



# The Foghorn

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



March 2021

## From the Master Captain Marshall Dunbar

Good Day Everyone,

I would first like to thank Captain Jim Calvesbert for his continued efforts as editor of The Foghorn. He mentioned in last month's edition that he is looking for a replacement and it would be great to see a member offer their time to ensure continued publication.

As an industry, we are feeling more and more pressure to become carbon neutral and environmentally friendly. That is expected and we should accept the challenge as we are an industry that moves % 80+ of goods around the world and so we will be front and center as a target to reduce carbon footprint. This will be a large task as ships often move large quantities of goods over long distances and so there is a need to provide an energy supply that can do this and be "green". There are numerous ideas on what will be the solutions to this problem. Time will tell what is going to be the most economically viable environmentally answer.

Maersk says they will have their first carbon neutral vessel in service by 2023 and they should be applauded for this achievement. They believe that the consumer is willing to accept higher costs for goods in order to help the environment. Consumers have had the luxury of global trade and the ability to buy products at good prices for a long period. It will be interesting to see how much consumers will accept for increased cost for shipping before buying closer to home becomes more of a norm than an exception.

That is one ship and as recently stated, the world fleet has now reached 100,000 ships. Recently published figures state that 51 billion tons of emissions need to be removed annually and if shipping accounts for % 2 then, then our industry emits over 1 billion tons per year. There is a tremendous amount of work to reach zero and will see how well Canadian and world ship owners accept the challenge. It will also be another challenge for seafarers to make all these ideas / new technologies work.

I have purposely left COVID-19 to the last, as it is nice that it is not always the lead item. To follow up on last month's note on reaching out to Dr. John Ross, Medical Director from PRAXES

Medical Group, and he has agreed to meet me the first week of March to discuss the latest news, suggestions on how to keep crews safe and possible usage of rapid test capabilities. I will also ask if he has received any details on how the province will approach vaccination of essential (marine) workers. Will provide an update in the next Foghorn. I did contact my local MLA and he has said that mariners' concerns are to be kept in mind when involved with any discussions with NS Health. My MLA is not a member of the sitting government and so my next step is to contact the NS Premier's office and NS Minister of Health to pass along my concerns.

As a reminder that MLA contacts can be found at:

<https://nslegislature.ca/members/profiles>

Many thanks to everyone who helps our industry and the MMC and join in on the conversation by attending a meeting.

Safe sailing.

Marshall



## ANNOUNCEMENTS

### Next Meeting

March 10<sup>th</sup> beginning at 1900 via ZOOM. Contact information will be sent out shortly.

### Short Term Captaincy Opportunity

You will be aware from today's Master Mariners newscippings that the Algerian container ship "Imedghassen" is at Pier 9, undergoing repair, before crossing the Atlantic to Ceuta, the small Spanish enclave on the north coast of Africa, where it will be re-delivered by Charterer to Owner.

The Master has been side-lined by ill-health and cannot continue the voyage. Normally, only Algerian citizens are allowed to command Algerian ships, but due to the strictures of COVID, the Owner is having difficulty finding a Master, and I was asked by the Agent (Protos) to see if one of us would be interested.



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The (Algerian) wages would low, but air-fare home would be provided.

If you know anyone who might be interested, please contact me.

Capt. Alan Knight (902)-471-9638

One of the better sites for Canadian shipping jobs is Ship Out.

<https://www.shipout.ca/>



## Recent Guest Speakers Presented with MMC Toques



John Swain, Survival Systems (onboard M/V Asterix)



Helen Glenn and Joseph Loot,  
Mission to Seafarers



## Annual Dues Renewal Time

As everyone is aware, our annual dues run from January 1<sup>st</sup> to December 31<sup>st</sup> and they remain the same as last year. Full membership is \$300 and Senior (over 65) is @150 and cadet membership is \$20.

E-transfer is the easiest method and can be sent directly to our Treasurer, Capt. Wilkie at [wilkieg@gmail.com](mailto:wilkieg@gmail.com) The bank account is set up to automatically deposit transfers, so that there is no requirement for a “secret password”.



