



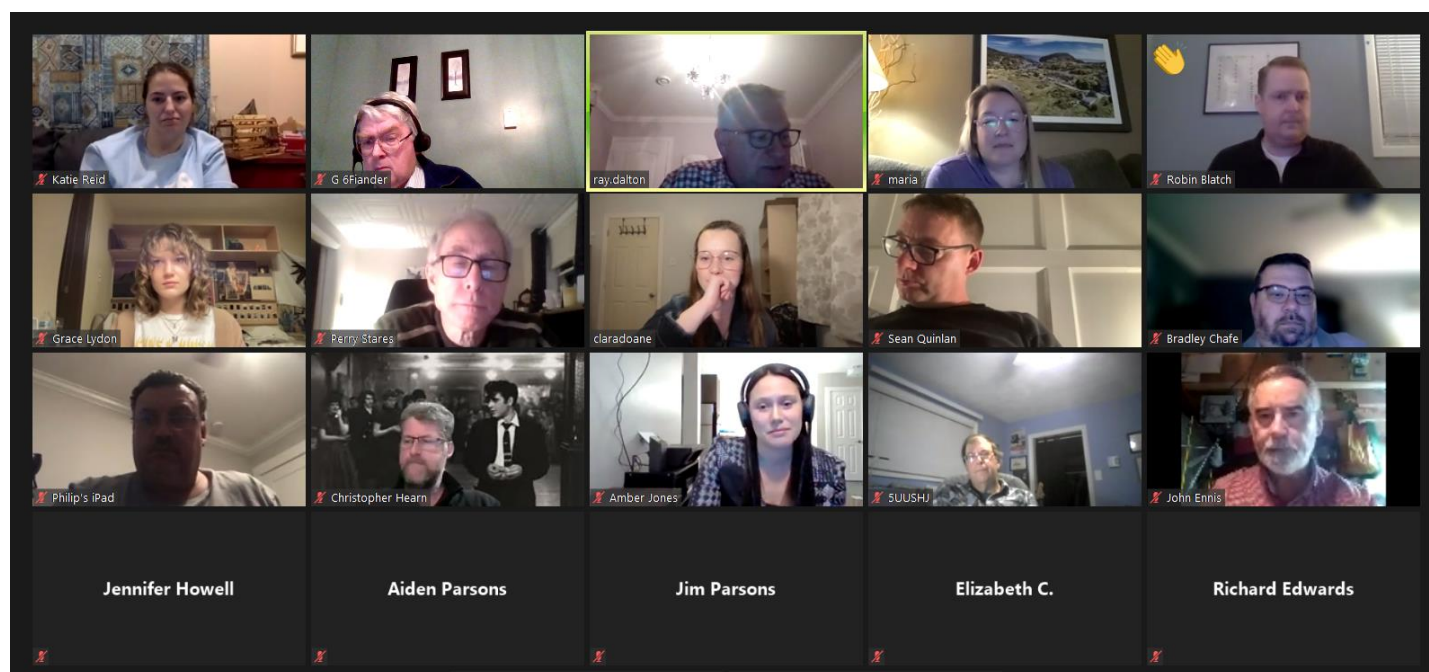
The Deck Log

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

NL Division

January – March 2022

January 13, 2022



January 13th, 2022 Meeting.

Due to COVID restrictions, the MMC NL Division held their monthly January meeting by Zoom (23 present). The annual AGM was postponed until the February meeting.

Maria Halfyard provided an update on the Nautical Skills Competition (NSC). She stated that the NSC originally scheduled for January 21-22 has been postponed and rescheduled for March 18-19. This year there are 17 sponsors and a lot of excitement around the 10th anniversary of the competition. Everything is ready to go and hopefully COVID-19 restrictions will remain favorable for the competition to proceed in March. The website has been updated and can be seen at the following link: <http://nsc.mastermariners.ca/>

Four Nautical Science students (Clara Doane, Emily Gerard, Katie Reid, and Amber Jones) attended the virtual 4th annual Women Offshore Conference that took place November 4th & 12th. Clara, Katie and Amber presented some of the highlights of the conference and focused on 4 agenda items from the conference. They answered questions from those attending the MMC meeting. Topics they discussed were:

- LGBTQ+ Panel – Coming Out with Work
- Sexual Assault and Harassment Prevention Panel
- Diversity on the Bridge
- Lactation Offshore

They all found the conference very beneficial. Especially seeing women that have excelled in this male dominated profession and that there is a network of support, as they progress in their careers.

