



The Foghorn

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



December 2020

From the Master Captain Marshall Dunbar

Good Day Everyone,

Well, this is the last one for 2020 and where to start and / or finish. To say it has been an interesting year would be an understatement. Everyone figured the most interesting thing that we would be watching would be the USA election. Granted it was interesting, but the worldwide COVID pandemic created the most widespread news that caused a tidal wave that circumvented the globe. It is still making the world spin and will continue to do so into the New Year. Probably beyond 2021 for some parts of the world.

The effect on the marine industry has been staggering and in particular on its seafarers. The sheer number of seafarers who were or are now stuck onboard ships is quite alarming. Offsetting those are those who now wait at home and hoping to get back to work and provide an income for their families. Additionally, there are the other aspects of being at sea or ashore that have occurred this year. As in COVID-19 tests, restricted or no shore leave, forms, new ship operating protocols, flag state requirements, insurance company asks and of course masks, masks, masks and more masks!

Yet, here we are and in so many ways we should be thankful for the resilience in the industry and its employees, both at sea and ashore. There have been so many days where we may have wanted to say that is enough and walk away. Instead, we persevere and turn to for the task at hand. Which is ensuring that approximately 80% of the world's goods are moved by our industry. It is a staggering number and one that we are proud to be a key ingredient to providing. As an organization we continue to evolve and can look forward to 2021 and some of things that we can accomplish. NSCC and MUN are working on a mentoring program for the cadets. Which of course is a key element in maintaining a strong workforce. We can also mentor junior officers and ratings in their efforts for career advancement. There is an effort to update the website. We believe this will be an important step to provide a platform that our members and interested parties will appreciate along with

strengthening our position within the industry. Our members are involved in other important emerging aspects in the industry, in particular autonomous shipping.

One item that I want to remind our members is the Professional Development Program. Captain Jim Calvesbert is the Chair Education and Professional Development Committee and our local Secretary. Please review the program and its requirements, I believe so many of us can obtain this recognition.

I would also like to thank all the members for their ongoing support. We need to maintain and grow the membership, so discuss this with your co-workers and friends. Please make a conscientious effort to increase the numbers next year. It is a key to our success and new members bring new ideas. I want to thank the members who volunteer to step forward and have accepted a position with The Division.

Lastly, whoever thought that we would end the year still doing so much work and our meetings via some virtual platform. For now, we will continue on in this fashion until we can safely resume in person meetings. They may not have that same feel as in person, but you don't have to travel (no weather cancellations), no worries about parking, you can join us from your home/cottage/ship/etc. and a beverage of choice is just a short walk away. Please join us and have your say. See you at the next meeting (Via ZOOM), Wednesday Jan 13, 2021 at 1900.

MERRY CHRISTMAS and HAPPY NEW YEARS!!!!!!!!!!!!

Marshall



ANNOUNCEMENTS

Next Meeting

January 13, 2021 beginning at 1900 ADT by
ZOOM with instructions to be sent later





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Minutes of the November 11, 2020

Meeting (by ZOOM)

A good discussion was held about Mentoring and our responsibility as experienced mariners to support cadets, new officers, and our ships' crews. A new book "Mentoring at Sea: the 10-minute challenge" by Captain André L. Le Goubin, MA, FNI, postulates that spending even 10 minutes a day with a subordinate is effective in transferring experiential knowledge. The NL Division is working on Mentoring with cadets at the Marine Institute and we have the potential to work with Capt. Cindy Brown from NSCC on a similar project. Something to think about!

Guest Speaker

Karl Risser, the Atlantic Inspector for the International Transportation Workers' Federation (ITF), was our guest speaker. The ITF began in 1972 and investigates complaints of mistreatment and contract abuse for seafarers around the world. Complaints about lack of pay and medical treatment, overstaying of contracted periods come from a variety of sources.

There are 3 inspectors in Canada and 150 worldwide. Over 100 inspections a year are carried out in Canada and most issues concern crew members on long contracts while the majority of officers are on much shorter contracts with better work and repatriation capabilities.

Seafarers pass information to ship visitors from the Missions to Seafarers at various ports. Wives call ITF passing on complaints that seafarers don't feel comfortable telling senior ship personnel. Those complaints are investigated, and comments passed on to ITF at the next port of call to ensure that corrective action has been taken.

