



# **The Deck Log**

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

**NL Division**

**April – June 2022**

## April 6, 2022

Federal Environment Minister, Steven Guilbeault, grants approval for the Newfoundland & Labrador's first deepwater oil and gas development project (Bay du Nord). He concluded Bay du Nord is "not likely to cause significant adverse environmental effects," and will, therefore, move ahead. Good news for the employment prospects of our current and future members who work/will work in our offshore oil industry. Good news because there was concern that the federal government would not grant environmental approval for the proposed project. Potentially sending a message to the oil companies that Canada is no longer open for business and resulting in reduced offshore exploration/development. NL Division was going to add its name to a document sent to the federal government, by local industry, in support of project approval. However approval from National, to do so, was not received until after the government made its final decision.



Possible design for Bay du Nord FPSO. Ref: <https://www.equinor.com/where-we-are/canada-bay-du-nord>

## April 14<sup>th</sup>, 2022

The monthly meeting, for April, took place at the Crow's Nest (9 present) and was also conducted by Zoom (5 present).



## April 14<sup>th</sup> Monthly Meeting



**Capt. Hearn Presenting Check**

Captain Chris Hearn has completed his term as National Past President and received a cheque for \$200 that he donated to the Crow's Nest on behalf of the Master Mariners of Canada Newfoundland and Labrador division. Captain Hearn presented the cheque to the President of the Crow's Nest.

Captain Eben March gave an update on National activities. The MMC has become an associate member of Canadian Marine Industry Foundation (CMIF). The CMIF serves as a resource centre for information on careers at sea and ashore as well as financial assistance available to support maritime studies at nautical schools and academic institutions. The CMIF also serves as a point of contact to direct educational, mentoring and employment inquiries to appropriate channels.

The 10<sup>th</sup> annual Nautical Skills Competition (NSC) that was held on March 18 & 19 was a great success. The MMC NL division thanked Maria Halfyard and Jennifer Howell for all their hard work. In total there was over \$40,000 in sponsorships with \$10,750 given out in prizes to Nautical Science students. This included a \$500 donation, from the Fry Foundation, for a student leadership

award. In total there were 47 students on seven teams that participated in seven exercises. There were also over 30 volunteers between MMC NL division members and Marine Institute staff and 21 corporate sponsors.

Nine new or "returning after absence" members have joined the division since the start of the new year. Captain Richard Edwards presented certificates to new members that were present. There are a number of people on our email distribution list that are no longer members, but the list hasn't been updated to reflect this. Over the next while, the names on the list will be reviewed and we will reach out to see if the former members want to rejoin.

