



The Foghorn

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



March 2019

From the Master Captain Chris Connor

Its 1920 ADT and still light out. There's more heat in the sun. I wonder if the weather has finally broken and we can expect some Spring like weather.

I am home from my last voyage. At least twice during the trip we had storm force winds. Lots of freezing spray and the ice in the Gulf is heavy. I read today that ice coverage on Lake Superior is 95%. I find it hard to believe that there are still people who do not accept that global warming is a reality.

I made the trip up to Port Hawkesbury to attend the NSCC Nautical Institute skills competition, marine gala and career day. This event is always a pleasure to participate in. The Company is one of the major sponsors for the event and has always provided judges for the skills events. Our efforts were hampered by the short but severe winter storm but we still managed to meet our commitment.

This year, I announced the recipient of the Captain Thomas Kearsy, Safety Award going to Cadet Ali Alhussain. Cadet Alhussain was chosen by a consensus between the instructors and students.

The teams at the skills events competed with high levels of energy and commitment. A big thank you to Captain E. Kehoe for assisting as a judge for the event.

We also had several cadets submit applications and interest from several licensed Masters in joining.

I will be attending the next meeting at the MMA and will brief all members attending on all of the issues and projects the Company is currently participating in.

I hope to see you there!

Cheers,
Chris
FULL STOP.



UPCOMING EVENTS

Professional Meeting
1900 Wednesday March 13
Maritime Museum of the Atlantic
Speaker TBA

Report of the Professional Meeting Wednesday 9 January MMA

At 1910, Capt Connor called the meeting to order. As there were only four members present, a quorum was not achieved so the Division Master updated those present on a number of current items/issues as follows:

December FOGHORN - it was noted that the last FOGHORN was especially well done by way of content and quality. Capt Calvesbert is to be commended.

National Energy Board CMMC Intervenor Status - Capt Connor described recent CMMC activity in advising on the marine aspects of pipeline environmental assessments. It was felt that CMMC participation and expertise has shed light in marine areas that had not been thoroughly studied before in these proceedings.

Maritimes Division Spring Symposium - a subject for our customary Spring symposium has not yet been determined but work is underway to resolve the issue.

National AGM 2019 - will take place in Ottawa in September.

National Secretary Departing - longtime and exceptionally active secretary Ivan Lantz will retire this year.

IFSMa Sep 2019 - will focus on future skills requirements and digitized maritime security.

Treasurer and Membership Secretary - Capt Wilkie reported that current Division membership stands at 93.

Capt Connor closed the meeting at 2000.

Do you have any news of interest about local marine activity or members that you think



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should be included in The Foghorn? If so,
contact the editor, Capt. Jim Calvesbert –
jim.calvesbert@gmail.com



Mission to Seafarers Helen Glen, Manager

I am pleased to share news of what we do and who we help. It's important for you to be know that your donation makes a BIG difference. YOU were responsible for helping the crew members on the MV Yantian Express when a fire spread from container to container during the cold winter months in the North Atlantic.

We are here for seafarers in trouble, distress or despair. We rely solely on voluntary support to continue this work. Without you, there simply would not be the global network of support that gives hope and help to seafarers when they need it most.

This will also act as a friendly reminder to book your tickets for the **Toast to Spring** wine tasting on April 13th, 2019. We very much look forward to seeing you there.

You may donate to support our work by dropping into 844 Marginal Road, or send a cheque through the mail or go to: DONATE on our website:
www.missiontoseafarershalifax.ca

Thank you very much for your continued support. It means so very much to so many.

Fondly,

Helen
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Is the Canadian Coast Guard Underfunded?



CCGS CAPTAIN MOLLY KOOL
BY PIERRE LEBLANC 2019 March 04

“When there is more ice, you need more icebreakers. When there is less ice, you need more icebreakers.” At first, I was puzzled by this statement from a Canadian Coast Guard officer. The first part is obvious enough, the second part was less so. The reason for the second part is that when the ice starts to disappear, as is the case right now, the remaining ice starts moving unpredictably around by currents, tides and wind. Moving ice can prevent or delay the resupply of a community if there is not an available icebreaker to support the approach to that community.

Moving ice is what happened this past summer with expensive consequences. A significant amount of multi-year ice formed a plug in the Amundsen Gulf. Multi-year ice can be very thick and prevent even heavy icebreakers from getting through. That situation was a major factor in the failure to resupply a number of Arctic communities by barges. Some of the resupply had to be shipped by air at a cost of millions of dollars. Most of the heavy or bulky items such as vehicles and construction material will only be moved by the next shipping season causing delays to projects and logistical nightmares.

