



The Deck Log

**Newsletter of the Master Mariners
of Canada (MMC)**

NL Division

October – December 2021

From the Editor

Hello Everyone

After many years as editor of The Deck Log, Captain Zaki has decided it is time for someone else to assume that role. He has produced the division newsletter, since the NL Division was re-established in 2004. I would like to thank him for his work on the newsletter, over all those years. Hopefully I will be able to maintain the high standard that he has set.



Zaki

As editor, Zaki mostly avoided placing photos of himself in the newsletter. To correct that, here is a photo taken at the Crow's Nest on October 14th.

October 14, 2021



October 14th, 2021 Meeting.

The MMC NL Division held their monthly October meeting both in person (17 members) and by Zoom (8 members). Attending members were at the Crow's Nest Officers' Club and Captain Eben March, Divisional Master, conducted the meeting. The meeting was called to order at 1907. A recap of the National AGM was provided.

It was noted that the dues structure has now changed to \$240 annually and our division is still examining the proposal to have a monthly payment of \$20 be auto deducted from individual members bank accounts.

There was some discussion regarding the next Nautical Skills Competition (NSC), scheduled for January 22, 2022. Jennifer Howell has volunteered to take on the coordinator position from Maria Halfyard who has been the NSC Coordinator since we started the competition over 10 years ago. Capt. March indicated Jennifer will shadow Maria and then take over as coordinator for the 2023 skills completion.



Cadets at the Crow's Nest, Oct. 14th.

Cadets were well represented at the meeting. Captain March asked each cadet to give an introduction, which year of the Nautical Science program they were in and where they were from.

A discussion was held regarding cadets and the formation of a cadet sub-committee that would be utilized as a mentoring program between cadets and members. Captain March asked the attending cadets what they would like to the committee to accomplish. There was a general discussion and some of the opinions included:

- A way for the different year students to interact (possibly socials).
- Use of simulators at MI.
- Develop a mentoring program where cadets can reach out to members of the MMC for guidance.
- The cadet committee to mirror the Master Mariners of Canada committee but be tailored for cadets/Third Officers.

Three cadets came forward (Clara Doane, Tyler Sheppard and Aiden Parsons) to volunteer to organize the committee and will meet with Captain March to discuss further.

Captain March advised that they will be adding a tab to the Master Mariners of Canada – Newfoundland and Labrador Division website for Cadet mentoring. The intent is that there will be a group of members highlighted with a brief bio and contact information where a cadet could reach out for guidance or general questions.

Captain March attended day one of the virtual IFSMA 46th Biennial General Assembly on Thursday 14th October and day two on Friday 15th October, 2021. He stated that IFMSA had good initiatives. One discussion was on Seafarers' Wellbeing and how COVID-19 has affected shore leave. A right for all seafarers but mostly being denied in ports around the world, due to COVID-19.

November 5th & 12th, 2021



Cadets attending virtual conference from the 3rd floor boardroom at MI.

The Women Offshore Foundation hosted a virtual conference on November 5th and 12th. MMC NL Division sponsored attendance for one full time member (John Ennis) and for one cadet (Amber Jones). Amber is a first year Nautical Science cadet and a cadet member of NL division. In addition, through industry contacts Kris Drodge arranged to have two other cadet members to attend, Emily Antle and Kate Reid, both first year Nautical Science cadets. Clara Doane, a cadet member in her last year of Nautical Science, also attended. She was invited because she had attended in the past.

“The Women Offshore Foundation is an online organization and resource center supporting a diverse workforce on the water. As a 501(c)(3), non-profit private operating foundation, our mission is to propel women into

meaningful careers through access to a worldwide community and professional development resources, while raising awareness amongst industry leaders and decision makers about issues affecting women on the water.

For the past 4 years, we have united women from around the globe to support one another in navigating careers on the water. Last year, we saw over 300 women in attendance and nearly 30 countries represented.”

November 10, 2021



A Remembrance Day Ceremony took place at the Allied Merchant Navy Memorial at the Marine Institute of Memorial University. Attendance was much reduced, due to COVID restrictions. Members, from NL Division, were in attendance.

Kris Drodge laid a wreath on behalf of the NL MMC division, while attending the Remembrance Day ceremony in Trinity, NL. Photos below.

Remembrance Day Ceremony, at Allied Merchant Navy Memorial, Nov. 10th.



November 18, 2021

The MMC NL Division held their monthly November meeting at the Marine Institute (Hampton Hall), rather than the regular meeting venue at the Crow's Nest. The main focus of the meeting was to announce the 10th annual Nautical Skills Competition (NSC) to be held in January 2022. NL Division has organized the NSC and the Marine Institute has provided the venue for 10 years. The competition was cancelled last year, due to COVID.



November 18th, at the Marine Institute.

The members of the 7 teams were revealed at the meeting. The teams had been previously selected by random draw.