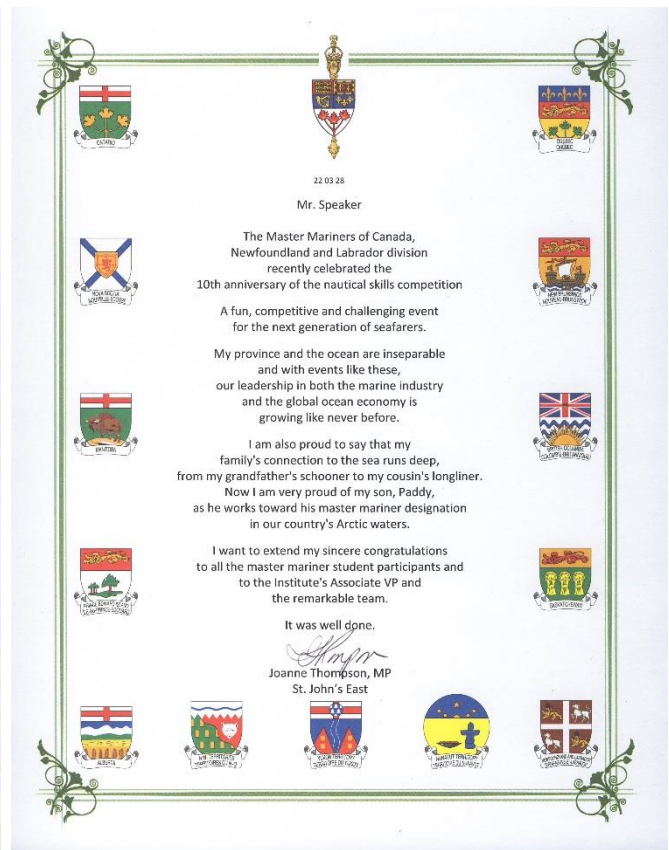
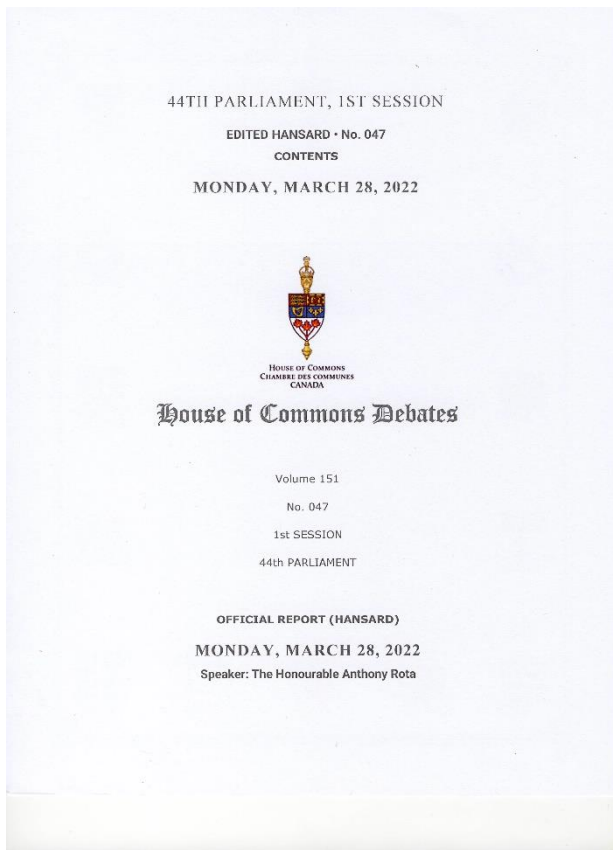
With sadness, Captain Brian Bishop, who passed away on March 23, 2022, at the age of 39, was remembered. Captain Bishop was a past member of the MMC NL division and a judge at the NSC. All members present held a moment of silence to remember Brian. Captain Eben March, on behalf of the MMC NL, provided a donation to Gonzaga High School (that had started a foundation to help his family) and sent a sympathy card to Brian's wife. Brian's employer, Canship Ugland Ltd., has indicated they would like to honor him by naming one of the NSC exercises after him and award a prize, in his memory, to the top team in that exercise.



There were several items that came forward for new business:

- One of our members Captain Jeremy Whittle gave a presentation on April 12, 2022 on “MUN alum 101 - Understanding Supply Chain” on how supply chains work to convey goods in and out of NL, and what we can do to mitigate risks from disruptions for businesses and individuals. Captain Whittle will share the presentation with the group when it becomes available.
- Captain Chris Hearn received correspondence from Shipping Federation of Canada regarding Government of Canada Directive 98-08: Entry Requirements for Wood Packaging Material into Canada. This directive provides the requirements for the entry for all wood packaging materials including dunnage, pallets or crating made from non-manufactured wood entering Canada from all areas except the continental United States (U.S.). A link to the directive is located here: <https://inspection.canada.ca/plant-health/invasive-species/directives/forest-products/d-98-08/eng/1323963831423/1323964135993>
- Captain Chris Hearn received an update on the Cargo, Fumigation and Tackle Regulations that Transport Canada will not be reviewing these regulations for the next 1½ to 2 years.
- Captain Ray Dalton on behalf of the MMC NL division submitted nomination papers for the Turning the Tide - Industry Leadership and Excellence Award. This award recognizes corporate success, demonstrated leadership and a commitment to excellence or innovation in one or more of the following: climate change, environmental stewardship and sustainability, marine safety and security, human resources, and new market development. A link to Turning the Tide Awards: <https://turningthetideawards.ca/>
- There is a shortage of placement opportunities on vessels for cadets, mainly due to COVID-19. A great number of cadets are struggling to get their sea time to enable them to return to school. If possible, talk to your HR department to determine if your company is able to take cadets onboard.

