



The Deck Log

Newsletter

Master Mariners of Canada (MMC)

NL Division

January – March 2023

January 12th, 2023

The monthly meeting, for January, took place at the Crow's Nest (7 present) and was also conducted by Zoom (10 present).

It was announced that the Company of Master Mariners of Canada NL Division Annual General Meeting (AGM), would take place on February 09, 2023. During this meeting a vote was to be held for councillors for the NL division. Nomination deadline was February 02, 2023.

The following are the Councillors positions for the NL division:

- Divisional Master
- Deputy Div. Master
- Treasurer
- Assistant Div. Master – Membership
- Assistant Div. Master – Special Events
- Secretary

A proxy form, was to be circulated, for those unable to attend.

Dues Structure for the Year 2023

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

Payment, can be made, by the following methods:

Cash: In person

Cheque: Cheques can be 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): EMT can be forwarded to the following address: mmcnltreasurer@gmail.com

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

Captain Eben March gave an update on Nautical Skills 2023 Competition. The competition was scheduled for March 3rd & 4th, 2023. With an alternate date of March 10th & 11th, 2023. Jennifer Howell & Maria Halfyard will co-chair the competition.

Each team to be required to compete in 7 different exercises, which comprise the following marine-related areas:

- Dynamic Positioning
- Seamanship
- Emergency Management
- Emergency Towing
- Ship Handling/Navigation
- Search and Rescue
- Marine Emergency Duties (this will be facilitated on the Friday evening of the competition)

It was indicated that there were already good number of volunteers in place. Any additional volunteers were welcomed. January 13th was the last day for students to register for the competition.

Important Dates:

- Feb. 02, 2023, 1700-1900: Exercise Familiarization Session. All participants and volunteer's welcome. Food to be provided.
- Feb. 24, 2023, 1730-1930: Simulator Familiarization Session (1730 & 1830 sessions, 2 members of each team could attend one session)

It was announced that Captain Jim Parsons would attend the War Risk Conference, on behalf of MMC. The NATO Defence Policy and Planning Division (DPP) Seminar on War Risk Insurance, to be held at NATO Headquarters in Brussels, Belgium. Captain Parsons to give an update at a later meeting.

Captain Jim Calvesbert, from the MMC Maritimes Division, has requested assistance in responding to the proposed Marine Personnel Regulations. Bud Streeter, who is The Canadian Institute of Marine Engineering

(CIMarE) lead, is working with Jim to develop a response. Part 1 of the proposed regulations will be gazetted in June of 2023 and Part 2 in the Fall of 2024. Those interested, we requested to reach out. Here is a link to the proposed regulations:

<https://www.dieselduck.info/blog/wp-content/uploads/2022/02/EN-Marine-Personnel-Regulations-2023-for-public-consultation-purposes-only-dated-November-22-2021.pdf>

It was indicated that the Mission to Seafarers is interested in exploring the establishment of a mission in St. John's. Currently the Mission executive is exploring options for a location. There is also a research initiative underway by the Offshore Safety Research group, at the Marine Institute, to undertake a needs assessment for a mission in Newfoundland. They have been conducting interviews with people to talk to mariners on their views.

Captain Chris Hearn was contacted, by a member of the Mission executive, to speak with Reverend Judith Altree (Halifax Mission), on the options and possibilities for a mission in St. Johns. They are also interested to gain the support of the MMC with their work. Chris will request that they make a presentation to our group.

February 2nd, 2023



An exercise familiarization session, for the Nautical Skills Competition, was held at the Marine Institute cafeteria. All competition participants and volunteers were invited to attend. Participants were given an overview of the exercises and the simulators to be used during the competition.

Nautical Skills Information Session, at the Marine Institute



Nautical Skills Information Session, at the Marine Institute

AGM, February 9th, 2023

The AGM, for 2023, took place at the Crow's Nest (6 present) and was also conducted by Zoom (5 present).

Captain March said the minutes of the 2022 AGM were distributed by email, by the Secretary, and no concerns were raised. The minutes were accepted.