Many Masters do seem to have the familiarity with the Maritime Labour Convention that they should have, and this often is the cause of complaints. Crewing companies have to be

persuaded that this responsibility rests with them as well as the Master.

Captain Dunbar thanked our speaker and we will maintain contact with him.

New Business

There appears to be growing support from Canada's current Minister of Transport can assist in strengthening the requirements of the MLC. Transport Canada has commissioned a study (MALATEST) regarding crewing which is raising some of the same concerns as our own Views and Positions Committee.

As ships are detained, there may be more pressure on owners to consider where ships are flagged and what responsibilities they delegate to crewing companies.

Schools are experiencing difficulties around training and are having problems arranging sea berths for cadets due to COVID which is compounding the seafarer shortage. In addition, it appears that some Canadian course requirements are overly long in comparison to the USA or UK systems. It was suggested that perhaps schools should also be subsidized for training programs to a greater extent than they currently are. Captain Lantz has submitted a recommendation to our national Views and Positions Committee which requires follow-up.

Other discussions took place around the potential to provide longer term berthing of underemployed cruise ships in Canadian ports and the RUSI question as to whether Canada has the capacity to build ships over and above those detailed in the National Shipbuilding Plan.

Our Christmas Dinner was scheduled for December 1st and later cancelled due to the COVID 19 situation.



Seafarer rights project launched *Jason Jiang November 6, 2020*

The Sustainable Shipping Initiative (SSI) and the Institute for Human Rights and Business



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(IHRB), along with SSI members, have launched a new project focusing on seafarers' labour and human rights.

The joint project, called Delivering on Seafarers' Rights, will develop a human rights code of conduct for charterers and a roadmap for tackling systemic challenges which create human rights risks for seafarers.



Co-led by SSI and IHRB, the project brings together SSI members including China Navigation, Forum for the Future, Louis Dreyfus, Oldendorff Carriers, RightShip, South32 and Standard Chartered Bank.

There is currently a lack of guidance on how labour and human rights risks should be identified and mitigated

SSI has seen a growing demand from consumers, investors, business partners, governments, and civil society for transparent and sustainable supply chains that address human rights along with environmental concerns, while charterers are also increasingly under scrutiny with regard to the sustainability of their supply chains including the vessels that transport their cargo.

"There is currently a lack of guidance on how labour and human rights risks should be identified and mitigated. Plugging this gap is key to strengthening both chartering-related decision-making and due diligence processes," SSI stated, adding that the project will see charterers play an active role in raising the industry's bar through the development of an industry code of conduct.

"Respect of the labour and human rights of seafarers worldwide is a key milestone on the

road to sustainable shipping. We strongly believe in the power of transparency to drive positive change, and through this work we seek to catalyse collective action and leadership by charterers to advocate for more robust human rights protection within the industry," said Andrew Stephens, executive director at SSI.

"Covid restrictions have stranded over 300,000 seafarers at sea worldwide, thrusting the human rights risks of shipping into the spotlight as never before. IHRB welcomes the opportunity to collaborate with SSI and its members in raising the bar across the industry whereby respect for international human rights standards becomes part of everyday business. An industry-wide code of conduct affirming the human rights responsibilities of shipowners and operators will help to level the playing field and enable cargo owners and investors to make more informed choices around whom they want to do business with," added Frances House, deputy chief executive at IHRB.



Preserve the Jones Act—Hopefully not for long!

Capt. Edgar Gold, CM, AM, QC
Brisbane, Australia

The recent Foghorn article "Preserve the Jones Act" by Mike Stevens contained the usual misinformation and China-baiting that always originates from those defending the 100-year-old Jones Act, which the late US Senator John McCain called the "most regressive and negative" piece of legislation in US history. This Act was passed in 1920 in order to protect US shipowners from then expected unfair competition by international owners 'flooding the market' in the post-WWI period. When that did not happen, US shipowners, who had already lost their competitive edge, decided that 'for national security' the country needed a 75% US-owned, US-crewed, US-flagged fleet. Although this 'need' was never confirmed, the various interests involved managed to persuade the Government to pass this Act despite the fact that the US Government had already created a civilian maritime transport fleet (Maritime



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Sealift Command) to assist in times of military or national emergency.