On March 28, 2022 St. John's East MP Joanne Thompson addressed the House of Commons and acknowledged the MMC NL division and the Marine Institute on the 10<sup>th</sup> anniversary of the Nautical Skills Competition. Ms. Thompson presented the Official Report (Hansard) to Dr. Rob Shea, vice-president of Memorial University for the Fisheries and Marine Institute, who in turn presented to our Divisional Master Captain Eben March. See document on next page.



## May 5<sup>th</sup>, 2022

The monthly meeting, for May, took place at Hampton Hall, Marine Institute. There were 9 members present and a further 5 attending virtually via Zoom. The regular meeting venue, at the Crow's Nest, was not available that evening.



## May 5<sup>th</sup> Monthly Meeting

John Lloyd, Chief Executive of the Nautical Institute (NI), was the guest speaker. Based in London, the NI is a non-governmental organisation (NGO) with consultative status at the International Maritime Organization (IMO). Their aim is to promote professionalism, best practice and safety throughout the maritime industry and to represent the interests of their 7,350 (current) worldwide membership.

He gave a very informative presentation on the NI and the benefits offered to its members.

- Enjoy worldwide recognition of your status as a maritime professional.
- Connect with colleagues, employers and customers via a global network of branches.
- Stay abreast of current industry thinking through the Institute's highly respected journal Seaways.
- Protect yourself against the threat of criminalization with specialist legal cover.
- Support your professional development through the Institute's CPD Online framework.
- Access free online learning programs through Ocean Technologies Group and Skillshub.

Find out more at: [www.nautinst.org](http://www.nautinst.org)



**John Lloyd Presenting, May 5<sup>th</sup>**



**Gift Presentation**



John Lloyd  
Chief Executive

PRESENTATION MAY 2022

On completion of the presentation Mr. Lloyd graciously answered a number of questions from the group. Captain Eben March presented a gift to John Lloyd on behalf of the MMC NL Division.





Captain Eben March presented a gift to Captain Ahmad Zaki, to show our appreciation for all the volunteer work Captain Zaki has done over the years for the NL division of the Master Mariners of Canada. Captain Zaki had been the secretary for 14 years and was instrumental in recreating the Newfoundland & Labrador division after it been dormant for a number of years.

After the meeting was adjourned, all in attendance proceeded to the student lounge to continue their conversations.

### **Gift Presentation to Captain Zaki, May 5th**

### **June 11<sup>th</sup>, 2022**

On Saturday June 11, MMC held a Summer social event, instead of the regular monthly meeting. The social was open to all members and spouses and took place at the Quidi Vidi Brewery.

<http://www.quidividibrewery.ca/>

### **June 27<sup>th</sup>, 2022**



Oceanex Sanderling departing St. John's on July 2<sup>nd</sup>. Ref:

<https://www.facebook.com/NLMaritimeBulletin/photos/a.1323177887833904/2273682049450145/?type=3&theater>

The Oceanex Sanderling returns to St. John's, after being away from it's weekly St. John's – Halifax container/RoRo service for 6 months. During that time, the vessel was undergoing a major refit and classification renewal survey in Amsterdam. The vessel was built in 1977 and started on the service to St. John's in 1987. At 45 years of age, it is getting on in years for a cargo vessel (or any vessel type for that matter). With the latest refit, it has the potential to see at least 50 years, perhaps more.