Unfortunately, the disappearing ice invites growing maritime traffic in the Arctic, including adventurers who may not be prepared for one of the most challenging environments on Earth. When the chief of defence staff states that when the Canadian Forces deployments to the Arctic are a form of expeditionary deployments people should pay attention. Too many come to the Arctic unprepared.

I was on board of the Canadian Coast Guard icebreaker Louis St-Laurent in 2013 when the ship received a distress signal from a group of



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adventurers who thought that it would be cool to sea-doo across the Northwest Passage. They became ice-bound by moving ice and their camp was attacked by polar bears.

This past summer, a sailboat sank in the Arctic near the Bellot Strait. Fortunately, the crew members managed to transfer to a large ice floe and were later rescued.

One of the problems adventurers create when they come unprepared is that they may trigger a distress signal which will divert a Canadian Coast Guard icebreaker from their other duties. Apart from the significant cost to the Canadian taxpayers to rescue a party that is there for pleasure, it may very well delay the annual resupply of an Arctic community putting it at risk and/ or add significant cost to the companies like the Nunavut Eastern Arctic Shipping Inc. providing the resupply.

Suzanne Paquin, president and chief executive officer, stated: "A community resupply delay because an icebreaker has been diverted to a distress call could cost our company as much as tens of thousands of dollars a day."

Several maritime companies have criticized the availability of icebreaker support this past shipping season which experienced unusual difficult ice conditions. In 2018, the cruise ship Akademik Ioffe, operated by One Ocean Expeditions (OOE), grounded in the western gulf of Boothia on August 24. A Canadian Coast Guard icebreaker was dispatched to the scene as a precaution and remained onsite for three days. The cost to the taxpayers was more than \$240,000 to support a tourist vessel which had sailed in uncharted waters. This was the third cruise ship to run aground in the Arctic after the Hanseatic in 1997 and the Clipper Adventurer in 2010. Fortunately, there was no loss of life and only minor environmental impacts. With increasing activity in poorly-charted areas, our luck may soon run out.

Given the challenging conditions of the Arctic and the tremendous cost of search and rescue operations, it might be time to consider the requirement for those who wish to enter the Arctic to post bonds which would be forfeited should they trigger a search and rescue operation. The main reasons would be to force them to be better prepared given the inherent

risks of the environment, discourage the less professional adventurers altogether and recover a portion of the cost incurred by the Canadian taxpayers when a rescue is triggered.

At the very least, Canada should consider a similar policy as in the case of the Nahanni National Park where "individuals who, through court proceedings, are found to be negligent, may be held responsible for the full cost of search and rescue."

To make matters worse, the Canadian Coast Guard icebreaker fleet vessels are past their design life and require extensive refits and increased maintenance time, all of which reduces their availability. To the Canadian government's credit the recent acquisition of three surplus icebreakers from Shell has improved the availability of icebreakers not only for Arctic operations but also for ice-breaking duties to maintain the Saint-Lawrence Seaway open during the winter season.

On December 14, 2018, it took delivery of CCGS **CAPTAIN MOLLY KOOL**, the first of three newly-refitted medium icebreakers from Chantier Davie Canada Inc. Apart from the CCG Diefenbaker, which service date is slipping to the right, there is not a public plan to replace the aging fleet which averages 35 years of age. It could be that the Canadian Coast Guard is not funded properly to provide it with the resources necessary to perform their essential functions in the Arctic.

It has also been suggested that it may be better to move it to Transport Canada. Another option would be to move it back to the Department of National Defence where it used to be. That addition would improve the percentage of resources allocated to the defence of Canada and move us closer to the two percent of GDP pledge with the North Atlantic Treaty Organization (NATO).

The U.S. Coast Guard is part of their armed forces. Regardless of which department it should be with, there is an urgent need to fund the Canadian Coast Guard adequately so that it has the necessary resources to provide essential services in the Canadian Arctic at a time when the maritime activity is on the increase. In an exciting development for the people of the Canadian Arctic, the Canadian Coast Guard has



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recently created a new regional office called CCG Arctic Region. Its headquarters is in Yellowknife, N.W.T.

It is refreshing that now “Coast Guard arctic operational decisions will be made in the Arctic.” The Department of National Defence is about to deploy a new family of Arctic Offshore Patrol Ships that will have a limited capability to operate in ice of up to one meter. The development will certainly add to the federal government assets in the Arctic but those ships are not designed to break ice in support of maritime activity. That function has to be done by a properly designed icebreaker.

