



FROM THE BRIDGE WINTER 2021



MASTER MARINERS OF CANADA

The **MASTER MARINERS OF CANADA** represents command-qualified master mariners, like-minded seafarers, industry members, and cadets across the country. Our work is focused on awareness building, education and advocacy.

Covid and Seafarers

More than 300 firms and organisations are urging for them to be treated as "key workers", so they can return home without risking public health. More than 90% of global trade - from household goods to medical supplies - is moved by sea.

But governments have banned crew from coming ashore amid Covid-19 fears. Large firms including shipping titan AP Moller-Maersk, oil firms BP and Shell, consumer giant Unilever and mining groups Rio Tinto and Vale, as well as maritime transporters, unions, the World Economic Forum (WEF) and other supply chain partners have signed the Neptune Declaration on Seafarer Wellbeing and Crew Change. They are calling for all countries to designate seafarers as key workers and implement crew change protocols.

The signees of the Neptune Declaration are warning global leaders that ignoring the risk to crews' mental and physical wellbeing threatens global supply chains, which are crucial to vaccinating the world from coronavirus. The firms and organisations hope that world leaders, gathering at this year's virtual Davos Forum, will heed their call.

"Unified, prompt action from governments and other key stakeholders is needed to protect the lives and livelihoods of the 1.6 million seafaring men and women who serve us all across the seas, and who continue to face extreme risk to their safety and earnings," said WEF's head of supply chain and transport Margi Van Gogh.



IN THIS ISSUE

- From the Master's Desk
- Report on the Activities of the Newfoundland and Labrador Division
- Report on the Activities of the Vancouver Island Division
- Report of MMC NL Cadet Committee
- Off Watch Column
- The MMC Professional Development Program
- Soundings— Ship Master and Oil Spills in Canada
- Official Positions on Repatriation & Crews



FROM THE MASTER'S DESK

CAPTAIN CHRIS HALL – PRESIDENT AND NATIONAL MASTER



Dear Colleagues,,

Hello to everyone once again. As we are now well into a new year, I trust that there is some optimism across our membership with respect to the roll out of vaccines, despite the relatively slow pace. I think all would agree that despite the efficiencies and conveniences offered by video calls, some in-person meetings would be a welcome change in the months ahead.

I think many would agree that now, more than ever, Master Mariners of Canada is an important and essential organization. We simply have to look at the excellent work recently completed by our Views & Positions Committee. Our formal position with respect to the shortage of qualified and experienced seafarers in Canada is an issue that that we must continue to monitor, and equally as important, we must contribute our expertise where and whenever appropriate. To further promote our position in this matter, on behalf of Master Mariners of Canada, I have written the new Minister of Transport, the Honourable Omar Aghabra to stress the importance of the issue, and to urge Transport Canada to take a leadership role in developing solutions to the crisis. We have also explained to the Minister that we have the expertise, influence, and willingness to assist.

And while still on the Views & Positions theme, I am very proud of the second position we have formally adopted with respect to the crew change and repatriation crisis that exists globally. We are all well aware of this very unfortunate and completely unacceptable situation, and we are continuing to monitor the situation. In case anyone hasn't seen the recently published *Neptune Declaration*, it is worth looking up.

And a final word regarding the Views & Positions Committee: this is an extremely important component of what makes Master Mariners of Canada a relevant organization. And this small committee, under the leadership of Capt. Chris Connor, needs your input, support, and participation to continue doing its work. Both positions mentioned above have been promulgated via our social media channels, thanks to the ongoing work of Capt. Amanda Slade and Capt. Lori Tribbeck (Master Mariners of Canada on LinkedIn #MasterMarinersCanada and Twitter @MMofCanada).

I hope you will enjoy this issue of *From the Bridge*. And thanks as usual to the editor, Capt. Hearn, for putting this together.

All the best,

Capt. Chris Hall
President, Master Mariners of Canada



NEWFOUNDLAND AND LABRADOR DIVISION

CAPTAIN EBEN MARCH - VICE PRESIDENT

Update NL

In spite of the COVID pandemic and some cancellations of regular events and celebrations, the Newfoundland and Labrador division has remained as active as possible. Our most recent monthly meeting transitioned from a hybrid model of in-person and virtual, to virtual only due to a surge in COVID cases. To quote a colleague "Isolation for a person going to sea is nothing. We have been preparing for this our whole seafaring careers." In September, monthly meetings underwent some changes due to COVID related challenges but in October we were getting back to normal with the return of a guest speaker and hybrid meetings. Our guest speaker, Mr. John Cross, spoke of autonomous ships and his presentation was well received by those in attendance. Having the meeting available virtually had a positive outcome as individuals from other provinces were able to attend which meant other divisions from across Canada were represented.