## Costs veer out of control for Canada's national shipbuilding plans (augmented version)

By Maritime Magazine 2021 February 25 By Leo Ryan, Editor

The latest disclosures show that costs are soaring way beyond original estimates for Ottawa's multibillion dollar program to build new ships for the Royal Canadian Navy and the Canadian Coast Guard. It all points to difficult political



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decisions ahead for the government of Prime Minister Trudeau.

First came the disclosure that the federal procurement department quietly revealed that it plans to pay nearly C \$1 billion to build a new ocean research vessel for the Coast Guard. Its initial cost was priced at one tenth that amount. The department had posted the new cost online last Friday – on the same day it awarded Vancouver’s Seaspan Shipyards a contract of \$453.8 million to enable the company to transition the offshore oceanographic science vessel (OOSV) project from the design to the full construction phase. Delivery is slated for 2024 to replace the CCGS **HUDSON**, the Coast Guard’s oldest science ship.

Then, on Wednesday this week Canada’s parliamentary budget officer (PBO), Yves Giroux, estimated the Navy’s future series of 15 frigates could cost at least \$77.3 billion, or \$17 billion more than an original federal estimate. The unit cost of over \$5 billion could rise further should more setbacks hit the delay-plagued program.

The federal government is basing the new surface combatants on the design of the British Type 26 frigate.

The House of Commons government operations committee asked the budget office to calculate the costs of other designs – namely the FREMM multi-mission frigate chosen by our neighbors to the South, and another British warship, Type 31E. While Canada could save money by dropping the existing programs and switching to other designs, the production timeline would be pushed back roughly four years, according to Mr. Giroux.

The budget office calculates that scrapping the existing program and moving to the Type 31 frigate would cost \$27.5 billion. And the cost of acquiring 15 FREMM vessels is put at \$71 billion – not far from the price of the present program, but representing a savings nevertheless.

Last fall, the Department of National Defence (DND) maintained it could build the 15 Type 26 frigates, under contract with Irving Shipbuilding and Lockheed Martin Canada, for up to \$60 billion.

In a statement issued on February 24, the DND stressed the decision to choose the Type 26 design was based on its capabilities.

“As the PBO noted,” stated the DND, “other design options they examined would have ‘more limited’ and ‘modest’ capabilities than our selected design. These reductions would impede the ability to execute the assigned roles and missions to keep Canadians safe both at home and abroad.”

Meanwhile, Karen Hogan, Canada’s Auditor General, today issued critical comments on the performance of the National Shipbuilding Strategy as part of a report assessing various government departments.

“Overall, we found that during our audit period, the National Shipbuilding Strategy was slow to deliver the combat and non-combat ships that Canada needs to meet its domestic and international obligations for science and defence,” Ms.Hogan declared in an opening statement in Ottawa.

“The delivery of many ships had been significantly delayed. Further delays could result in several ships being retired before their replacements are operational.

“National Defence, Fisheries and Oceans Canada, Public Services and Procurement Canada and Innovation, Science and Economic Development Canada reacted to issues impacting the timely delivery of ships. They made key decisions during the audit so as to improve the prospects of timely future deliveries.

“That said, I am still concerned that the Strategy has been slow to deliver. Considering the unknown impact of the COVID-19 pandemic on work in departments and shipyards, and with the bulk of new ships yet to be built, departments need to look for opportunities to further improve how they manage risks and contingencies.”





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## Container Losses: Worrying Statistics?