Captain March presented his Report and spoke about the activities that occurred in 2022. He indicated in the report that the Division had very good year. The Division conducted two speaker nights. One speaker was John Lloyd, Chief Executive of the Nautical Institute and the other was Captain Kris Drodge, Project Manager of the Net Zero Project. There was also a cadet speakers night, with two cadets presenting. Bradley Barker with the topic "Examining Alternate Propulsion Methods" and Dominic Tremblay with the topic "Investigation into Cyber Security for Autonomous Vessels". The division also participated in the 10th anniversary of the Nautical Skills Competition. The Master's Report was accepted by the attendees.

Captain March dissolved the 2021-2022 council and, as there were no nominations, all councillors agreed to stay in their positions for another year. There were no changes made.

The following are the Councillors for 2023 – 2024:

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**

The Treasurer, Captain Sean Quinlan, was absent from the meeting due to work requirements. Captain March had the financial ledger. Captain Jim Parsons and Captain Glenn Fiander audited the ledger. All was found to be in order.

Captain March gave an update on the current membership of the NL division
Currently there are:

- Full time members: 35
- Associate members: 4
- Honorary members: 3
- Cadet members: 16
- Senior members: 7
- Total Members: 65

Captain March gave an update on national business.

The national council has agreed to hire an MMC Administrator with the following goals/objectives:
Establish a dedicated position to perform administrative responsibilities for the organization. Provide a focused approach to increase profile/awareness/recognition for the organization. Including membership attraction initiatives and administration responsibilities as outlined. To assist the executive and general membership of The Company to realize their objectives.

Captain March gave an update on the Personnel Regulations review and what NL division was asked to review. A separate email was sent to the group.

Currently there are two members on the MMC Foundation (Captain John Ennis and Captain Jim Parsons, both from NL Division). Both members have served for a long time and are looking for other members to come forward to take over these positions. If anyone is interested on serving on this foundation, please let Captain March know.

Nautical Skills Competition

Captain March indicated that the 2022 Nautical Skills Competition (NSC) was scheduled to take place March 3-4, 2023. The schedule for the two days was as follows:

Friday, March 3rd, from 17:00 to 20:30

- 17:00 to 18:00 – registration, food, and briefing in the Cafeteria
- 18:00 to 19:30 – Marine Emergency Duties Exercise in the Gymnasium
- 19:30 to 20:30 - Simulator Familiarization Session