At the start of 2021, we had our regular AGM in January. We have a new treasurer elect and are in the transition phase of changing accounts, signatures and collecting dues. All other positions remained the same. The newly elected executive is eager to move forward as we charter these difficult COVID times. In addition, a successful election of executives for our newly formed Cadet Committee took place.

Our annual Nautical Skills Competition was put on hold due to the pandemic. After speaking to potential student participants, all said that with current circumstances and the additional work and stress of learning virtually, the competition, no matter what format, was not on their radar this year. The plan is to continue in 2022. Like everyone, the NL division has experienced challenges in the past year. It is encouraging that the introduction of the option of joining meetings virtually has resulted in a member attending meetings virtually while sailing 200 miles off the coast of the Grand Canary Island. This is great! From the perspective of the NL division, 2020-21 has been an interesting voyage so far.

Eben March
Newfoundland and Labrador Division.



VANCOUVER ISLAND DIVISION

CAPTAIN DAVID DYKE– VICE-PRESIDENT

A year has passed since we lost Captain Jim Ewart. He was a driving force and helped give our Division purpose of which we banded together to make it work. It wasn't to many years ago that we were about to abandon ship.

Captain Jeremiah Nathan, at the time was Deputy Master, dutifully took command and has been calling virtual monthly meetings and although, not always well attended, by members, but enough for a quorum.

We have been moving the meeting dates to weekends/weekdays and adjusting meeting times to encourage more participation. We have a number of members who are working and even those working, try to attend.

We have 15 full members and 1 full member as a possible, 9 retired members, 1 Honorary member and 1 associate member. We've got 2 Corporate members and one in kind but have have lost 2 other Corporate members.

Captain Michael Fothergill, who represents our Division on the Views and Positions Committee.

I was nominated as Deputy Master and have taken on the responsibility of Membership Chair to ease the burden on the Treasurer, I'm also a sitting member on the reorganization committee to revamp our MMC Website, and with Captains Iskander and Dunbar.

Captain Nathan has increased the number of Council Masters so we get more participation in Maritime matters and assistance in Marine/Division matters that may arise. He's appointed me to take his place on the National Board, as Jeremiah works away on a rotational bases.

Captain Roy Stewart, our Secretary, diligently records and forwards all minutes and correspondence and keeps us update plus, keeping us in line during the virtual meetings.

One of our members, Captain Amanda Slade, works for TC in Sidney NS, often has topics for discussion, whether it be Covid on board ships, repatriation of crews, or changes to TC SSB's.

Hopefully, in time our Division will be more proactive in the Professional Development Program.

Respectively submitted

Captain Dave Dyke

VP, VI Division



NEWFOUNDLAND MMC CADET SUBCOMMITTEE

A SPECIAL REPORT - André Simões Ré, Cadet Subcommittee Chair

Summary

This report outlines the accomplishments made by the Cadet Subcommittee. With the information below, it should help the *Company of Master Mariners* decide if the progress of the subcommittee warrants talks to roll out a Cadet Subcommittee for all divisions.

Progress to Date

I was elected Chair of the Cadet Subcommittee for the *Company of Master Mariners of Canada – NL Division* in October of 2020. Thomas Heppner was elected as Vice-Chair and Tyler Sheppard as a committee member. The purpose of the subcommittee is to increase interest and membership amongst the cadets at the *Marine Institute of Memorial University of Newfoundland*. Highlights of the progress include:

Communication

Facebook – The Nautical Sciences Society

Chat groups

Social Events

Cancelled event December 2020

Hosted at the Crow's Nest January 23, 2021

Twenty-nine cadets attended

Simulator Time for Cadet Members

Seven Recent Cadets Joined

First year cadets – Cameron Pelley, Esraa AbouAmin, Tyler Sheppard

Second year cadets – Billy Patey, Christopher Rafuse, Tyler Bursey

Third year cadets – Clara Donae

Cadet Social, Presentation, and Simulator Schedule

Once elected the subcommittee began meeting virtually to discuss what it wanted to accomplish and how. Establishing effective communication with the cadets was the top priority and was accomplished by creating a closed Facebook group named The Nautical Sciences Society. In November 2020, a Zoom meeting was conducted with the cadets to gain input on what they would like to see out of the subcommittee to help shape the upcoming year. A social was planned for December 2020, but due to the rising cases of COVID in the province the subcommittee opted to cancel it and schedule another in January 2021. On January 23, 2021, a social was hosted at the Crow's Nest where 29 cadets attended throughout the night and public health guidelines were followed. Cadets attending were at various points in their three-year program; a recent graduate was even in attendance.

In December 2020 the subcommittee put forth a proposal to Captain Chris Hearn and Captain Eben March about cadet members having the ability to get some valuable time in the simulators, in lieu of the Nautical Skills Competition being cancelled this year due to COVID. The subcommittee recently got the go ahead and announced the news at the social. This increased interest with seven cadets recently completing their application and many more talking about completing theirs. Developments of a schedule has begun which will include social events that cadet non-members can attend, presentations for cadet members, and extra simulator time for cadet members that will continue until the summer.



NEWFOUNDLAND MMC CADET COMMITTEE

A SPECIAL REPORT

Future Progress

As of January 2021, the cadet subcommittee is trying to build on the amount of content delivered to the cadets providing them with the most value possible. The main objective is to develop framework that gives value to cadets transferring into an increase in cadet membership. The major aspects that prove value to the cadets include:

Application Process

- Improve communication

- Streamline payment options

- Simulator

- Mentorship Program

- Presentations

- Social Events

To effectively increase membership, the application process needs to be improved. One of the largest complaints is the lead time between when cadets submit their application to when they receive an email about meetings and dues. Typically, by the time a cadet or a potential member receives communication, their interest is lost. The hope is to create a system so this whole application process is streamlined for cadets.

Cadets value their time in the simulator; the extra simulator training should progress to a point where the training is not in lieu of The Nautical Skills Competition, but a compliment to the Nautical Skills Competition. In turn, raising the skill level of the competition to a whole new level. Mentorship is beneficial to both the cadets and the masters.

Although the Company of Master Mariners have the remnants of a mentorship program, improvements can be made by decreasing the ratio between number of cadets to masters. By trying to match cadets with masters based on the potential field the cadets would like to work in, the masters are able to guide cadets as if they were still aboard a vessel, passing down a lifetime of experience to the cadets. Similar to how the Master Mariners put on presentations for its members, having presentations geared towards cadets will give them more value, especially those just beginning their career in the Marine Industry. As this is a subcommittee, planning social events with the Master Mariners is important, so when COVID restrictions are lifted more combined social events should be planned.

Conclusion

A following progress report will be submitted in summer 2021, before a new executive is selected for the subcommittee in the fall 2021. Providing tangible experience and value to the cadets will directly translate into an increase in cadet membership. These positive experiences will lead to a rise in new membership for the Company of Master Mariners. The skills learnt by the cadets through the masters will be beneficial for them out in the workplace both as cadets and new Officers Of the Watch



SOUNDINGS

THIS EDITION OF SOUNDINGS IS COURTESY OF CAPT. JACK GALLAGHER, MMC TREASURER

The Good News for the Shipmaster Spilling Oil in Canada

Having had an oil spill, you may not be facing a great day, but things are better than they have been in the past!

In 1995 Canada instituted a new regime for oil spill response. Under the regime private sector response companies emerged and were certified by the Canadian Coast Guard (CCG) after verifying their plans, capacity, and capability. (The responsibility for certifying the response organizations was transferred to Transport Canada in 2003.) Vessels in Canadian waters were required to have arrangements with response companies covering the waters they were operating in. This heralded a very new and different model for Canada and fundamentally changed the CCG role.

Although the regime was silent on the matter of spill management, unlike our neighbours to the south, where ships had to have arrangements with a spill manager (Qualified Individual), and a spill response company, there was an expectation that polluters would choose to manage the spill. This gave rise to the Federal Monitoring Officer (FMO). The FMO was a CCG spill response officer who was fully trained to manage oil spill responses but was mandated to don the FMO hat and arrive at the spill site with an On Scene Commander (OSC) hat and see who, if anyone, would take and wear it.

