



The Foghorn

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



October 2020

From the Master Captain Marshall Dunbar

Good Day Everyone,

There are always items that creep in during the previous month that catch your attention and you want to add them to The Foghorn. Some slip away, that might be an age thing and others that stay with you as they are important. This month it was a few things and they are mariner recruitment, criminalisation of seafarers and Remembrance Day.

Obviously mariner recruitment will continue to be a topic that interests all of us and will keep our industry vibrant. We all ended up in this business by some manner and it will continue to draw individuals for various reasons. Part of our meeting agenda will be mentorship of cadets and look forward to members suggestions on how to be best advance this idea.

Criminalisation of seafarers is one that we see on a frequent basis and unfortunately the public only sees what the press publishes. So often the reporting isn't as accurate as one would hope and in the end the person is guilty in the public eye and is tarnished by an incident.

Remembrance Day ceremonies will not be held as they have been in the past. We can only hope that 2021 will return us to a more comfortable situation and allow us to gather and show our respects.

All the above, are areas that the MMC have had a hand in the past. We need to remain active to promote our association, ensure that we grow the marine industry and our association and lastly we honour those who have paved the way for our quality of life that we have as Canadians and as mariners.

For the November meeting, Karl Risser the ITF inspector for Atlantic Canada will join us and we will have a chance to hear and ask questions about the ITF and their work to protect the rights on ships with foreign crews. It will be quite informative and trust that you will join us from whenever you are situated.

Thanks

Marshall

See you at the next meeting (Via ZOOM),
Wednesday November 11 at 1900.

Marshall



ANNOUNCEMENTS

Next Meeting

November 11, 2020 beginning at 1900 ADT

Remembrance Day 2020

There will NOT be a Remembrance Day parade
at Point Pleasant Park this year.

They that go down to the sea in ships, that do
business in great waters; These see the works of
the Lord, and his wonders in the deep.

--Psalm 107:23-24



Minutes of the October 14th Meeting (by ZOOM)

The meeting was called to order at 1900 with
Captain Marshall Dunbar in the chair. Approval
for the agenda and minutes of the last meeting
was moved and seconded by Capts Gallagher
and MacCaull.

In the absence of the Treasurer/Membership
Chair the updates on both topics was not
conducted.

Captain Edgar Gold was in attendance from
Australia and brought forward a few points
regarding the Capt. Angus McDonald bursary: 1.
There has been no notice of the bursary
published; 2. The family has not been officially
informed of the bursary; 3. The website is an
important source of information but is woefully
out of date; and, 4. MMC needs to establish a
simple method of fund transfers since e-Interac
does not work for overseas locations. Capt.
Gallagher stated that the bursary will be
established under the auspices of The
Foundation and that he would investigate a wire
transfer capability for MMC. Capt. Dunbar will



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discuss the current status of the website later in this meeting.

Items affected by the COVID-19 restrictions:

- a. Christmas Dinner at RNSYS – Capt. Connor to investigate
- b. Remembrance Day Parade at Point Pleasant Park – Capt. Dunbar to follow up

Update on the above:

- a. RNSYS has given us a positive reply and information was sent to members by email.
- b. DND has informed us that there will be no parade this year.

The 219th, 220th National Council Meetings and the Annual General Meeting were held by ZOOM and minutes will be circulated by email (this has subsequently been done).

As mentioned by Capt. Gold, the website along with Facebook and LinkedIn is an important means of disseminating information about MMC. Facebook and LinkedIn have been revived and appear to have appropriate content added regularly. Capt. Dunbar sits on the national website development committee and stated that one of the driving issues for them is to determine what the primary purpose of the website is to be. Four thoughts have been put forward and have since been forwarded to members for their input.

Captain Alan Knight spoke about the issue of crew fatigue caused by crewmembers overstaying their contracts. Contracts are often for 9 months with a 5-month extension being permitted. In some cases, these periods are being overstayed and companies are being investigated by Port State Control and the International Transportation Federation. Positive results are being experienced but the common excuse is that it is difficult to provide transportation to both off going and on coming crew members as a result of COVID 19 travel restrictions. Canada is a leading country in initiating the PARIS MOU inspections. Our national Views and Positions Committee is also discussing this situation.