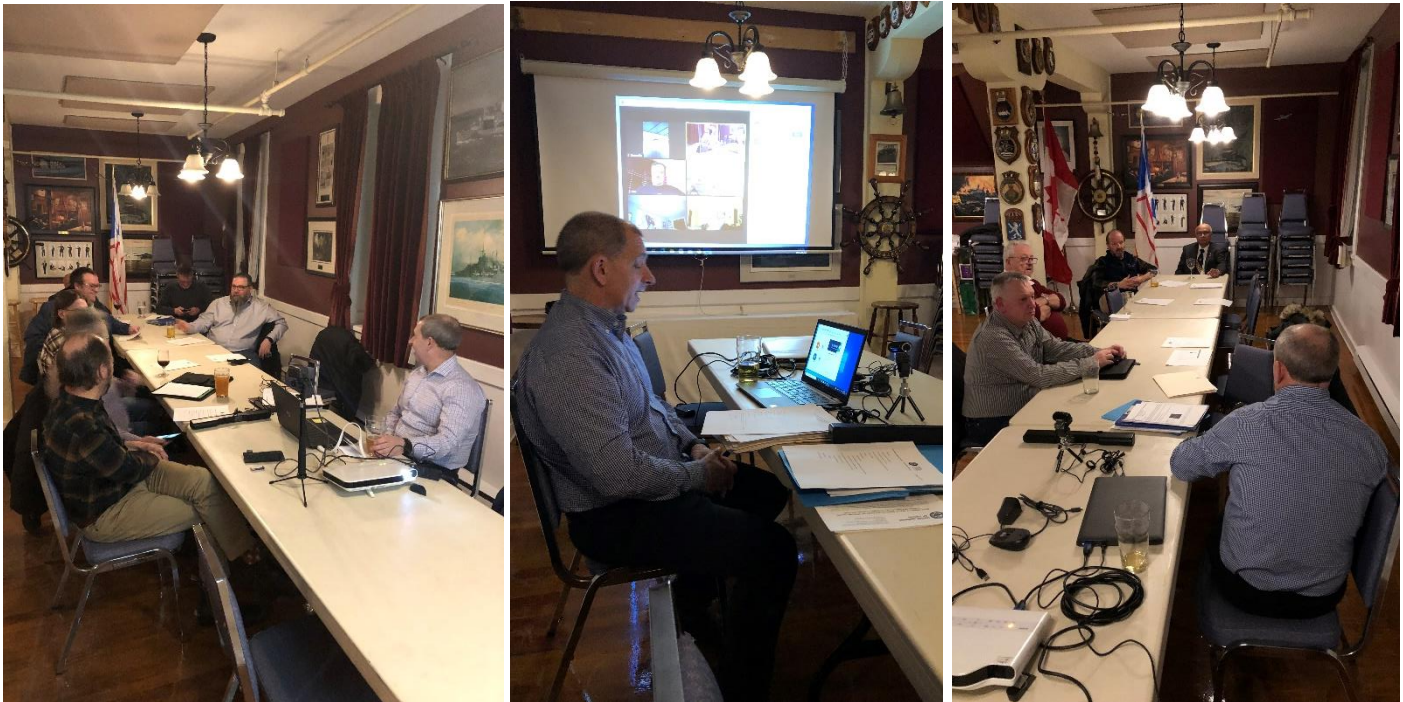
Saturday, March 4th – Competition Day

- Competition starts at 08:00
- Reception at 18:30 in the Student Lounge
- Gala dinner at 19:30 in Cafeteria

Captain March opened the meeting to new business.

Captain March indicated that the MMC NL Division would be hosting a booth at the **Skills Canada - Annual Skills Career Day 2023**. This is to be held in the gymnasium at the Prince Phillip Drive Campus of the College of the North Atlantic. This is an exhibition space showcasing champions of the Skills Movement from industrial, educational and governmental bodies. Annual Skills Career Day participants get the chance to interact with local trade and technology leaders and learn more about the opportunities and support available for these careers in our communities. Volunteers were requested to staff the MMC booth.

Captain Parsons and Captain March discussed having a fall symposium and partnering with another organization with similar interests. One suggestion was to partner with Women's International Shipping & Trading Association (WISTA) Canada.



AGM, February 9th

February 15th, 2023

On this date, members were asked to stop and reflect on the Ocean Ranger Disaster. It has been 41 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. Let us never forget the lives lost and the lessons learned from this tragic disaster. For those who may not be aware of the details of this incident, here is a summary:

REMEMBERING THE OCEAN RANGER TRAGEDY

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.

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>.

March 3rd – 4th, 2023



The 11th annual Nautical Skills Competition took place on Friday evening March 3rd & Saturday March 4th. Once again, the event was hosted by the Master Mariners of Canada (MMC) NL Division, in collaboration with the Fisheries and Marine Institute (MI). Once again, a very successful event. That due to the skills demonstrated by the participants, the hard work of the many volunteers, the collaboration of MI & local company Virtual Marine and the generous support of event sponsors.

A competition newsletter (with more details) and video, are located on the MMC website.

Newsletter: <https://www.mastermariners.ca/wp-content/uploads/2023/04/2023-NSC-Newsletter.pdf>

Video: <https://www.mastermariners.ca/divisions/newfoundland-division/nautical-skills-competition/>

March 9th, 2023

The monthly meeting, for March, took place at the Crow's Nest (9 present) and was also conducted by Zoom (10 present).

Captain Jim Parsons gave a presentation on the topic "Insurance at the Speed of War".

Captain Parsons attended the War Risk Conference on behalf of MMC. The NATO Defence Policy and Planning Division (DPP) Seminar, on War Risk Insurance, was held at NATO Headquarters in Brussels, Belgium. It was a very informative presentation and will be made available, at a later date, when more information is released.