This was an unusual role and certainly confused people on scene. It became very clear that shipmasters, agents, and certified oil spill response organizations did not want to be On Scene Commander. This is not surprising as some did not have the requisite training and expertise. Others were concerned that there was not appropriate liability protection in the legislation to indemnify them when taking on such a role.

Under CCG policy the FMO was only to exchange their FMO hat and become the OSC in a circumstance where the polluter was unknown, unwilling or unable to respond appropriately. To further complicate the matter, the ship was under no legal obligation to call and use the response organization that they had contracted to be available to respond. It was also permissible to leave the Shipboard Oil Pollution Emergency Plan (SOPEP) on the shelf respond in a completely ad hoc manner.

This all gave rise to some interesting discussions at spill sites. As shipmaster you were faced with not knowing who was in charge of the oil spill response at the outset but being asked to weigh in on who should manage the response, and, whether the SOPEP should be used or ignored in this instance. These hefty decisions were in addition to other responsibilities such as ensuring the ship minimized the pollution, contacting the shipowner/manager, meeting the local P&I representative, speaking with local Transport Canada and Environment Canada officers and fielding other queries.

Under the Ocean Protection Plan the Canadian Government made some changes to the oil spill response regime. As a shipmaster these are very helpful.

Now you must take the SOPEP off the shelf and use it. Section 188 of the Canada Shipping Act states:

If a vessel is required by the regulations to have a shipboard oil pollution emergency plan, the vessel shall take reasonable measures to implement the plan in respect of an oil pollution incident.



SOUNDINGS

This makes life easier. No decision about the size of the spill, alternative response options or other complicating factors. Take the plan off the shelf and use it!

In the latest published version of the Federal Marine Spills Contingency Plan, Coast Guard now manage the spills response from the outset, every time:

Pollutant Source	Canadian Coast Guard Role	Comment
Vessel in, on, through or immediately outside Canadian waters	Incident Commander	Respond under a Single or Unified Command structure with the Incident Commanders of other agencies and the polluter where the polluter is known, willing and able

This is great news for the shipmaster. Now when Coast Guard arrives, they won't be wasting time and causing confusion by looking for someone to take charge. They will be in charge from the outset and it is clear that if the shipowner wants to participate in the spill response they are welcome but secondary. Furthermore, implementing the SOPEP cannot be questioned by your company or your P&I representative as there is an obligation to do so. If the company and P&I wish to weigh in on response options and take measures to control costs they can participate in the Unified Command set up by Coast Guard.

Given that this excellent progress has been made, the author is hopeful that the Government of Canada will build on this model and make the Coast Guard Incident Commander totally responsible for places of refuge decisions removing Transport Canada and Port Authorities from the equation. The last published version of the Transport Canada policy on places of refuge identified the legislative conflict that exists. Vesting the authority for such decisions solely with the CCG will further simplify matters for the shipmaster in that they will always be discussing emergency matters and decisions with a single authority representing the interests of the Government of Canada rather than a multitude.

A good regulator wants a regulatory regime that is comprehensive and well understood (taxation aside). On a cyclic basis the government undertakes regulatory reform to streamline and simplify acts and regulations. Although the oil pollution regime was amended it was with a light touch by regulators and more in-depth work at the policy and planning level.

A good shipmaster is a good contingency planner. Always assessing the situation and always having a Plan B at the ready. Sometimes things still go wrong and at such times it is good to be intersecting with the work done by the good regulator. Having a regime that is simple and robust and easy to understand is a benefit to all.

So, in some respects the shipmaster having to deal with an oil spill in Canada this year has much to be thankful for, mostly that it did not happen few years ago.



MMC PROFESSIONAL DEVELOPMENT PROGRAM

CAPTAIN JIM CALVESBERT— CHAIR, EDUCATION AND PROFESSIONAL DEVELOPMENT COMMITTEE

With the rapid pace of innovation and development in the maritime industry, and the need to operate at the current level of knowledge and expertise, the Company of Master Mariners of Canada has created a professional development program for its Members, both at sea and ashore.

Your Certificate of Competence, as we are all aware, is just the start of not only our career, but also of our learning path. As the industry progresses, new challenges arise, and new professional requirements are added and the journey of “life-long learning” leads us down the path of continuous learning and professional development.