Capt. Edgar Gold, AM, CM, QC, FNI

An article: "Box Overboard" in the November issue of the Nautical Institute's *Seaways* magazine addresses a problem that seems to arise far too frequently and for all the wrong reasons in recent times. In fact, this article was written before some of the recent accidents, involving container losses from VLCCs and ULCCs, that are really shocking. On November 30th the VLCC *One Apus* whilst en route from China to Long Beach lost 1816 boxes, including 64 containing hazardous and dangerous materials. This was a modern, 2018-built 14,000 TEU vessel which, apparently, encountered very heavy weather which resulted in the ship having to abort its intended route after the loss of the containers and return to a port of refuge. Photographs illustrate the collapsed container stacks on all parts of the ship. Just a few days later it was reported that the ULCC *Munich Maersk* lost some 200 containers in heavy weather in the North Sea whilst en route from Bremerhaven to Gothenburg. Since then more containers are reported lost from the VLLCC/ULLCCs *Maersk Essen*, *MSC Aries*, *Ever Liberal*, and *ER Tianping*. The World Shipping Council reported that 1,382 containers were lost at sea between 2018 and 2019, which is a tiny percentage of all containers carried at sea. But more worrying is that 2,675 containers were lost between December 1, 2020 and January 31, 2021, which is almost double the annual average in just a two-month period. Why this rapid increase of container losses, especially in such large numbers?

From the Swedish P&I Club's statistics it appears that heavy weather container losses are not that unusual, but no explanation is provided why these should occur nor why there are so many container lashing and securing failures. In fact, it is interesting to note that the article does not provide any information on the number of containers lost overboard annually. It has been suggested that many of these losses are not even officially reported.

It is known that on these large container carriers there would be enormous momentum forces in heavy seas, especially if parametric rolling occurs, and that such forces are quite capable of

smashing and breaking all locks and lashings. In other words, under certain sea conditions there might be no presently-available technology to prevent large container losses. Does this mean that under such sea conditions very large container carriers are unsafe? This is a question that needs responses from within the industry as well as the IMO's MSC.

However, there may also be short-term operational solutions that may not prevent but might at least reduce losses. Traditional good seamanship has always required that in extreme weather conditions reductions in speed, major course alterations and even heaving-to will reduce or prevent the likelihood of damage to ship and cargo. There is quite a lot of evidence that in the highly competitive, cut-throat world of today's container world such safety principles are often side-lined. Even where masters wish to apply such principles they may be directly overruled by the ever-present head office. In other words, a modern, well-found ship is unlikely to lose almost 2000 containers, even in the heaviest seas, if basic good seamanship is applied. On the other hand, if due to scheduling, fuel saving and other prerogatives, risks are taken, such damage is more than likely to occur. The Swedish Club report shows that container losses are very costly for all sectors of the industry. But thousands of floating containers, whether empty or loaded, also present serious hazards to navigation as well as environmental and related dangers if they contain hazardous substances and wash up on shorelines and beaches.

It is possible that this issue has already been raised at the IMO, but it appears that it needs to be addressed in a much wider context, hopefully, before a really major container catastrophe occurs.





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## Crossed the Bar

John Rolf  
Capt. Brad Boutilier's grandfather  
February 22<sup>nd</sup>, 2021



## Crossed the Bar

Capt. James L. Himmelman  
February 11, 2021



It is with profound sadness that we announce the passing of our dear father, Capt. James L. Himmelman of Bridgewater. Capt. Jim let go the lines and crossed the bar in Fishermen's

Memorial Hospital in Lunenburg, on February 11, 2021 at the age of 100.

He was born in Lunenburg on October 24, 1920, the youngest son of Capt. George and Elsie (Corkum) Himmelman.

Dad grew up in the age of wooden ships and iron men. Dory fishing is where he began his long and admirable seagoing career. He started as engineer on his father's schooner, the Lilla B. Boutilier, at the age of 18. Within six years he would be skipper of his own vessel. In 1953, Capt. Jim converted the vessel Irish Patriot into the first scallop dragger to sail out of Lunenburg in the search for scallops. He was very proud to be the first scallop captain out of Lunenburg pioneering the scallop industry. Local businessmen and other fishermen noticed his success and the scallop industry was born. In his words "my brothers, my father, my uncles, generation after generation of fishermen - that's the way Lunenburg was built".

In the years following, Dad sailed many vessels, including the scallop dragger, Nancy Eileen. In 1965, after the loss of the scallop dragger Excellence, he came ashore and spent a few years as Shore Captain at Riverport Seafoods. He decided to change careers, studied at NSIT, and took international courses in the US and France to become a Ship's Pilot. He was employed with the Atlantic Pilotage Authority as a harbour pilot in Port Hawkesbury and Sydney until he retired in 1983.