Captain Eben March gave an overview and spoke about NSC program. He explained that there would be six exercises and that each exercise would start with a safety moment. The Exercise Leads then provided an overview of each of the exercises.

Exercise One: Dynamic Positioning (DP). Utilizing a dive support vessel, participants will set the vessel up on DP and (using DP) move the vessel to a position near a platform. With the assistance of an ROV, the vessel's crane will then be connected to and recover an object from the sea bed.

Exercise Two: Seamanship with five sections. The five categories are:

Encode and decode messages using the signal flags of the International Code of Signals.

Tie a heaving line knot (monkey fist), attach it to a heaving line, and throw the heaving line through the center of a life ring.

Demonstrate various knots, bends, hitches and splices and the proper use of various mooring line stoppers.

Assemble items for working aloft or over the ship's side; rig various purchases and discuss/demonstrate the use of this equipment.

Identify various light and shape displays.

Exercise Three: Emergency Management. Participants will be given a situation where they are onboard a vessel navigating in a coastal area. They will encounter a marine emergency requiring them to re-evaluate the stability and or the cargo onboard of the vessel.

Exercise Four: Emergency Towing. The exercise will consist of a 10,000 ton tanker that has lost power and drifting towards shallow water. The participants will be on an emergency tow vessel. They will be tasked with hooking up to the tanker and towing it to a safe area or anchorage.

Exercise Five: Ship handling and Navigation. The exercise will consist of maneuvering a ship alongside another anchored vessel for a fuel transfer.

Exercise Six: Search and Rescue. The exercise will be a series of short scenarios where the participants will have to demonstrate the core STCW skills demanded of a FRC operator. The participants will launch and recover from a moving ship, search for and recover survivors in the water and tow disabled survival craft out of danger to a place of safety.

There would be an extra exercise for this year, on the Friday evening before the Skills competition. **Marine Emergency Duties** will be a timed relay competition consisting off:

Part A: Donning a fire suit/ bunker gear

Part B: Rolling out a hose and attach a fire nozzle

Part C: Dragging hose to where a rescue manikin is located

Part D: Drag rescue manikin to safe area

Part E: Don an immersion suit and life jackets

Part F: Throw rescue quoit at a target.

After the meeting concluded, everyone moved to the lobby for refreshments and a chance for the students to talk with the members.

December 20, 2021

After missing a year due to COVID, the division's Christmas Dinner was held at the Sheraton Newfoundland Hotel. This dinner was a get together of the Canadian Institute of Marine Engineers (CIMarE) and MMC NL Division. A great time had by all.



Christmas Dinner at The Sheraton

December 23, 2021

Due to an increased COVID alert level, it was decided to delay the 2022 NSC until a tentative date of March 18th – 19th, 2022. Further announcement to be made in the New Year.

Nautical Trivia

What's the world's largest container ship?

Answer: **Ever Ace** (delivered July 202, photo on next page) and 13 sister ships. Length: 399.9 m, Breath: 61.5 m, Draft: 16.4 m, Container Capacity: 23,992 TEU, GT: 235,579, Cost: \$150,000,000, Crew: 25, Main Engine: 80,000 hp.

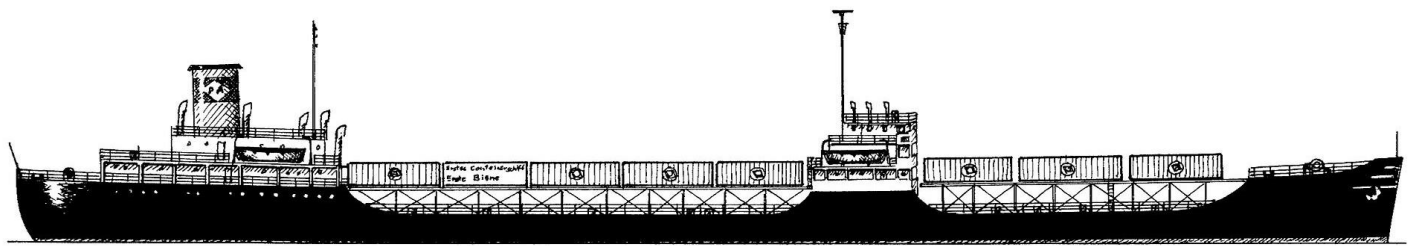
There have been container vessels equal in length but having less beam, draft and container capacity.

Length restrictions, at container terminals, currently limiting lengths to around 400 m. A little research indicates that container ships, larger than Ever Ace, are coming. Making vessels wider & deeper will eventually reach current terminal limits. With upgrading to longer berths, more water depth alongside and cranes with a greater outreach, who knows how large these vessels will eventually get.