The winners of this years' Baugh Fund scholarships (2 x \$3000) are André Simoes Ré

from the NL Marine Institute and Kyle Clare from BCIT.

Capt. Rick Gates is now home after 46 days in hospital.

And, as a closing announcement to the meeting, Capt. Dunbar will be growing a (hopefully) acceptable moustache as part of the "Mo"vember action.

Our next meeting be on November 11th beginning at 1900.



Letter To Asian Government Leaders On Crew Changes In Covid-19 times – Save Our Seafarers, Call For Action

From Daily Collection of Maritime Press Clippings 2020-285

In response to saving some 400,000 stranded seafarers who needed to be relieved and this number rises with every week that passes, a joint industry submission, coordinated by ASA (co-sponsored by 16 other international associations) was sent to the Philippines authorities to call upon leadership actions. We acknowledge that all stakeholders in the industry, as well as the IMO, ILO and many countries have been working ceaselessly over the past months to enable crew changes to happen. While we welcome all these actions, we consider it is now time for the immediate involvement of the Heads of States and Governments.

The 30th ASA Chairman, Mr Tadaaki Naito, fully supported this initiative and made his statement, "The current situation is a humanitarian crisis that must be solved to protect seafarers that have been stranded on ships for far too long, we are therefore writing to Asian governments at the highest political level in order to call for urgent action nationally and in partnership with other countries in the world." The letter to the Philippines is our first step calling for leadership actions and we will be communicating with other Asian governments for the same aspect.



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To : Department of Transportation
Apo Court
Sergio Osmeña Sr. Avenue
Zone Clark Freeport,
Mabalacat 2009 Pampanga
Maritime Industry Authority (MARINA)
MARINA Building
20th Street corner Bonifacio Drive
1018 Port Area (South) Manila

7 October 2020

To : Sec. Arthur Tugade, Department of
Transportation
VAdm. Robert A. Empredad, Administrator,
Maritime Industry Authority

Subject: Crew changes in Covid-19 times – Save
our Seafarers, call for action



Dear Sirs,

We, the Asian and International social partners for maritime transport together with our maritime partners, would like to thank you for being one of the countries to facilitate crew changes. We however call for more to be done to relieve seafarers and facilitate crew changes, which are currently happening at a rate of only 30% of what is needed. Some 400,000 seafarers currently need to be relieved, and this number rises with every week that passes. Some of these seafarers have now spent 15 months or more continuously on board. An equal number are awaiting to join ships. This is a humanitarian crisis that must be solved to protect seafarers that have been on ships for far too long. We are also concerned that any interruption to the flow of trade could have devastating consequences for the recovery phase of COVID-19 pandemic.

We acknowledge that all stakeholders in the industry, as well as the IMO, ILO and Asian countries, have been working ceaselessly over the past months to enable crew changes to happen. While we welcome all these actions, we consider it is now time for the immediate involvement of the Heads of States and Governments. We are, therefore, writing to

Asian governments at the highest political level in order to call for urgent action nationally and in partnership with other countries in the world. The Philippines is a major seafarer supplying country in the world. A significant percentage of the world's seafarers is today supplied by the Philippines including crews for cruise liners, making it an important sea and airport hub for crew changes. In this regard, we fully appreciate the opening of the Ports of Manila, Port Capinpin in Bataan and the Port of Subic, in Zambales for crew change purposes. We are looking forward to the opening of more ports for crew change purposes, especially the major ports in the Visayas and southern provinces of the Philippines. The "Green Lane" adopted by the Philippines to make possible crew change for foreign seafarers and the 50 percent discount on port fees for Capinpin, Orion and Bataan are laudable efforts and well appreciated.

The smooth facilitation of crew changes in Asia, is prevented by, amongst other things, the difficulties of seafarers in obtaining visas. The current practice in most countries, of issuing visas in their missions in third countries and on arrival in sea and air ports, is not functioning efficiently and will clearly not cope with the forecasted two-threefold increase in demand for visas per month in the coming weeks, in view of the backlog of crew changes.

We are therefore calling upon the Philippines to introduce temporary visa waivers for crew changes through appropriate means, to be implemented for seafarers holding a seafarer's identity document issued in accordance with the ILO Conventions No 108 or No 185, or the IMO Convention on Facilitation of International Maritime Traffic, or a valid ticket or booking with the ships' agents as the guarantors of their bonafide identities. Moreover, given the territorial limitation of such a waiver to the State granting it, we also call for cooperation between Asian countries to temporarily allow for a visa free transit area in Asia for seafarers.