After retiring, Dad and our mother, Marie, returned to Lunenburg County, settling in Wentzell's Lake. They spent many years caring for their property and travelling throughout the Maritimes. Family gatherings were very important to Dad giving him much happiness, with special meals, music and laughter. He was most content in his workshop where he enjoyed woodworking, and building ship models. He built many pieces of oak furniture for the family. He particularly enjoyed lathe work creating many beautiful bowls and serving trays. Crafting ship models became Dad's area of expertise, the Bluenose being his specialty. Having climbed the rigging of the original Bluenose, he had firsthand knowledge of every detail.

He had a passion for singing in several choirs throughout the county. In his younger years, Dad played the accordion and mouth organ at



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many social gatherings and in later years played for the family's enjoyment. He had a desire to speak German, practicing his lessons until recently.

He will be remembered for being honest with a strong sense of spirit, adventure and determination. He had a wonderful sense of humor and appreciated a good laugh. Although Dad was quiet by nature, his ability to tell stories about his adventures at sea with his deep voice will be missed by many. We will miss his wit, wisdom, knowledge and most of all his love.

Dad was a member of the Company of Master Mariners of Canada, Atlantic Division, a member of Zion Evangelical Lutheran Church and the South Shore Ship Modellers Guild. He was the last surviving member of his immediate family.

Dad is survived by daughters, Corinne (Tim LeGay), Bridgewater; and Nancy, Halifax. He is survived by sister-in-law, Isabel Moore; several nieces and nephews.

He was predeceased by wife, Marie (Spindler); brothers, Wilson and Murray; sisters, Hope and Evangeline; nephew, Alfred Lohnes.

Arrangements are under the care of Dana L. Sweeny Funeral Home, Lunenburg. There will be no visitation. A Celebration of Life will be held at 2 p.m. on Thursday, February 18th in Zion Lutheran Church, Lunenburg.

COVID-19 restrictions will apply. A scent-free environment is requested by the family. Seating is limited to 100 people, so please call the funeral home at (902) 634-3942 by Wednesday afternoon, if you plan to attend. In lieu of flowers, donations in Capt. Jim's memory can be made to the Canadian Cancer Society, Zion Lutheran Church, or Health Services Foundation of the South Shore.

The family would like to express its appreciation for the care given to Dad by the VON, staff of Fishermen's Memorial Hospital, caregivers of Loving Care Home Assistance and Earth Angels. Also, thank you to the staff of Drumlin Hills Seniors' Complex. [www.sweenyfuneralhome.ca](http://www.sweenyfuneralhome.ca)



## Two Years on Abandoned Oil Tanker From Capt. Bret Maukonen, Secretary, Great Lakes Division

The crew of the MT Iba — an oil tanker abandoned by its owners — are set to return home after years stranded aboard. We discuss ship abandonment and helping sailors with Andy Bowerman, regional director for the Middle East and South Asia with The Mission to Seafarers; Peter Lahay, Canadian national co-ordinator with the International Transport Workers Federation; and Ian Ralby, CEO of the I.R. Consilium, a maritime law and security consulting firm.

The radio report can be found by going to >  
<https://www.cbc.ca/radio/thecurrent/the-current-for-feb-22-2021-1.5922712>  
and moving the program slider to the time >  
46:25



## The US offshore wind sector prepares for take-off.

08 Feb 2021 Lloyds Register

WILL CANADA BE NEXT???????

The United States has dramatic ambitions for offshore wind development. So far, the country has made little of the enormous potential that lies offshore, but things are about to change, says Rafael Riva, LR's Commercial Manager in the US.

Following a change of Administration and renewed ambitions to harness the potential of renewables in the US energy mix, the country's offshore wind sector is brimming with anticipation. According to estimates by BVG Associates, a UK-based renewable energy consultancy, offshore wind capacity in the US is estimated at just 30MW, compared to more than 22GW in Europe.