## **Nautical Trivia**

### **What's the world's largest tanker?**

There are 3 answers to the question.

Answer #1: The largest tankers, currently in service, are a class of 4 vessels (currently FSO Africa, FSO Asia, Europe & Oceania). These vessels were built in 2002/2003, LOA: 380 m (1246 ft 9 in), Beam: 68 m (223 ft 1 in), DWT: 441,893, Displacement: 509,484 t & Maximum Draft: 24.5 m (80 ft 5 in).



TI Europe (Europe). Ref:

<https://www.shipspotting.com/photos/2717839?navList=gallery&shipName=TI+Europe&shipNameSearchMode=begin&page=1>

Answer #2: The largest tankers, ever built, are a class of 4 vessels (Batillus, Bellamya, Pierre Guillaumat & Prairail). These vessels were built in 1976 – 1979 and all have since been scrapped. Batillus LOA: 414.2 m (1359 ft), Beam: 63.01 m (206 ft 9 in), DWT: 553,662, Displacement: 630,962 t & Maximum Draft: 28.5 m (93 ft 6 in).





Batillus. Ref: <https://www.maritimeherald.com/2017/top-10-biggest-ships-world/>

Answer #3: The largest tanker, ever, started life in 1979 as the Oppama. Then Seawise Giant, Happy Giant, Jahre Viking, Knock Nevis and finally Mont, when scrapped in 2010. The vessel was originally built as a



418,611 DWT tanker. Due to a dispute with the shipyard, the vessel wasn't delivered to the original owner. Hong Kong shipowner C.Y. Tung was apparently keen to own the worlds largest ship. He purchased the Oppama and had it lengthened by 81.4 m (267 ft). This created a tanker larger than the abovementioned Batillus class (being built in the same timeframe) and making it the world's largest ship. Both by length and displacement.

Seawise Giant being lengthened. Ref: <https://crimeabereg.ru/en/resolution/tormoznoi-put-tankera-knock-nevis-samyi-bolshoi-korabl-iz-kogda-libo.html>

| Vessel Specifications, After Conversion |                                   |  |
|---|-----------------------------------|--|
| <b>LOA</b>                              | <b>458.45 m (1,504.1 ft)</b>      | Longest ship in the world. Record still stands.  |
| <b>Beam</b>                             | <b>68.8 m (225.72 ft)</b>         |  |
| <b>DWT</b>                              | <b>564,763</b>                    |  |
| <b>Displacement</b>                     | <b>647,955 t</b>                  | A vessel, with a larger loaded displacement, now exists (subject for a future newsletter). Still the largest tanker built. |
| <b>Draft</b>                            | <b>24.611 m (80.74 ft)</b>        | Vessel could not transit the English Channel, when loaded.   |
| <b>Speed</b>                            | <b>16.5 knots</b>                 | Service speed 13 knots.  |
| <b>Fuel Consumption</b>                 | <b>166 t ballast/230 t loaded</b> | Per day.   |
| <b>Cargo Tanks</b>                      | <b>44</b>                         |  |
| <b>Cargo Capacity</b>                   | <b>4,057,148 barrels</b>          | 98% Full. Value: \$405,714,800 at \$100/barrel. Separated from the sea by only 3.5 cm of steel.                            |
| <b>Crew</b>                             | <b>40</b>                         |  |



Jahre Viking. Ref: [https://members.tripod.com/jahre\\_viking/id2.html](https://members.tripod.com/jahre_viking/id2.html)

A group of extra photos can be seen at: <http://www.aukevisser.nl/supertankers/id23.htm>

The vessel spent much of its life as a floating storage unit. It was simply too long and cumbersome to enter many of the world's key ports. When it came time for drydocking, only 1 drydock in Dubai was large enough to accommodate it. While carrying out a storage contract in 1987 it became a victim of the Iran Iraq war. It was attacked twice but suffered little damage. At a quarter mile long, she was not an easy target to miss. A third attack in May 1988, she was not so lucky. Three crew were killed and the vessel was extensively damaged. Fire