We have defined two categories of recognition as follows:

- ☐ Practicing Maritime Professional – Three (3) months full time employment in maritime industry in past 12 months AND 20 professional development credits.
- ☐ Non-Practicing Maritime Professional – 20 professional development credits

You will be surprised at how quickly these qualifying credits accumulate.

I’m a Professional Working Seafarer – What Will This Do for Me?

As mentioned, your CofC is just the beginning. Our PD Program can help to prepare you for additional learning. It will provide credibility to peers, your employer, and Transport Canada that you are maintaining currency in the industry. Your crew depends upon you to assist with their learning through mentoring which will be greatly aided by your demonstration of continued learning and the knowledge that you gain.

I’m Retired – What Are the Benefits To Me?

Seafaring is a fast-changing industry and keeping track of the changes can be a daunting task. As an experienced retired seafarer, your skills and learning can be of benefit to cadets and new officers through mentoring. There is a great satisfaction in staying current and helping the upcoming new officers in a profession which has provided us with some wonderful experiences.

Where Can I Get More Information?

The PD Program is on our website at <https://mastermariners.ca/cpd> . Contact your Divisional Master or Secretary for clarification.



THE OFF WATCH COLUMN

MARITIME INSIGHTS AND MUSINGS BY CAPTAIN BARB HOWE

Risky at Best—This isn't about skiing

by Captain Barb Howe

Even talking about risk is risky because different perspectives can lead to different conclusions about what situations and actions might be risky. Our perception of what's risky (or not) is part of the human element that has headlined marine incidents for years.

Risk perception continues to challenge safety programs already down to their marks with Venn diagrams and systems theory. Nonetheless administration casualty investigators tell us that human error obstinately holds steady as the root or proximate cause in an estimated 75% to 95% of marine incidents.

A course alteration towards brain based safety management suggests that risk perception is not about "spotting dangers in the external world and avoiding them, but about spotting our own assumptions" (*The Human Element*, MCA 2010).

Todd, a top notch skier was back on familiar slopes after a year of rehab following a car accident. Although ski reports warned of avalanches, he felt confident as he'd skied that area many times before. His friend Doug, an avalanche expert, told Todd the day before to "avoid steep north-facing slopes like the plague."

It was a glorious day and there was fresh powder on the mountains. Although Todd and his friends were initially cautious, the snow held and with every successful run they were building a store of experience that would inform their end of day decision. Late that afternoon they climbed higher and prepared for one long last run down the north-facing slope.

One of the skiers said he had a bad feeling about the run and turned back. The signs that gave rise to that bad feeling were everywhere - the texture, slope, angle, shape, wind markings and structure of the snow were easy to read. Poking a ski pole through the surface would have revealed that the new snow was on top of a rotten foundation.

The unconscious rule of decision making is that the past equals the future. The longer we do something without an incident, the more we believe what we are doing is safe. This unconscious rule is compounded by a host of

human biases. A confirmation bias will have us searching for and favoring all information that confirms our beliefs while ignoring or devaluing information that contradicts those beliefs.

Todd was killed by his confirmation bias, each safe run he made during the day was providing stronger evidence that the north-facing slope was safe. Instead, the avalanche "unzipped the mountain" killing Todd. His friend Doug later said "he may as well have stepped in front of a bus".

When we weigh potential benefits and risks, our decisions can also be framed by an availability bias - a mental shortcut which helps us make fast but sometimes incorrect assessments. Multiple examples of something happening - or not, becomes a probability barometer for the likelihood of that something actually happening. Todd had never experienced an avalanche on that slope, but in his years of skiing had experienced many exhilarating last runs for the day, including some on that particular north-face.

Biases form the invisible lens through which we all subconsciously see the world. Accepting our own biases, as well as others', involves understanding that bias is a natural, inevitable part of human cognition. Required is a paradigm shift where safety programs and systems "adopt a shared language to call out bias in respectful and meaningful ways" (*NeuroLeadership Institute*, July 2020). However, calling out our biases may encounter confused seas.

Studies show that people tend to alter their behavior to maintain an amount of risk they're comfortable with - that without risk we become bored and inattentive. There is also evidence that if there isn't enough risk, we'll create it by behaving in a riskier way (*The Human Element*, MCA 2010).