Col. (Retired) Pierre Leblanc is a former commander of the Canadian Forces in the Canadian Arctic www.arcticsecurity.ca. Source: The Hill Times rg on 9–10 April 2019. **Source: Portnews**



75th Anniversary of D-Day and the Battle of Normandy

Brian Forbes
February 14, 2019

Veterans Affairs Canada has been in contact with NCVA, the Royal Canadian Legion and ANAVETS in regard to the upcoming 75th anniversary of D-Day and the Battle of Normandy on June 6, 2019.

VAC is organizing an overseas event as well as ceremonies in Canada, with the largest in-Canada events taking place in Halifax. They have asked all three major veterans’ organizations to assist in finding D-Day and Battle of Normandy veterans who would be willing (and medically able) to travel to these events. We have been asked to submit one list from all three organizations by the end of this month.

To that end, we would ask that any D-Day/Battle of Normandy veterans please contact our office as soon as possible. Even if you are not able to travel overseas, there will also be events in Canada (perhaps close to your home) in which you could participate.

Unfortunately, we do not have too much detail on the program of events so far. With regard to the overseas contingent, VAC plans to travel to France on June 3, with events running from June 4 to 8. The delegation will return to Canada on June 9. Participants will need to be approved for travel by their own doctors and by the VAC medical staff.

For the events in Halifax, VAC would like to have veterans arrive on June 4, with ceremonies to be held at the Citadel, Pier 21, and the sailors’ memorial at Point Pleasant Park on June 5 and 6, and return home on June 7. They are also setting up a partnership with VIA Rail to organize “departure ceremonies” at various train stations across the country in the months leading up to June 6. Boots will be placed on trains bound for Halifax, to represent the soldiers who travelled there before going overseas, and will be brought to the Citadel when they arrive in Halifax.

Should you wish to be involved, please contact Susan Trimble at our office at 1-800-465-2677, extension 2224. If she is not available, you can speak with Diane Presley at extension 2235. You can also reach us by email at ncva@waramps.ca.



United Kingdom Secretary of State’s Representative (SOSREP) for Maritime Salvage & Intervention,

The Company of Master Mariners of Canada has recommended Canada appoint an equivalent to the U.K. and Australia SOSREP; a single point of command to take top management position in the event of a maritime emergency. In the U.K. the position is currently held by Stephen Hennig. The SOSREP is responsible for reducing the risk to safety and the environment arising from accidents at sea.

In Canada, the equivalent of Secretary of State is the Minister of Foreign Affairs. The Canadian title for such a person, if ever appointed, is likely to be somewhat different but the powers and responsibilities should be similar.

This discussion has been revived in The Company of Master Mariners of Canada -



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Maritimes Division due to an innocent observation that there seem to be a lot of ship fires recently which raised the question of whether incidents are better reported or are in fact more numerous.

The discussion was further fueled by past and recent incidents on both East and West coasts of Canada.



Container Ship **KITANO**

“On 22 March 2001, while en route from New York, New York, to Halifax, Nova Scotia, the container vessel Kitano reported a fire on the foredeck at about 1400. The fire originated in one of the above deck containers, located on the starboard side, just forward of amidships. The vessel was not allowed to enter the inner harbour until the following afternoon due to concerns with the contents of containers adjacent to the fire. As shore-based fire-fighting resources were unable to board the vessel due to the high winds and seas, the vessel's crew fought the fire. The vessel was secured alongside in Halifax on 24 March 2001, where the damaged containers were offloaded.”

(From the TSB Summary Report)
The Full Report

<http://www.tsb.gc.ca/ENG/rapports-reports/marine/2001/mo1m0017/mo1m0017.pdf>

Our Halifax based members recall some conflict between Canadian authorities that might have been avoided had there been a central government single representative responsible to

be the point of command to direct the incident response.

Another at-sea cargo fire incident on a container ship en route to Halifax – the **YANTIAN EXPRESS** – could have arrived on Halifax doorstep looking for a place of refuge, but diverted to the better weather of Freeport, Bahamas.

Yet another cargo fire incident at sea aboard the APL VANCOUVER, a ship that has previously called Canada, is taking place right now in Viet Nam.

The bulk carrier **ALAM SAYANG** en route to Vancouver BC lost power about 190 nautical miles west of Haida Gwaii on January 24 2019 and was not in danger. Owners engaged an American tug to tow the vessel to Vancouver BC but the situation raised the question of why not a Canadian tug and why not one of the vessels chartered by the Canadian Coast Guard to intervene in maritime emergencies. Although this case was not an emergency, had it become one, it would have been handled by a Central Command – in the best interests of safety and environmental protection - had one been appointed.

The Central Command was a recommendation by the Expert Panel on Tanker Safety and we know this recommendation has been given consideration by Transport Canada.