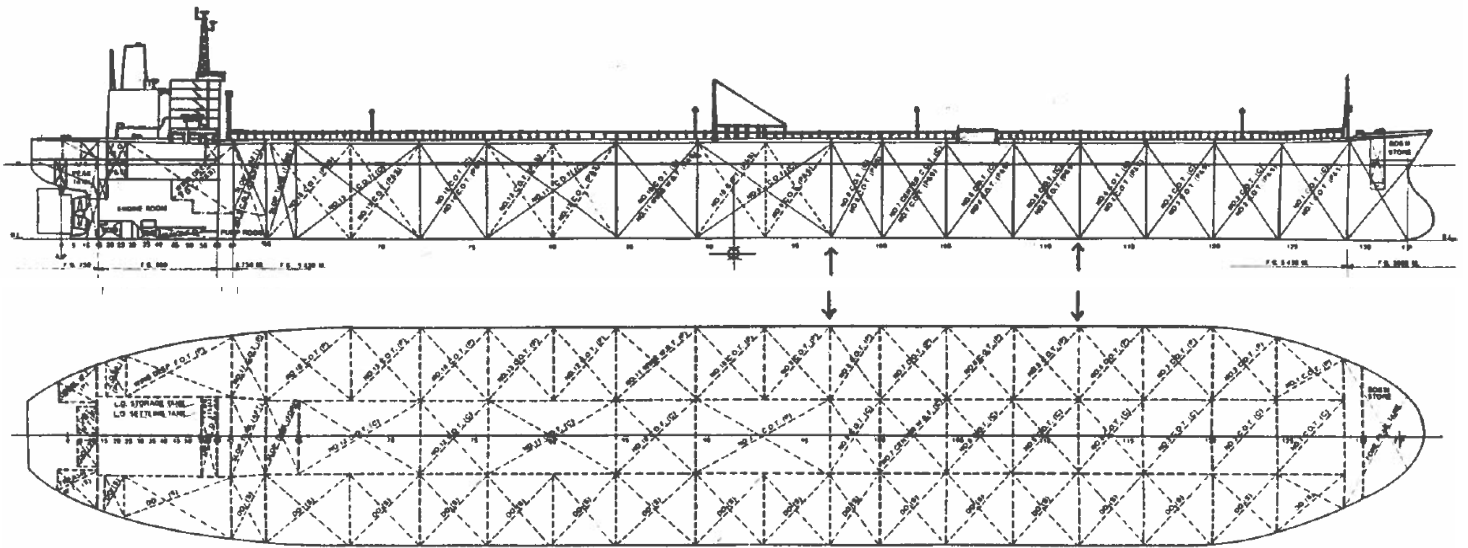




Seawise Giant on fire after attack. Ref:  
<https://mfame.guru/wp-content/uploads/2018/04/1-2.jpg>

transport oil, meant that the largest ship in the world was out of work. She was converted into a floating storage and offloading terminal (Knock Nevis) and served in that role until being scrapped in 2010. It took a year to scrap her. Almost all record-breaking supertankers, built in the 70s, were disposed of by the early 2000s. This tanker outlived the others by a good ten years.

destroyed the superstructure and caused extensive structural damage. She sank and was declared a total constructive loss. She was raised and enroute the breakers yard in 1989, when a new buyer decided to repair the vessel and put it back into service. Perhaps someone else who wanted to own the worlds largest ship. As work began, an unexploded bomb was found in one of the tanks. She was towed out to sea, the bomb disposed of and back to the refit yard for work to continue. Wonder what kind of a risk assessment would be needed to carry out such an activity today. The yard only had to replace 3,700 tonnes of steel, which included a complete new superstructure. The vessel was back in service in 1991. In 2004, laws prohibiting the use of single hulled tankers, to



Jahre Viking, Tank Plan.

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