February 9th, Monthly Meeting



Captain Jim Parsons Presenting

National Business:

- MMC NL division commented on the Marine Personnel Regulations (MPR) and presented them too national.
- The present chair of the Education Committee is looking to leave that position and anyone interested in that position is to contact Captain March.
- Currently there are two members on the MMC Foundation (Captain John Ennis and Captain Jim Parsons, both from NL Division). Both members have served for a long time and are looking for other members to come forward. If anyone is interested on serving on this foundation, please let Captain March know.
- The national council has agreed to hire an MMC Administrator with the following goals/objectives: Establish a dedicated position to perform administrative responsibilities for the organization. Provide a focused approach to increase profile/awareness/recognition for the organization. Including membership attraction initiatives and administration responsibilities as outlined. To assist the executive and general membership of The Company to realize their objectives.

Captain Eben March gave an update on Nautical Skills 2023 Competition. The competition was held on March 3rd & 4th, 2023 and it was a great success. Maria, Jennifer and Eben did a great job of organizing and a special thanks to all volunteers and judges. It would not be successful without them. There was a discussion on the financials of the NSC, with the balance going into the 2023 competition at \$20,214.71. Each year the sponsorship has grown and, for 2023, it was \$49,000.

On Wednesday, March 22nd, 18:00-21:00, the Marine Institute (MI) will be hosting an open house for high school students, family, supporters, educators and guidance counselors. To learn what the MI has to offer. A request has been made to the MMC NL Division for volunteers to attend and answer questions.

Morgane Sheppard, Graduate Student at the School of Maritime Studies is conducting a research study to evaluate the situation in Newfoundland and Labrador and to identify the need for a Seafarers' Center in St. John's. Morgane is proposing to complete thirty semi-structured in-depth interviews with seafarers and people involved in Seafarers' Centers located across Canada and in England. The purpose of these interviews is to gain an understanding of the need for a Seafarers' Center in Newfoundland and Labrador. Members were asked if they wished to volunteer for the study.

Captain Chris Hearn was contacted by Gerry Puddister, on behalf of his family and Puddister Trading. They would like to nominate their late father, Captain Frank Puddister (a former member of the original NL division of the CMMC), for the upcoming Marine Industry Awards. It was agreed that the MMC NL Division would nominate Captain Puddister for his contributions to the NL maritime industry.

Captain John Ennis passed on his thanks, to the MMC NL Division, for the get well card and gift certificate sent to him by the division.

March 24th, 2023

NL Division members, along with Nautical Science students, staffed the MMC booth at the **Skills Canada - Annual Skills Career Day 2023**. Held at the Prince Phillip Drive Campus of the College of the North Atlantic.

Trouble With Anchors

No information available as to the circumstances behind the unique anchor stowage location, in the photos below.

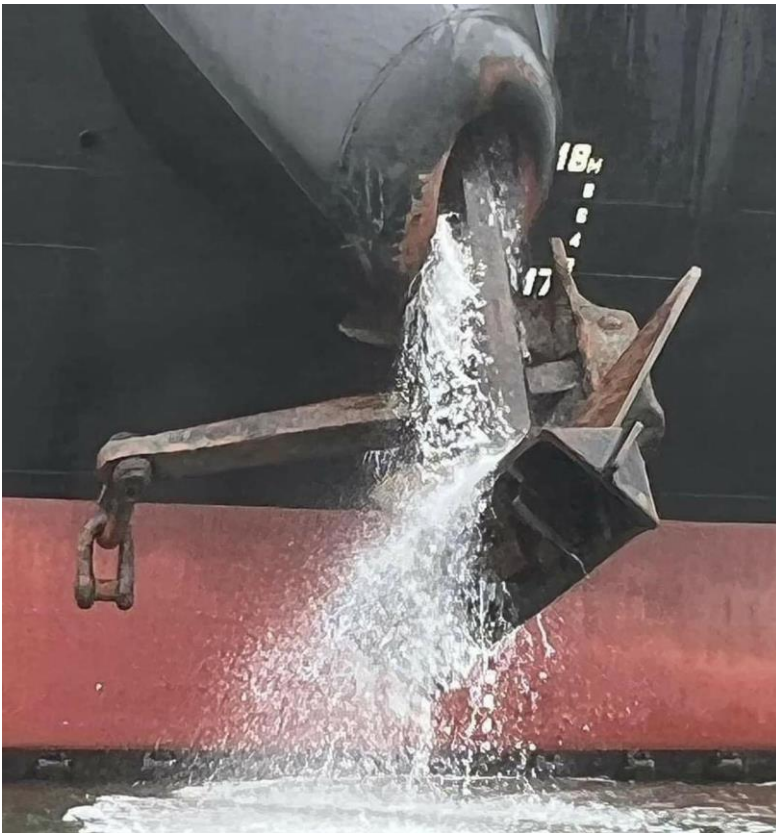


Ref: <https://www.shipspotting.com/photos/3498439?navList=homeMostPopular>



Container vessel Portsmouth with anchor on bulbous bow. Ref:

<https://www.shipspotting.com/photos/3498441?navList=gallery&shipName=Portsmouth&shipNameSearchMode=begin&page=1&viewType=normal&sortBy=newest>



With some good seamanship, it should be possible to get the anchor (above) of the bulbous bow. Here the problem is a little more complex. At least the anchor doesn't have any chain attached.

Spare anchor. Ref: <https://www.facebook.com/photo/?fbid=530049219227938&set=pb.100066685941308.-2207520000>.

Nautical Trivia

When was the sextant invented?

Answer: The principle of the sextant was first implemented around 1731 by John Hadley (1682–1744) and Thomas Godfrey (1704–1749), but it was also found later in the unpublished writings of Isaac Newton (1643–1727). That gives it an age of about 300 years.

Some are of the opinion that the navigational sextant is no longer relevant, in today's world. Some feel that it definitely does still serve a purpose. The company that has designed and produced the sextant below, along with those who have purchased this sextant, certainly do. The 300 year old principle of the sextant has gone digital.



DS-10 Digital Sextant

video manual on YouTube for operating the DS_10. Including how to take a sight with this sextant. Found on this website:

<https://www.imarest.org/themarineprofessional/on-the-radar/6654-the-return-of-celestial-navigation>

Google “how to use a sextant” and there are numerous how to videos available. There is the minor point that the internet may not be available. Just have to make sure that you view or download while your vessel has internet access.

In the event that satellite navigation systems were to fail, suddenly and totally, industry and navies around the world would have to return to using a traditional navigational tool that ruled the waves, globally, for more than two hundred years, the celestial sextant. Celestial navigation can be a complicated art for even the most experienced/trained of operators. The US Navy dropping it from its curriculum in 1998 only to reinstate it again in 2015. Following a series of damaging cyber attacks on the GNSS.

The DS-10 allows a celestial navigator to calculate their position almost instantly with no need for sight reduction tables, nautical almanacs or having to run through long and elaborate mathematical calculations. A stand-alone unit that doesn't rely on any outside power source (assuming that someone has remembered to charge the battery).

For those who may be a little rusty on the operation of a sextant, not to worry. There is a

Conversations with Cadets

A member was recently having a conversation with cadets in the Nautical Science program at the Marine Institute. This included discussing potential program changes and the impact on current and future cadet members. The following is a summary of this conversation. This is opinion and not the official stance of the Masters Mariners of Canada -Newfoundland Division.

Currently, the Nautical Science program is a four year program. Throughout the program, students acquire 12 months of sea time. Upon graduation, students receive a Diploma of Technology and can commence working as a ship's officer. They are eligible to take the oral exam for the WKM certificate. In addition, they have earned credit for some Transport Canada exams, up to the Master Mariner level. The option is also available to complete an additional year of study either full-time or part-time and obtain a Bachelors of Maritime Studies degree.

No plan has been released but there have been discussions regarding a revision to the program so that a degree is obtained in four years as opposed to the current five years. There is an assumption out there that this is being proposed to attract students and remain competitive with other degree granting marine schools.

Taking a year out of a program and maintaining the integrity of the program is a huge undertaking. Before changing the program, the current strengths and challenges must be clearly identified from many viewpoints. Consultation and planning with all stakeholders is integral to this process. In addition to executive and management at the Marine Institute, stakeholders should include current students, program instructors, as well as alumni engaged in the industry.

Informal conversations with cadets also resulted in the following questions:

1. Will all existing credits for Transport Canada exams (to Master Mariner level) still transfer in a revised program?
2. Will students still have 17 months to acquire the 12 months sea time? Some students have difficulty getting the sea time within the current time constraints of the program.
3. Will it still be possible to exit the program with a diploma, obtain the WKM, and go to sea immediately?
4. What content will be removed when reducing the degree by a year? Will it impact employability?
5. In the context of change, will this provide an opportunity for more simulation training throughout the program?