Captain Sean Quinlan (MMC Treasurer) advised that there are changes to the MMC dues structure for 2022.

Dues Structure for the Year 2022

Class of Member	Member Pays
Full	\$240
Senior and Associate	\$120
Cadet	\$20
Corporate	\$300

Payment can be made by:

Cash (in person)

Cheque (forwarded to the following address)

Company of Master Mariner of Canada
Newfoundland Division
P.O. Box 8114
St. John's, NL
A1B 3M9

EMT (email transfer forwarded to the following address: mmcnltreasurer@gmail.com)

Recurring Billing Available to Full members, based on \$24/month over 10 months. A regular payment will be deducted from the supplied credit card. If a member wants to avail of this method, they can reach Sean at the following email: mmcnltreadurer@gmail.com.

AGM, February 10^h, 2022

Due to COVID restrictions, the MMC NL Division held their AGM meeting by Zoom (18 present). The AGM had been postponed from January, in the hope that the meeting could occur in person. Captain March welcomed all members and especially new member Dejan Mitrasinovic.

Captain March presented his annual report and spoke about the activities that occurred in 2021. He indicated that the Division had very good year.



AGM, February 10th, 2022

Captain March updated the councillor changes since the last AGM. Captain Ray Dalton took over as Secretary in September 2021, replacing Captain Zaki, who had served in the role for 14 years. All members, who responded, indicated that they would like to see the same Council for 2022 – 2023.

The following are the Councillors for 2022 – 2023:

Divisional Master: **Captain Eben March**

Deputy Div. Master: **Captain John Ennis**

Treasurer: **Captain Sean Quinlan**

Assistant Div. Master – Membership: **Captain Richard Edwards**

Assistant Div. Master – Special Events: **Captain Jim Parsons**

Secretary: **Captain Ray Dalton**

Treasurer, Captain Sean Quinlan, was at sea and unable to give his update. Captain March presented the report and shared the screen so that members could see the financial statement. The Report was accepted by the attendees. Due to the meeting being virtual, the audit of the Treasurer's ledger was postponed until the March meeting.

Membership of the NL division was reported as 32 Full Time, 2 Associate, 3 Honorary & 17 Cadet. For a total of 54 Members.

Captain March gave an update on national business. National is trying to find ways to increase membership across all divisions and becoming members of other organizations similar to ours.

The Nautical Skills Competition (NSC) was confirmed March 18-19. This years NSC will be the 10th and everything is lined up for it to be a successful competition.

Captain Chris Hearn spoke about the publication "From the Bridge" which is the national newsletter and their intent to publish articles detailing members conducting unique jobs and asked all members to contact them if they felt they had a story to share.

Captain March spoke about the mentorship program that our members could provide to Cadets. He asked that any member that were interested to supply a bio to him.

February 15, 2022

On this date, members were asked to stop and reflect on the Ocean Ranger Disaster. It has been 40 years since that tragedy that occurred, in the early days of our offshore oil industry. It is only by reflecting on the tragedies of the past can we seek to improve Safety in the future. For those who may not be aware of the details of this incident, here is a summary:

OCEAN RANGER

Event Summary

On February 15, 1982, the Ocean Ranger, the world's largest semi-submersible drilling unit capsized and sank during a fierce storm on the Grand Banks of Newfoundland. Owned by ODECO and under contract to Mobil Oil Canada, all 84 crew members on board died.

The rig sank after seawater entered its ballast control room through a broken porthole and caused an electrical malfunction in the ballast panel controlling the rig's stability.

Three inquiries, the Royal Commission on the Ocean Ranger Marine Disaster and 2 United States studies, found the capsizing and loss of life was caused by a "chain of events " which resulted from a coincidence of severe storm conditions, design inadequacy and lack of knowledgeable human intervention.



Root Causes

Equipment Difficulty – Engineering and Design Inadequacy

- Port hole located in the Ballast Control room. This broke and allowed water to enter the room causing loss of power
- Poor ballast pump placement – pumps could not be used when Rig tilted
- Lack of water tight integrity in chain lockers
- Lack of davit launched lifeboats

Training – No Training - None of the crew had been adequately trained in stability concepts or the Rig's ballast control system.