(Todd's story adapted from *Fatally False Positives*, in "Deep Survival", Ed. Laurence Gonzales)



MASTER MARINERS OF CANADA OFFICIAL POSITION

Crew Change Repatriation Crisis – 400,000 Seafarers Stuck at Sea

The International Maritime Organization estimates 400,000 seafarers are stuck at sea with no plans for repatriation. Many have exceeded the Maritime Labour Convention (MLC) maximum continuous period onboard of eleven months - many serving 17 months and longer.

The marine industry and the seafarers crewing the vessels are critical to the economy, safety and security of Canada and the global marine transportation infrastructure.

The Master Mariners of Canada recognize the efforts of the Government of Canada and Transport Canada Marine Safety to establish effective measures to facilitate crew changes of seafarers currently stuck in ships all over the world due to the COVID19 Pandemic. We support fully the requirements of Transport Canada's Ship Safety Bulletin 01/2021 — Maximum Period of Service Onboard and Repatriation of Seafarers During COVID-19.

The Master Mariners of Canada applaud the decision taken by the Government of Australia and the Australian Maritime Safety Authority (AMSA) to return to pre-COVID19 international requirements after 28 February 2021 limiting employment contracts to eleven months continuous service onboard. AMSA has indicated they may detain ships arriving with crews onboard in non-compliance with the MLC.

Master Mariners of Canada urge the Government of Canada to continue lobbying other IMO Member States to adopt similar positions and detain vessels that arrive with seafarers onboard beyond the MLC maximum continuous service period of eleven months. Furthermore, we urge the Government of Canada to press for a concentrated inspection campaign for non-compliance with maximum periods of service on an urgent basis through the Paris and Tokyo Port State Control Inspection regimes.

January 2021



MASTER MARINERS OF CANADA OFFICAL POSITION

Current and Anticipated Labour Shortages of Qualified and Experienced Canadian Seafarers.

Financial, economic and national security issues notwithstanding, the current and anticipated labour shortages of qualified and experienced seafarers is a national safety issue affecting all navigable waters under Canadian jurisdiction.

To address the risk posed by current and anticipated crew shortages in Canada, a collective and collaborative approach is required to formulate short and long-term strategies aimed at the recruitment, training, certification and retention of Canadians to work aboard Canadian flag ships and in all categories and areas of marine industry.

This initiative should be led by the Federal Government to bring employers, unions, educators, regulators and other related industry stakeholders to a round table with a mandate to develop short and long-term strategies to address the current and looming shortages.

Employers and unions should bring to the table their immediate and long-term human resource requirements along with budgets for recruitment and training.

Educators should bring strategies to augment their capacity to train and certify mariners along with budget requirements to provide education and projections for student costs for training and certification.

Government should bring their existing requirements for certifying mariners and new strategies for certifying mariners in the future to streamline the process to make it comprehensive and attractive.

Related Industry Stakeholders (pilotage authorities, classification societies, etc) should bring their current and future requirements for qualified seafarers

All stakeholders must be prepared to fund the strategic plan and provide human resources necessary to implement the strategies in a timely manner

January 2021



FLOTSAM AND JETSAM



For this edition of From The Bridge we are happy to show photos shared by our very own Capt Don Rose, DM for Vancouver. Log barge operations on the West Coast. Fast Discharge!

Stay Safe Capt. Don!



Upcoming Maritime Events, Forums, and Seminars

March 4 PACIFIC Regional CMAC Virtual meeting 9AM to 4 PM PST Registration link: PAC - CMAC 2021

Questions should be sent to: TC.PacificCMAC-CCMCPacifique.TC@tc.gc.ca

April 7, 8, 9, 12, 13, 14, 15, 16, National CMAC Virtual Meeting

1. Staggered virtual consultation sessions over 8 days
2. Registration link: <https://www.eventbrite.ca/Spring 2021 Virtual National CMAC meeting registration / Inscription à la Rencontre virtuelle du CCMC National printemps 2021>
3. Documentation link: <https://tinyurl.com/y4hmjl4d>



MMC PROFESSIONAL DEVELOPMENT PROGRAM

What is the Professional Development Program?

Participating in the Professional Development program is voluntary and is free for all Members in Good Standing.

With the rapid pace of innovation and development in the maritime industry, and the need to operate at the current level of knowledge and expertise, the Company has created a professional development program for its Members, both at sea and ashore.