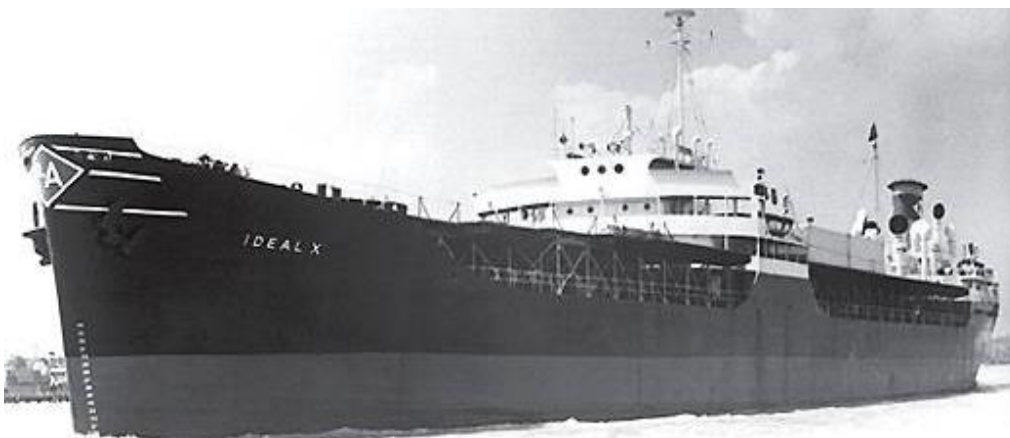
For comparison, the world's very first container ship, Ideal X (160 m long, photo next page), could carry 58 containers (35' long). It was a T2 tanker converted to carry containers on a platform installed above its main deck. Crew size, for a T2 tanker, varies from 39 to 45. Ever Ace has roughly 200 times more container capacity, with roughly 40% fewer crew.



Ever Ace, Ref: <https://lirp.cdn-website.com/08d31351/dms3rep/multi/opt/312375-1-largest-container-ship-the-ever-ace-1920w.jpg>



Ideal X, Ref: <https://lirp.cdn-website.com/08d31351/dms3rep/multi/opt/312375-1-largest-container-ship-the-ever-ace-1920w.jpg>



Ideal X, Ref: <https://images.maritimeprofessional.com/images/storage/w400/idealx-b.jpg>



Ever Given Aground in the Suez Canal, Ref: <https://english.alsiasi.com/wp-content/uploads/2021/03/suez.jpg>

In March 2021, Ever Given went aground and blocked the Suez canal for 6 days. Same length as Ever Ace but less beam and draft. It can only carry 20,124 containers. Some more impressive numbers:

Cargo value: Estimated to be about \$775 million in the 18,000 containers onboard.

Cost to the Suez Canal Authority: Estimated lost revenue \$60 million.

About 400 ships denied timely passage. Cargo was delayed or ships diverted around Africa. While most cargo was eventually delivered, some was time sensitive. Cost of all goods affected: Approximately \$60 billion.

Ever Given is owned by a Japanese company which exercises ownership through a subsidiary company. That subsidiary company is a wholly owned subsidiary of a major shipbuilder. Ship management is subcontracted to a Hong Kong company which is a subsidiary of a German company. Charterer (Evergreen) is in Taiwan. Insurer for the owner is in the UK and insurer for the charterer is in Norway. Registered in Panama.

Suez Canal Authority (Egypt) prevented the ship from leaving the canal and reportedly sought \$916 million in compensation from the vessel owner. Later reduced to \$550 million and an undisclosed amount finally being paid to have the vessel released, after 108 days. Perhaps, given the entangled web above, they simply gave up and let the vessel go on its way for a much reduced sum.



On the lighter side: What must have been going through the mind of the excavator operator, when he arrived for work and was told to dig out the Ever Given?

Ref: https://www.maritime-executive.com/media/images/article/Photos/Wreckage_Salvage/suez-canal-authority-ever-given-5.3ce2d6.jpg



Ever Given grounded in sand. In this case, the soft bottom certainly didn't prevent damage. Apparently, a short distance further along the canal, rock would have been involved.

Ever Given in Drydock, Ref: <https://www.maritime-executive.com/article/new-photos-show-the-full-extent-of-the-damage-to-the-ever-given>

A final impressive number: 1 (1 vessel Master)

One individual is ultimately responsible for a crew of 25 and vessel/cargo worth approximately \$1 Billion. The crew was from India and no information available on crew or Masters pay level. One source indicates a monthly salary, for container ship Masters, at \$8,000 to \$11,700 US per month. Given the level of responsibility involved, numbers that can be labelled as “far less than impressive”.

While searching container ship information, I Googled for info on the worlds smallest container ship. This photo came up:



Certainly not a ship, but technically a container vessel could not carry less than 1 TEU.

Check here: <https://shiprex.net/2013/02/02/another-tough-feat-accomplished/comment-page-1/> for the background story on the photo.

One of these would cause little disruption in the Suez Canal. However, 23,992 of these (to reach the capacity of the Ever Ace) would possibly cause a little disruption.

Wishing all members, family and friends a Very Happy New Year - 2022