<https://www.tc.gc.ca/media/documents/mosprp/TC-Tanker-E-P2.pdf>

RECOMMENDATION 3-1: The Government of Canada should improve the timeliness of decision-making for marine casualties by establishing a centralized marine casualty decision-making authority acting in the public interest, similar to those authorities established in the United Kingdom and Australia.

“Firstly, I strongly support the need to create the position of SOSREP. By so doing, we would free decision-making from the sort of uninformed political interference which changed the “Erika” from a probably manageable crisis into an unmanageable one, when the crippled tanker was ordered out into the Atlantic during a storm wherein it inevitably disintegrated. Not a smart



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decision from a country laying down-wind from the leaking tanker!

As to the “Kitano”, I had some involvement. There were several problems:

1)The Harbour Master understandably denied the ship permission to enter Halifax because it had Hazardous Materials in proximity to the fire;

2)The “Kitano” did not have a compressor for refilling the SCABA air tanks, and all the ship’s bottles were now empty after hours of fire-fighting; hopefully the present-day SOLAS requirement to carry such a compressor would prevent this from re-occurring. However, it does not solve the problem which was present on “Kitano”, namely, crew exhaustion after 3 days of intense fire-fighting!

3) DND had responsibility for fire-fighting outside the port limits, but because of the extremely bad weather, the DND teams could not get on board by the Pilot Ladder/ Accomodation ladder method. The only other option was “helicopter insertion”, for which the DND fire-fighters were not trained. Anyway, landing on top of 5th-tier container which was wet and wind-blown, devoid of safety rails, and rolling heavily, is inherently unsafe. If I remember rightly, the situation was resolved by a frank and forthright exchange of views between the TC Regional Director and Harbour Master, following which the “Kitano” was given permission to proceed to the Inner Anchorage, where the Halifax fire-fighters boarded. I can’t remember if they were DND, or Hfx City, or both.

4) The tug “Ryan Leet” was hired to use its “water cannons” to attack the fire in the burning containers. This was only partly successful. Firstly the vile weather made a “steady aim” impossible, and secondly, even with the containers doors opened, one container of books had a deep-seated fire which was not extinguished until the container was landed at Fairview Cove, dragged along the brow, tipped on its side and disemboweled by a back-hoe! We should not be under any illusions; the fire on “Kitano” demonstrated serious operational problems and limitations for all departments concerned.

I endorse Capt. Gates suggestion that we hold a “table-top” exercise in order to brain-storm the problem, and additionally suggest that we do it ANNUALLY, possibly enlarging its scope to encompass security issues.

The fires on “Maersk Honam” and “Yantian Express” are a warning of a potential peril for which we, as a Port of Refuge, must be prepared.”

I fully endorse the recommendations to appoint a **centralized marine casualty decision-making authority** for maritime emergencies similar to the U.K. SOSREP.

I fully endorse the recommendation that ports and potential places of refuge hold annual exercises to test their preparedness to receive a maritime emergency.

Sincerely,
Ivan Lantz



Atlantic Pilotage Authority News

Effective February 19, 2019, Captain Jack Gallagher, our National Treasurer, has been appointed as the Chair of the APA. Along with board members Capt. Vivek Saxena, and Capt. John McCann, that makes three members of the Master Mariners of Canada on the APA board.

Congratulations to all three.



More on the next pages



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Does anyone else think that the older cruise ships/ocean liners have nicer lines than the newer ones?



1965 built MARCO POLO (ex-Alexander Pushkin) Photo : Mike Deegan (c)



2006 built Carnival Freedom Photo : Cruise Ships.com (c)





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Russia moving ahead with nuclear icebreaker construction



60 MW(80,500HP) nuclear icebreakers of the universal LK-60Ya class (Project 22220) and “Our plan is to keep the Northern Sea Route open twelve months a year in 2023 to 2025 with 100 MW (134,100HP) nuclear icebreakers,” Novatek Chief Financial Officer Mark Gyetvay said at an energy conference, Reuters reported.

Meanwhile, Canada’s CCGS John G. Diefenbaker 39,600 kw (53,100HP) is nowhere to be seen and the cost keeps climbing.



Wikipedia



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And Coast Guard has recently purchased 3 INTERIM icebreakers which, I have been told, are moving ahead well and the CCGS Captain Molly Kool is working to expectations in the Gulf of St. Lawrence this year. A fourth INTERIM icebreaker is currently being sourced to provide relief for “mid-life” and “life extension” refits.

And, finally, the CCGS Louis St. St.-Laurent (built 1969 with 20,100kw/ 26,950hp) still provides yeoman service to Canadian shipping.



(DFO)



Finished with Engines

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