We have defined two categories of recognition as follows:

Practicing Maritime Professional – Three (3) months full time employment in maritime industry in past 12 months **AND** 20 professional development credits.

Non-Practicing Maritime Professional – 20 professional development credits

A letter will be issued each year to Members participating in the program confirming that they have met the requirements of the program.

How to Earn Professional Development Credits?

Listed below are some examples. A more complete list is provided on the Master Mariners of Canada website.

Educational Activities

- Completed marine related courses (10 credits)
- Attending marine related conferences (5 credits)
- Attending Divisional PD seminar (1 credit)

Contribution to Knowledge

- Publishing a peer reviewed paper (20 credits)
- Judge at Nautical Skills Competition (10 credits)
- Delivering a Guest Lecture (5 credits)

Community Participation

- Organizing a marine conference (20 credits)
- Serving on an advisory body for a nautical school (5 credits per meeting attended)
- Attending a Divisional meeting (2 credits per meeting attended)

More Information on how to Participate

<https://www.mastermariners.ca/cpd/mastermariners.caedpdcommittee@gmail.com>

Attn: Chair Education and Professional Development Committee



**MASTER MARINERS
OF CANADA**

THE COMPANY OF MASTER MARINERS OF CANADA

Représente les capitaines et les officiers maritimes au Canada et internationalement via des adhésions avec "International of Federation Shipmasters Associations".

<http://www.mastermariners.ca>

Siège social: 904-5959 Spring Garden
Road Halifax, Nova Scotia B3H 1Y5

Président: Captain Christopher Hall

Pour nous rejoindre par courriel: [http://
www.mastermariners.ca/contact-us/](http://www.mastermariners.ca/contact-us/)

Déclaration de nos objectifs:

- Offrir aux capitaines une association professionnelle et nationale;
- Encourager et maintenir une conduite professionnelle de haut niveau parmi les membres;
- Développer les cours, l'entraînement et les programmes de mentorat pour les marins et les cadets;
- Développer, à un niveau national et international, des projets afin d'améliorer la sécurité, les opérations et les lois, tant pour les navires que pour les équipages;
- Organiser des conventions et des réunions de discussion sur des sujets d'intérêt pour les membres et les marins.
- Promouvoir une coopération saine et amicale entre les flottes commerciales, gouvernementales et militaires du Canada.

THE COMPANY offre les catégories d'adhésion suivantes:

Membre régulier	300,00\$ / année
Membre associé	150,00\$ / année
Membre corporatif	325,00\$ / année
Membre cadet	20,00\$ / année

THE COMPANY OF MASTER MARINERS OF CANADA est une organisation professionnelle représentant les officiers qualifiés à commander de même que les marins professionnels; elle représente aussi les membres de l'industrie maritime ainsi que les cadets partout au Canada. Notre travail avec et pour nos membres s'appuie sur trois piliers, soit la conscience, l'éducation et la promotion de nouvelles idées.



**MASTER MARINERS
OF CANADA**

THE COMPANY OF MASTER MARINERS OF CANADA

Represents the interests of Shipmasters and senior deck officers in Canada and internationally through membership in the International Federation of Shipmasters Associations.

<http://www.mastermariners.ca>

Head office: 904-5959 Spring Garden
Road, Halifax, Nova Scotia B3H 1Y5

President: Captain Christopher Hall

To find our email addresses:

<http://www.mastermariners.ca/contact-us/>

Statement of Purpose:

- To provide senior, command-level mariners in Canada with a representative central body;
- To encourage and maintain a high and honourable standard of ability and professional conduct among mariners;
- To develop education, training and mentoring programs for seafarers and cadets;
- To provide input into national and international groups in matters concerning the safety, operation and regulation of ships and their crews;
- To organize conventions and seminars for the discussion and considerations of topics of interest to members and mariners;
- To promote and foster efficient and friendly cooperation between the commercial, government and military fleets in Canada.

THE COMPANY offers these categories of membership:

Full Member	\$300.00 / year
Corporate Member	\$325.00 / year
Associate Member	\$150.00 / year
Cadet Member	\$ 20.00 / year

THE COMPANY OF MASTER MARINERS OF CANADA is a professional organization representing command-qualified mariners as well as like-minded seafarers, industry and government members, and cadets across Canada. Our work with and for our members is organized around three pillars: awareness, education and advocacy.