"There are a wider range of opportunities on both the Atlantic and Pacific seaboard," said Rafael Riva, who is closely involved in LR's offshore wind activities in the US. "With lots of focus on cheap energy from shale deposits,



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energy companies had left wind power until later. But now we get the sense that widescale development has already started.”

US offshore wind power today is generated at just one facility – the Block Island Wind Farm – developed by Deepwater Wind, now Ørsted US Offshore Wind. The five-turbine site is three miles off the coast of Block Island, just south of Rhode Island.

### **Huge opportunities ...**

However, although the strength of the wind hasn't caught much US attention so far, Riva highlighted BVG estimates that today's 30MW could soar to 33GW by 2030, an astonishing capacity increase by a factor of more than a thousand. Even two-thirds of that increase, if the figure turns out on the high side, would create huge opportunities for wind infrastructure participants, including turbine and fabrication technologists, and installation specialists, he said.

Meanwhile, in the longer term, the numbers are even more dramatic. With the proviso that stable policies remain in place, the US Department of Energy has forecast that offshore wind could generate as much as 86GW by the middle of the century – almost 2,900 times more than today.

To be fair, some clearly had realised the sector's potential. When the US Bureau of Ocean Energy Management ran the last auction for Massachusetts offshore wind blocks in 2018, the event exceeded all expectations, raising more than \$405m from just three offshore blocks.

### **Exceeding expectations**

Each block sold for about \$135m, over three times more than the average \$42m for similar blocks raised two years earlier. Norway's Equinor bought one, Mayflower Wind, a joint venture between Shell, EDP Renewables and Engie acquired a second, and a bid by Vineyard Wind LLC, a joint venture between Copenhagen Infrastructure partners and Spanish renewable energy company, Iberdrola, won the third.

Riva explains that most of the country's offshore wind potential so far lies in two regions – off the north east coast, Massachusetts in particular, mostly in shallow water, and off the west coast, where the continental shelf plunges rapidly into the deep waters of the Pacific. Therefore, he says, east coast wind development will focus mostly on fixed installations, while those on the

west coast are more likely to require floating installations.

He points out that LR is well-placed to provide a range of services, including Certified Verification Agency (CVA), Investment Efficiency (IE) appraisal, and ITC Verification. “The Shells, BPs, and Equinors of this world know us well from our work with them in Europe. We've worked with a number of the wind power pioneers for many years and have a wealth of experience in the sector. And the verification functions in wind are similar to those in oil and gas.”

In addition to Riva's hard work, Jay Borkland, an offshore wind specialist part of LR's US Renewables Team, is leading the charge on developing advisory services in the US, focusing on ports, infrastructure and supply chain opportunities. Due to the scale and pace of development, LR has partnered with leading advisory firms such as, BVGA, Jacobs and Timmons Engineering. Much like developers who are forming Joint Ventures to manage risk and finance projects, such as EDPR & Engie forming Ocean Winds, Equinor & BP partnering in New York, and Macquarie & Iberdrola, for a professional services firm like LR, partnering is an innovative business model that is expected to grow significantly over the next five years.

### **Jones Act constraints**

One new challenge to offshore wind is Jones Act compliance, or to give its formal title – The Merchant Marine Act of 1920 – will apply to certain aspects of offshore wind development. US-built ships, flagged in the US, and manned by US nationals will be required for the installation of wind power plant, and also for the supply and service of facilities.

It will apply to vessels that transport components “between points in the United States”. Under the 1953 Outer Continental Shelf Lands Act, any man-made structure fixed either temporarily or permanently to the seabed, is defined as a “point” on the outer continental shelf, which generally extends 200 miles from the coast.

Riva noted that, so far, there are no US-built wind turbine installation vessels and, if the sector takes off as expected, there will be a pressing requirement for such vessels. This could present opportunities for European



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companies seeking a foothold in the US offshore wind sector through the establishment of joint ventures, LR has already solidified a Joint Industry Project with a US Engineering firm for the development of a Jones Act compliant wind turbine installation vessel (WTIV) design, he said.



F.W.E. for this edition

Capt. Jim Calvesbert, Editor