Furthermore, the limited availability of flight connections between world seaport hubs and the Asian seafarer supplying countries in order to effect crew changes is another major impediment to crew changes globally. We therefore call on the Philippines to create, in consultation with the aviation industry and other countries, the necessary conditions for seafarer



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air corridors between crew supply countries and major seaport countries so as to increase access, as soon as possible, to commercial flights. The limited flight options also cause difficulties in aligning flights with vessel embarkation and disembarkation times.

Consequently, we commend the Philippines for allowing seafarers of any nationality to stay in the country until the arrival of the flight or ship without restricting the number of days. We call on the Philippines to urge other governments to remove national restrictions and to allow for seafarers to stay in their countries for at least 10 days for the purposes of on-signing and repatriating albeit restricting seafarer movement.

.Hindi na ako makapaghintay na umuwi!"



Photo : Rotterdam Pilot Maurice Jacobs ©

In your position, you can make a difference in practice by using your diplomatic influence and importance as a major seafarer supply country to raise this matter at the highest level in meetings with other governments around the world. This will be extremely important to ensure seafarers, as essential workers for the global trade and economy, can be relieved without any further delay. On behalf of all the signatories of this letter, we would be pleased to contact your office to set up a meeting with you to discuss this urgent topic and how the actions can be facilitated further.



World Maritime figure William A. O'Neil passed away

By Maritime Magazine 2020-10-30

"It is with great sadness that we have learned of the passing of Mr. O'Neil, who was a great friend and mentor who made a huge personal contribution to securing globally applicable safety, security and environmental standards," said IMO Secretary-General Kitack Lim.

Secretary-General of IMO from 1990 to 2003, Mr. O'Neil was President and CEO of the St. Lawrence Seaway Authority between 1980 and 1990 and previously Commissioner of the Canadian Coast Guard from 1975 to 1980.

"Mr. O'Neil was a truly great Secretary-General whose actions and initiatives had a

great and lasting impact on the work of the Organization. I, personally, always valued his guidance and advice, as well as his friendship and leadership. Mr. O'Neil left a lasting legacy on the Organization. He was committed to the universality of IMO and oversaw a significant increase in membership. He encouraged wide and effective participation in the Organization from all stakeholders in the maritime sector," Mr. Lim said.

"Above all, Mr. O'Neil was dedicated to enabling developing States to adopt and implement IMO instruments, through his active pursuance of new sources of extrabudgetary funding. And he worked tirelessly to strengthen the relevance and capacity of IMO's educational institutes, the World Maritime University and the IMO International Maritime Law Institute."

During Mr. O'Neil's tenure, the Organization adopted a number of new treaties and responded to global issues such as maritime security and piracy.

Mr. O'Neil personally acted to request the IMO membership address key safety issues, including the safety of bulk carriers and of large passenger ships. He established a team of experts to look into ro-ro safety, following the tragic sinking of the Estonia ro-ro ferry. All of these led to significant improvements in maritime safety standards.



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Protecting the environment was also paramount for Mr. O'Neil. He oversaw the adoption in 1997, of the Protocol to the MARPOL Convention, to include a new Annex VI on Prevention of Air Pollution from Ship – now expanded to include energy efficiency requirements – and revisions of the MARPOL Convention to accelerate the phase out of single hull tankers. His passion for protecting marine biodiversity laid the foundation for the development of measures to prevent the spread of potentially harmful aquatic species in ships' ballast water – which would later, in 2004, be adopted as a new IMO treaty on ballast water management.

The introduction of the mandatory International Safety Management (ISM) Code and the key 1997 revisions to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, were amongst other landmark achievements made by IMO under Mr. O'Neil's stewardship.

After the attacks of September 11, 2001, Mr. O'Neil's leadership led to the development of an entirely new regime for the security in the maritime field, the International Ship and Port Facility Security Code, which was adopted in less than one year, demonstrating the Organization's ability to nimbly respond to emerging threats.