However, the deed was done, and the Jones Act has been in operation ever since despite the fact that it hits consumers hard as the lack of any international competition sharply drives up the cost of coastal cabotage. Inflated coastal freight rates push most cargoes on to trucks, trains and even aircraft. For example, Hawaiian cattle ranchers find it cheaper to send their cattle to the mainland by air than by ship. As a result, whereas over 40% of European domestic freight goes by sea, only 2% does in the US.

Not surprisingly this type of 'flag protection' has resulted directly in the very significant decline of the US-flagged merchant fleet from 17% of the world total in 1960 to a negligible 0.4% today. Directly related to this is the fact that US shipbuilders also managed to gain protection under the Jones Act as 'US-built' was added to ensure further protection for US shipyards. As it can cost 500% more to build a vessel in the US than in the much better and more efficient yards in Korea, Japan and China, very few ships are now built in US yards which are almost totally dedicated to naval vessels. As a result, US-flag vessels could easily win prizes as the oldest ships in the world! Many US ships are 40, 50 and 60 years old (some Great Lakes vessels are 70 years old) and are often rebuilt, recycled, modified, and renovated time and time again. This also has some safety implications. For example, some US ferries are apparently now barred from Canadian ports as they no longer meet international safety regulations. More tragically the US-flag 'El Faro', which foundered in 2015 in a Caribbean hurricane with the loss of all on board, was over 50 years old and had been modified and rebuilt several times over its long and checkered history. Although the USCG enquiry conveniently placed the blame for the loss on the master, nothing was said about the age or history of the ship. Modern, well-built ships survive serious storms regularly, but 'clunkers' may not.

In other words, the Jones Act really appears to be nothing but an archaic legislative relic, designed to protect something that never needed protecting except a group of politically well-connected vested interests that clearly could not

make it in the globally competitive maritime marketplace.

The fact that China—as well as many other maritime states—invest heavily in their maritime sector should really be seen as positive rather than negative. China's shipyards, which today are amongst the best in the world, attract global, including US, investment. Chinese maritime schools produce world-class seafarers not only for Chinese-flag vessels, but also for many other fleets. Although, some of China's international policies may be perceived as sinister, in the maritime sector China has worked hard to become a major international force—something the US has given up long ago.

The United Kingdom also had protective maritime legislation which was abandoned way back in 1849. After that, and until WWII, Britain became the greatest maritime power in history. When the British flag became less competitive in the 1970s and 1980s, Britain established several successful 'second' registries in Bermuda, Gibraltar, the Isle of Man, and the Cayman and Virgin Islands. During the Falklands War emergency the UK Government utilized a number of British-flag or 'second registry' passenger and cargo vessels, but chartered at standard commercial rates. Hardly any major trading states today use flag protection of any kind as as it is not cost effective, is uncompetitive, protects vested interests that do not require protection, and, in the maritime labour market, leads to job losses. I sincerely hope that in his short final comment Commander Darlington is not suggesting that Canada should in any way follow the failed US system.



Dominion Diving – New Tugs
Maritime Press Clippings 2020-328



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Dominion Diving of Dartmouth NS has purchased two Damen Stan Tug 1205's

Main dimensions:

Length over all 13.08 m Breadth over all 5.28 m
Depth at side 2.30 m Draught aft 1.85 m

Full displacement ± 55 ton Power 2x 221 kW
Bollard pull 9.0 ton Speed 9.7 knots

Class I Ξ HULL • MACH Seagoing Launch



From the Mission to Seafarers, Halifax

Founded in 1856, and entirely funded by voluntary donations, today's Mission to Seafarers offers emergency assistance, practical support, and a friendly welcome to crews visiting over 200 ports in 50 countries around the world.

Whether caring for victims of piracy or providing a lifeline to those stranded in foreign ports, we are there for the globe's 1.3 million merchant seafarers of all ranks, nationalities, and beliefs.

To find out how we help those facing shipwreck, abandonment, loneliness and danger, visit our website:

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A comparison (left to right) CCGS Louis S. St-Laurent, USCGC Healey, proposed Canadian Polar Icebreaker



F.W.E. for this edition

Capt. Jim Calvesbert, Editor



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