These are relevant questions and future responses will potentially have a significant impact not only on students but for industry as well.

In the News

On March 29th, a Ship Safety Bulletin was released by Transport Canada: <https://tc.canada.ca/en/marine-transportation/marine-safety/ship-safety-bulletins/filipino-seafarers-can-now-seek-canadian-recognition-their-stcw-certificates-ssb-no-04-2023>

From the bulletin: *“On March 29, 2023, Canada entered into a reciprocal arrangement with the Republic of the Philippines for the recognition of certificates of competency and issuance of endorsements pursuant to regulation I/10 of the STCW Convention.*

Seafarers with a valid STCW certificate issued by the Republic of the Philippines can now apply for a Canadian endorsement. This is similar to reciprocal arrangements Canada has already signed with Australia, France, Norway, Ukraine, Georgia and the United Kingdom.

Canadian seafarers can also seek a Filipino endorsement of a valid Canadian STCW certificate by writing to the Republic of the Philippines Maritime Industry Authority using the following email address: oed@marina.gov.ph.”

This means that Filipino sailors (and sailors from the other above mentioned countries) will be able to work on Canadian-flagged vessels with a work visa and without first securing permanent residency status.

Some quotes found online: <https://www.cbc.ca/news/canada/nova-scotia/filipino-sailors-cleared-to-serve-canadian-flagged-vessels-1.6818902>

“Industry and other government departments have communicated to Transport Canada the need in finding qualified seafarers to assume various roles aboard ships and ashore to support marine operations,” Transport Canada spokesperson Hicham Ayoun said in a statement to CBC.

“We’ve been requesting assistance from Transport Canada to help us bring in more foreign workers to work on our ships, and these are officers and regular seamen because we have an acute shortage of personnel in the marine industry in Canada,” said Bruce Burrows, president and CEO of the Chamber of Marine Commerce.

“We are exploring considerations around security clearances, work visas and Transport Canada requirements that CCG will have to fulfil to obtain the STCW certification endorsement for each candidate,” said Fisheries and Oceans spokesman Craig Macartney. The article indicates that Canadian Coast Guard is looking at Filipino and other foreign seafarers.

This new arrange is meant to address a shortage of Canadian seafarers. In no particular order, it raises some questions:

1. Are the foreign seafarers required to apply for permanent Canadian residency?
2. Is there a time as to how long they can work on a Canadian-flagged vessel without being a permanent Canadian resident?
3. Although not Canadian citizens, will these seafarers be required to maintain residency in Canada?
4. Not being Canadian citizens, will these seafarers pay Canadian income tax.
5. These workers will be filling positions normally filled by Canadian seafarers. For each individual position filled, will the foreign worker receive the same wages as would be paid to a Canadian seafarer in that same position?
6. These workers will be filling positions normally filled by Canadian seafarers. For each individual position filled, will the foreign worker receive the same benefits (i.e. government medical, private medical, dental, EI, CPP, etc.) as would be available to a Canadian seafarer in that same position?
7. These workers will be filling positions normally filled by Canadian seafarers. For each individual position filled, will the foreign worker have the same leave entitlement/rotation (including maximum time onboard) as would a Canadian seafarer in that same position?

8. Is the shortage of qualified Canadian seafarers due to a shortage of seats at Canadian training schools? If so, has there been/will there be a plan to deal with the shortage of seats?
9. Seagoing placements form part of the training program for many Canadian seafarers. Is the shortage of qualified Canadian seafarers due to a shortage of onboard placements? If so, has there been/will there be a plan to deal with the shortage of placements?
10. Currently Canadian industry provides seagoing placements for cadets who are undertaking training to become deck or engineering officers. Will this initiative result in a reduction in placement opportunities for cadets?
11. Have there been/will there be any initiatives from government/industry to encourage Canadian citizens to enter seafaring careers?
12. Have there been/will there be any initiatives to highlight, to those in the process of deciding on a career, the shortage of and employment potential for seafarers in Canada?