Management System Failures - System, Procedures and Administrative Controls Inadequacy

- **Lack of Operational Control Procedures**
 - Rig continued to drill until onset of storm which delayed preparations (moving to higher draft) for upcoming storm impact
 - No detailed Ballast Control system procedures in the Operating Manual
- **Inadequate Safety Management System - No basic survival training coupled with lack of immersion suits and no means to safely transfer individuals from the Lifeboats to the Standby Vessels in the given sea state.**

REMEMBERING THE OCEAN RANGER TRAGEDY

Price, J. (2013). The Ocean Ranger Disaster. *Journal of Undergraduate Engineering Research and Scholarship*. Retrieved from <http://journals.library.mun.ca/ojs/index.php/prototype>. Oil Pro. *Oilpro Perspectives: The biggest Oilfield Disasters in History*. Retrieved from <http://oilpro.com/post/810/oilpro-perspectives-the-biggest-oilfield-disasters-in-history>.

February 17, 2021

Given the delay in the NSC competition a meeting, with competition participants, was held at the Marine Institute cafeteria. This gave the teams a chance to get together and ask any questions they had for the Exercise Leads.



February 17th, 2022 at MI

March 10, 2022

The monthly meeting, for March, took place at the Crow's Nest (7 present) and was also conducted by Zoom (17 present).

It was noted that three new members had joined since the start of the new year. Welcome to Dejan Mitrasinovic, Fabian Mulroney & Mike Singleton.

The Nautical Skills Competition (NSC) was again confirmed as a go for the weekend of March 18th & 19th. Maria Halfyard provided an update and stated that there is a lot of excitement around the 10th anniversary of the competition. There are 20 sponsors and \$42,000 committed to the competition. The website was updated and can be seen at the following link: <http://nsc.mastermariners.ca/>

The Master Mariners of Canada has become a member of the Canadian Marine Industry Foundation (CMIF). This foundation was created to raise awareness of the marine industry so it can better compete for the skilled labour, trades and accredited professionals to steer the industry forward. Information on the foundation can be found on their website at: <https://imagine-marine.ca/about-us>

All members were asked to endeavor to pay their dues by 01 April 2022. Sean Quinlan (Treasurer) accepted the first payment of dues (by credit card) at the meeting. A new means available for payment of dues.

The members discussed the importance of the Bay De Nord Project to our local/national economy and the positive impact it would have on the marine industry. A suggestion was made that the MMC should send a message to the Government of Canada supporting the project. Captain Eben March was to follow up with National.

The Cargo, Fumigation and Tackle Regulations came into force on June 7, 2007. The MMC was approached by the Council of Marine Professional Associates (COMPASS) about interest to participate in a review of the Cargo, Fumigation and Tackle Regulations and particular the Tackle section as it pertains to cranes and lifting devices. At the urging of Compass and other industry groups Transport Canada is considering a review of the regulations to possibly be announced at the upcoming CMAC. Given MMC involvement in development of the Polar Code implementation for training in Canada and the Passenger safety and security regulations there may be an opportunity for MMC to gather expertise to assist in a review. Ideally this would be discussed/approved at the national board level and then, if there is a review, NL Division could look at offering our services.

As per annual requirements, the treasurer's ledger was audited by Captain Phil Lind and Captain Chris Hearn. Normally completed at the AGM but not possible due to the meeting being held via Zoom. The audit found the ledger to be in order.

March 11, 2022

A Simulator Familiarization session was held to permit teams to learn about the simulators that they would be using during the competition. The FRC simulator at Virtual Marine was made available, on evenings during the week before the competition, for teams to book a session.

Nautical Skills 2022
COMPETITION
10TH ANNIVERSARY

A separate competition newsletter, with more details, will be circulated in the near future.

What's the average life of a ship?

This was not the topic that I had originally planned for this newsletter. After seeing the following photo, decided to make a change.

Final Goodbye.



