 5, 2020



File image courtesy Crowley Maritime
BY **MICHAEL ROBERTS**

This Friday, June 5, 2020, is the 100th anniversary of the Jones Act, the fundamental law of the American maritime industry. This centennial arrives at an extraordinary time for our nation—in the middle of a historic pandemic.

In many ways, the pandemic has illustrated why America needs a strong domestic maritime industry and laws like the Jones Act. I have seen first-hand how American maritime has responded to this crisis, and I am so very proud to be associated with this community. This is a black swan event, and there are gaps in the rulebook. But decisive decisions have to be made, and these are the times when character and culture take over.

For American maritime – the choice is imminently clear. It is second nature for this industry to step up and answer the call to duty. Our dedicated American mariners do not say: “There’s some risk in being outside our homes, so we’ll stay inside safe and Covid-free.” Instead, American mariners go outside their homes so that the grocery stores in San Juan and Honolulu and Anchorage are filled. They work around the clock to ensure basic commodities—lumber, iron ore, grains, petroleum, the building blocks of almost everything important to our nation—can move on our inland waterways and Great Lakes. American mariners proudly show up to clear our harbors, so that we can keep building modern ships to keep our supply chain working. It is simply what they have always done

throughout the nation’s rich history – service without hesitation.

I am proud to be part of this community, and I am grateful for the leadership that we have seen from across our government. As U.S. Maritime Administration Admiral Mark Buzby encouraged us: “These are the times when leaders lead.”

The leadership we have seen throughout the industry has been extraordinary. From the top executives to the ship captains to the line mariners who lead by setting the right example by their behavior. Navigating new circumstances is what we must do in times like these. For example, the Ship Operators Cooperative Program put together a thoughtful and detailed set of protocols for how to prevent COVID-19 infection from reaching vessel crews, and how to deal with it if it happens. Other groups have done similar work, and all of it is continuously updated as more information comes in.

The character and culture of the American maritime industry is driving leaders at every level to find solutions to keep people safe and keep supply chains moving. We’re not unique, as many other American workers and businesses have stepped up with character to do the right thing. However, I do not believe all industries have this same ethic – commitment to delivering for our nation – as our American mariners demonstrate daily.

In light of all this, I can say today—100 years after the enactment of the U.S. Merchant Marine Act, also commonly known as the Jones Act, and 230 years since its principles were originally adopted by the first American Congress—that this fundamental law remains as important as ever. The Jones Act provides critical national, economic, and homeland security benefits. It helps support 650,000 American jobs with an annual economic impact of more than \$150 billion. It is embraced by our military leaders, and it helps keep our homeland secure. These are the reasons the Jones Act has a century of longevity. These are the reasons, and many others, that it enjoys broad bipartisan support in the halls of Congress today.

While we celebrate this foundational law on its centennial, the real story of the American maritime industry today is its people. These are the essential workers serving on our front lines to keep the supply chain moving and delivering the goods and resources that sustain our nation.



The Foghorn

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



July 2020

The 650,000 men and women of American maritime are the work horses that keep our economy moving and our nation strong, secure and true through even the worst possible national crises. There can be no greater evidence for the importance of a strong American maritime industry and the Jones Act on its 100th anniversary than this industry's response to the 2020 pandemic, against a backdrop of a century of service and sacrifice to always answer the call for American security.

Michael Roberts is the senior vice president of Crowley Maritime and the president of the American Maritime Partnership, the national Jones Act coalition.



Looking for Covid Pandemic Experiences Capt. Jim Calvesbert

Vancouver Division has included a few anecdotal stories by their members of how they are doing during the pandemic "lockdown". They were included in a recent Newsclippings edition from Capt. Ivan Lantz. If anyone has a few minutes and wants to send me a short recap of their experience (serious or sea-story version) I'll be happy to collate them all and publish in the next Foghorn.

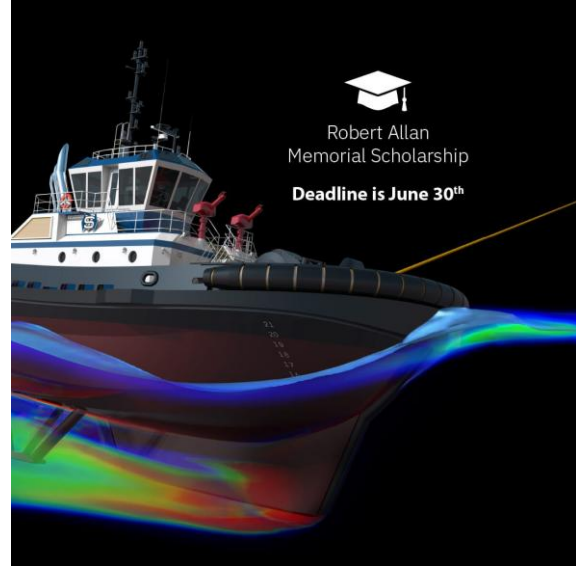


Robert Allan Memorial Scholarship – deadline June 30th

June 16, 2020 by gCaptain

*(It's a little late for this year but something to keep
in CMMC's mind for the future)*

We are pleased to announce that the Robert Allan Memorial Scholarship Award is now open for applications from those who meet the criteria, until June 30th, 2020.



The Robert Allan Memorial Scholarship was created in 1982 by a bequest from the late Robert F Allan with additional support from his friends and colleagues. The scholarship has been awarded every year since by a committee of senior employees at Robert Allan Ltd. to the most deserving Canadian Student of Naval Architecture or Marine Engineering.

Successful applicants will have to meet a number of criteria including completion of at least two years of a recognized university degree program in:

- Naval Architecture, or
- Mechanical Engineering with a focus on Naval Architecture or Marine Engineering

More information on the eligibility requirements and submission details please visit ral.ca/scholarships/

The total scholarship allocated is \$2,500 annually and the award will be announced in August 2020.

Applications can now be sent to media@ral.ca with the Subject line: Robert Allan Memorial Scholarship





The Foghorn

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



July 2020

Cruise Ship Seafarers are dying Joseph Loot, Assistant Manager, Halifax Mission to Seafarers

Behind their mammoth structures, cruise shipping is the MOST secretive, globalized, and invisible sector of international shipping.

As economies reopen and people get anxious to get out of isolation, thousands of seafarers are still stuck on cruise ships.

As cargo ship seafarers with over a month, or two, of expired contracts await crew change, cruise ship seafarers still remain after 90 days onboard anchored ships awaiting repatriation.

And the cruise ship seafarers are dying.

<https://www.cruiselawnews.com/2020/06/articles/maritime-death/harmony-of-the-seas-crew-member-waiting-to-be-repatriated-dies/>

<https://crew-center.com/deaths>



**A nation that forgets
its past has no future.**

Winston Churchill

QuoteNova.net



Virtual Meetings via ZOOM Capt. Jim Calvesbert

We have had a great deal of success using ZOOM for divisional meetings over the last two months for our AGM and with guest speakers. National has purchased a subscription for use by all divisions. The ease of use and the fact that we can sit at home and have a coffee while we listen to, and see other participants makes it more convenient for some members to participate. You can even turn you camera off if you want to participate but not be seen in your

pajamas - 🙋. You don't need high speed internet as I found out using cellular internet from the heavenly backwoods of Cape Breton last month.

For those who find the travel to "Big Harbour" for meetings difficult, give it try for the July meeting. It's not complicated and full instructions will be sent out shortly.



*F.W.E. for this edition
Stay Safe Everyone
Capt. Jim Calvesbert, Editor*