The landmark public memorial to seafarers at IMO Headquarters in London, stands as a monument to Mr. O'Neil's appreciation and acknowledgement of the human element in shipping and specifically the role of the people at the heart of shipping, the seafarers. The Seafarers Memorial Fund was established by Mr. O'Neil to fund the sculpture.

Mr. O'Neil was elected Secretary-General of the IMO for a first term of Office beginning in 1990, a second term beginning in 1994, a third term beginning in 1998 and a further two-year term from 2002 to 2004. He was the second longest serving Secretary-General of IMO.

Mr. O'Neil graduated in civil engineering from the University of Toronto in his native Canada in 1949 and served in various positions with the Federal Department of Transport. He was particularly closely associated with the St. Lawrence Seaway Authority.

Among his awards, he was a Member of the Order of Canada and the Admirals' medal,

Canada. In 1995 he was awarded the NUMAST Award (National Union of Marine Aviation and Shipping Transport Officers), United Kingdom.

Amongst other honours, in 2001 he was awarded the Medal for Distinguished services to the Directorate General for Maritime Affairs, Colombia and in 2002 the CITIS (Communication & IT in Shipping) Lifetime Achievement Award, United Kingdom, the Golden Jubilee Medal, Canada and the "15 November 1817 Medal, Uruguay and was made a Freeman of the Worshipful Company of Shipwrights (Honoris Causa), United Kingdom.

In 2003, he was awarded the Order of Merit of the Merchant Marine, Venezuela.

Mr. O'Neil was awarded the IMO International Maritime Prize for 2003.

Mr. O'Neil died on 29 October 2020. He leaves behind his wife, Mrs. Olga O'Neil, children and grandchildren. Photo IMO



Ever Wonder.....
Capt. Jim Calvesbert

..... what the Divisional officers do? Here is the short version:

Divisional Master (Divisional Vice President under the new Societies Act)

- presides at meetings and oversees the operation of the Division.
- ensures that members voted orders and resolutions are carried out; and,
- monitors the functions of the Treasure and Secretary.
- Encourages growth by soliciting marine industry representatives to join MMC.

Deputy Divisional Master (Divisional Deputy Vice President)

- replaces the Divisional Master as necessary; and,
- fulfills other duties as required from time to time (remember the old "and other related duties" statement?)



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Divisional Councillors (3 voting members)

- participates in National Council meetings (up to 4 per year);
- provides advice to the Divisional Master; and,
- assists with Divisional planning.

Treasurer/Membership

- maintains records of finances and members; and,
- collects members dues and remits to the National Membership Chair.

Secretary

- keeps records of Divisional meetings and other activities;
- informs members of upcoming activities; and,
- maintains contact with National and other Divisional Secretaries.

Editor of The Foghorn

- researches appropriate articles for the newsletter;
- solicits articles of Divisional significance from members; and,
- produces and distributes the Divisional newsletter.

All members have experience to share and, yes, you would be encouraged, and welcomed, to consider one of these positions in order to help our Division grow and develop as a positive contributor to the marine industry in Canada.



Preserve the Jones Act

By Mike Stevens October 22, 2020

China's burgeoning fleets underscore the important of legislation that bolsters our own.

As we pass the 100th anniversary of the Jones Act, it is clear the legislation is vital to ensuring the American maritime industry is strong for 100 years more. Officially known as the Merchant Marine Act of 1920, the law requires that ships carrying cargo between two U.S. points fly the U.S. flag, and be owned and built in the U.S., and be crewed by at least 75 percent U.S. citizens. Although many nations have such laws, known as "cabotage" laws, it is true that

ours is among the most restrictive. However, this is necessary given the amount of support other maritime nations give to an industry rightly established as vital to their nation's economic security and defense.

These are the findings of the Navy League's newest report, "China's Use of Maritime for Global Power Demands a Strong Commitment to American Maritime." While the heated debate over the policy has traditionally been confined to small circles, it came under the national spotlight after Hurricane Maria devastated the island of Puerto Rico, and the lives of the millions of Americans living there. As relief efforts slowly got underway after the Sept. 20, 2017, storm, critics cited the Jones Act as an impediment to the swift delivery of much-needed supplies to the beleaguered island. (They also trotted out old arguments that the Act constrains shipping and leads to high consumer prices on the island, assertions that the Government Accountability Office has found little evidence to support.)