CCGS Hudson, passing through the narrows for the last time (Jan 21, 2022), Ref: <https://www.facebook.com/TheNLMaritime/photos/2144572139027804>



CCGS Hudson, arriving Halifax for the last time (Jan 24, 2022). Ref: <http://shipfax.blogspot.com/search?updated-max=2022-02-09T18:58:00-04:00&max-results=7&start=56&by-date=false>

In the context of lifespan, the Hudson is definitely well outside the average. The ship entered service, with the Bedford Institute of Oceanography in 1963, as the CSS Hudson. A brief history, for the vessel, can be found at: <https://julianstockwinblog.files.wordpress.com/2016/07/the-history-of-ccgs-hudson.doc>. The electric propulsion motor, for one of the shafts, failed in November. It has been deemed uneconomical to repair and the ship will be taken out of service. That is an operational life of 58 to 59 years. Double the norm for a ship and approaching, or exceeding, the retirement age of many of the crewmembers that have served on her. During that impressive lifespan, the vessel and her crews did much to advance the field of oceanographic/scientific research.

Even more impressive, than the age of the vessel, is the projected cost to replace it. In 1963, the cost to build the Hudson was \$7.5 million. The need to replace Hudson has been talked about for some time. In 2008, the estimate was \$108 million. By 2013, the estimate rose to \$144 million (in service 2017). By 2018, the estimate rose to \$341 million (in service 2021 or 2022). That cost is now an eye watering \$966.5 million (in service 2024?). The replacement vessel is part of the governments National Shipbuilding Strategy (NSS). Under NSS, it is known as the Offshore Oceanographic Science Vessel (OOSV) and is being built at Seaspan's Vancouver Shipyard.



CCGS Hudson replacement vessel, OOSV. Ref: <https://www.vesselfinder.com/news/20506-Seaspan-Shipyards-starts-construction-of-Canadas-most-modern-science-research-ship-Video>

Replacement has faced many delays, with increasingly expensive refits/life extensions being required to keep the Hudson in service. The last life extension refit, just before the final failure that ended her career, cost \$19.6 million.

So let's put that \$966.5 million into prospective.

A Bank of Canada calculation has the original \$7.5 million original cost of the Hudson at about \$70 million in today's dollars (830% increase). \$966.5 million, if you are wondering, is a 12,786% increase. Seems there has been considerable inflation in shipbuilding over the subsequent 59 years, since the Hudson was built.

In the last newsletter, we looked at the worlds largest container ship at \$150 million each. \$966.5 million gets you 6 of those.

The South African government is building a similar sized ice-strengthened hydrographic/oceanographic vessel (Project Hotel), for \$222 million Canadian. \$966.5 million gets you 4 of those.

The research vessel Sir David Attenborough was built in the UK and delivered to the British Antarctic Survey in 2020. The UK is not known for low cost shipbuilding.



Sir David Attenborough. Ref: <https://www.cruisemapper.com/ships/RRS-Sir-David-Attenborough-icebreaker-1833>

	Hudson Replacement (proposed)	Sir David Attenborough
Length	85.9m	128.9m
Beam	16m	24m
Displacement	4435t	12,790t
Range	12,000nm	19,000nm
Accommodation	56	88
Speed	13.4 knots	17.5
Ice Class	PC6	PC4 (hull) PC5 (propulsion system)
Icebreaking Bow	No	Yes
Heli-deck	No	Yes

The Attenborough was built at a stated cost of \$325,000,000. Even allowing for the fact that the vessel has already been built and any errors in the stated cost, \$966.5 million still gets you at least 2 of these. Two vessels that would be more capable than the proposed Hudson replacement.

The Canadian Government wants to have government vessels built in Canada, rather than having the work go outside the country. It's accepted that the costs of building ships in Canada is higher than in many other countries. The above information would seem to indicate that those increased costs are getting out of control. This is no secret. It doesn't take much searching to find articles on cost overruns for the vessels that are being built as part of the NSS. Sadly, the cost overruns seem to be accepted as the norm.

The fleet, like the Hudson, is getting older and increasingly costing more to maintain. Used vessels have had to be purchased to allow others to go into long term life extensions. A vessel will have to be chartered (until her replacement is ready) to carry out the science work that was to be completed by the Hudson.

How high are the building costs going to be allowed to go? Replacement vessels are needed but at what cost? Inevitably the answer will likely be that the cost will rise to a point where planned vessels are delayed entering service or cancelled outright. With a resultant reduction in services or ever increasing costs to keep the remaining older vessels in service.

Given the information above, how much more vessel capability could be purchased for the money that is being spent?

More capability to come to the aid of mariners, in the event of emergencies.

More capability to patrol our coastlines.

More capability to deal with environmental incidents.

More capability to provide icebreaking services.

More capability to do ocean science work.

As costs continue to spiral out of control, potential capability that is being lost.