On Sept. 28, the president issued a 10-day waiver to the Act, allowing foreign-flagged ships to carry supplies to Puerto Rico from other U.S. ports. Almost a month later just 11 foreign ships had made the run. Jones Act carriers added nine vessels to their Puerto Rico routes after the hurricane to total 25, with one carrier making nearly daily sailings from the mainland. Indeed, containers arrived faster than Puerto Rico's internal distribution system could handle them, stacking up by the hundreds in port and showing that shipping capacity was not the main problem.

Free-trade purists oppose the Jones Act as government intervention in the free market. However, this critique of shipping rules ignores the heavy intervention of other governments in their domestic maritime industries. The Chinese state spent \$132 billion, conservatively, on its shipping and shipbuilding industries between 2010 and 2018, according to the Center for Strategic and International Studies.

The only U.S. government agency supporting the maritime industry had less than a \$1 billion budget for 2020, with outstanding loans totaled more than twice that amount. And while critics argue we should take advantage of "savings" their subsidized ships operating with



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government subsidies would provide, they ignore the devastating damage that the loss of Jones Act shipping and U.S. shipyards would wreak on our national defense and economic security.

These critics might instead start by advocating China move first to eliminate its protectionist laws and state intervention. And if critics insist on eliminating our cabotage law, would they advocate for our shipbuilding industry to receive as many billions of dollars in direct and indirect subsidies as the largest shipbuilders in China, Japan, and South Korea? Some critics also miss a primary reason for the passage of the Jones Act: to retain a domestic shipbuilding industry that can mobilize for war or other national emergency. That's why it is supported by leaders of the Navy, DoD, Transportation Command, Maritime Administration, and Department of Transportation.

Yet the Competitive Enterprise Institute argues the Jones Act is merely "political influence for profit," which is quite an assertion coming from a climate denying think tank substantially funded by the oil and gas industries, longtime opponents of the Jones Act who believe it hurts their profits. Then there is the argument that Jones Act shipbuilders do not overlap with Navy shipbuilders. That would be a surprise to San Diego's NASSCO, which has built dozens of Navy Combat Logistics Force ships, as well as Louisiana's Bollinger, Wisconsin's Marinette, and Alabama's Austal USA. In addition to these final assemblers, thousands of second and third tier suppliers contribute to both the military and Jones Act shipbuilding trades.

Additionally, MARAD estimates we have a shortage of 1,800 mariners to sustain extended logistics operations. Since Jones Act ships make up 60 percent of the total ocean-going U.S.-flag fleet and employ an equivalent percentage of mariners, how do the law's critics think we will be able to activate and crew the Maritime Administration's and Navy's surge sealift ships if these Jones Act ships disappear? Yes, the Jones Act may mean slightly higher shipping costs to some major corporations, but it is important to look at the bigger picture. It might cost slightly more, but we pay for the best-run ships, and best mariners in the world working tough jobs.

Comment from Colin: *Though this article is US it can lead to some thoughts relevant to Canada. A state's shipping industry is a strategic part of the strength of the state. The number and type of vessels, number and capabilities of merchant mariners, and number and range of suppliers, are all important indicators of the industry. What is Canada's situation? Are we looking at the industry through a security lens?*

The article, after all, has been published on a defense website.

Colin CAH Darlington Commander, Royal Canadian Navy (retired) Vice-President, RUSI(NS)



From the Mission to Seafarers, Halifax Helen Glenn, Manager

In light-of the long-term impact of the pandemic, Mission to Seafarers Halifax desperately needs your help. We continue our quest to seek financial support to sustain our services to seafarers, identified as essential workers during COVID-19.

In all our history, we have never identified a crisis of this magnitude. While our lives have been difficult through this pandemic, seafarers are trapped on vessels for over a year at a time! Contracts have run out, medications are not easily available, repatriation has been substantially slowed down or halted altogether. Various shipping companies and/or masters are not permitting shore leave. The ongoing crew change issues has made news all over the globe. Seafarers need our help more than ever.

Our staff and volunteers have been made aware of low provisions, lack of overtime pay, limited communication with family and seafarer's mental health issues. For the most part shore leave has been suspended. During this time, our only communication has been due to family members sending discreet calls/emails direct to MtS Halifax out of sheer desperation. MtS Halifax provide the means to communicate with family; provide medical supplies, access to renew critical prescriptions, shop to fulfill the shortage of provisions, warm clothing, and



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access to PPE for seafarers, frequently with no charge.

We cannot do this without your support! Your help is needed more than ever before.

Cancellation of our major 2020 Fund Raising events was necessary due to the Pandemic guidelines. These included: The Taste of Spring, The Annual Golf Tournament, the Car Rally and sadly now our “MtS Christmas Luncheon at the Cunard”. This was an exceedingly difficult decision. It has severely impacted our operational funds. This, we have often been told, was known as the “KICKOFF to the Christmas Season” here at our wonderful Port of Halifax! A time to be with friends, cheer in the Season with colleagues and be thankful for how we work together in harmony all year through. This event provided critical funding for the day to day operation of the Mission.

We would ask that you consider donating your sponsorship funds for the 2020 Christmas event. This funding is essential to the ongoing work of the Mission. We pray that by December 2021 we will celebrate again together. Seafarers need your help more than ever before. Over 90% of everything we use every day comes by sea. Please DONATE, stay safe and be well. Blessings in abundance to all.

OPEN HOUSE INVITATION!

Please visit an informal “Open House” from December 1 – 10. Please call for an appointment to visit, check out our renovations, pick up a copy of our latest newsletter, view our shoe box ladies at work and have a coffee on us. We are grateful for all donations! Stay safe and be well.



Greek Authorities Temporarily Release Maersk Launceston Captain

November 2, 2020 by Mike Schuler

The captain of the Maersk Launceston has been temporarily released from custody in Greece as local authorities continue their investigation into last week’s collision between the containership and a Greek Navy minesweeper.

As of Monday, the Maersk Launceston remained under arrest at berth in the port of Piraeus, where it has been held since the October 27 collision. A statement from the ship manager, JT Essberger, said an assessment of the vessel has revealed some minor damage, but the vessel remains seaworthy and managers are currently arranging for corrective actions identified during a Port State Control inspection of the vessel Saturday.



Meanwhile, the master of Maersk Launceston has been temporarily released by Greek authorities following his arrest last Wednesday. “He is being relieved by a replacement master who has arrived in Greece today to take command of the vessel,” JT Essberger said in a statement on Sunday.

“Whilst the exact circumstances of the collision remain unclear JT Essberger and the master will continue to offer their cooperation to the investigators. Managers continue to provide legal support to the master,” the statement said. The Portuguese-flagged Maersk Launceston collided with the Greek Navy minesweeper Kallisto last Tuesday morning shortly after the containership departed Piraeus. The collision resulted in significant damage to the minesweeper, which remained afloat and was later towed to a nearby naval base. Only two of the vessel’s 27 crew members were injured, but Sunday’s update from JT Essberger indicated that the two have now been released from the hospital.

“Managers in the meantime regret the incident and the injuries and great disruption caused to the crew of Kallisto. The company has welcomed the good news that the two injured crew



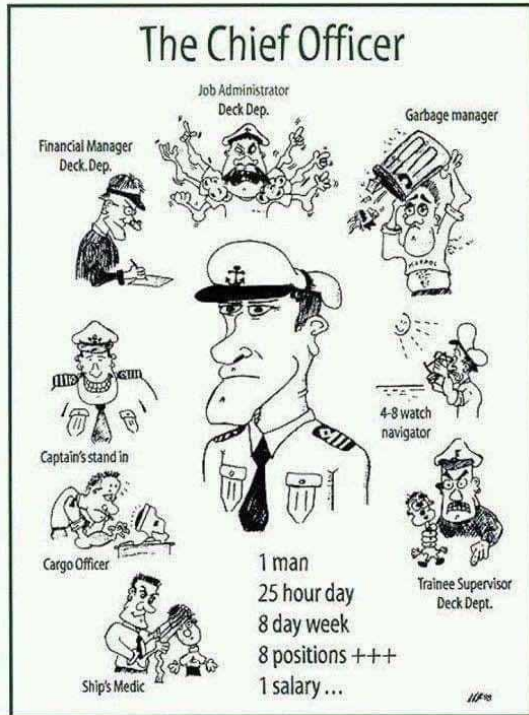
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members have meanwhile been released from hospital,” the update said.



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F.W.E. for this edition

Capt. Jim Calvesbert, Editor