



The Deck Log

Newsletter

Master Mariners of Canada (MMC)

NL Division

April – September, 2023

This a combined edition, covering April to September, 2023.

April, 2023

The monthly meeting, for April, was cancelled due to the number of members unable to attend.

May 7th, 2023



Each year, on the first Sunday in May, the Canadian naval community honours those who perished at sea during the Battle of the Atlantic. The Battle of the Atlantic Ceremony is held to remember the sacrifices of Royal Canadian Navy and Merchant Marine sailors as well as the Royal Canadian Air Force personnel taking convoys across the Atlantic Ocean in World War 2. The ceremony was held at the Newfoundland National War Memorial in St. John's. Division members, Captain Richard Edwards and Captain Ebenezer March laid a wreath on behalf of the NL MMC division.

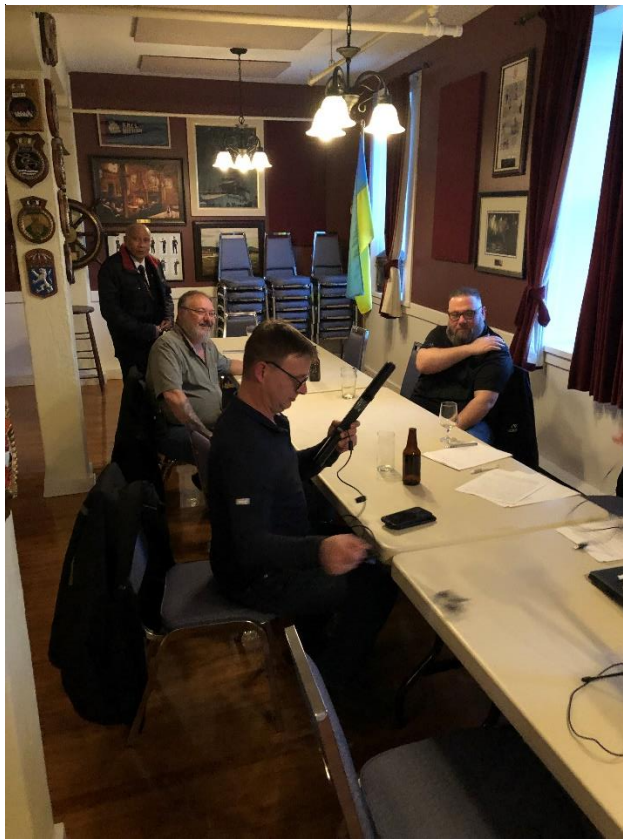
Captain Richard Edwards (on left) & Captain Ebenezer March, laying wreath at the War Memorial

May 11th, 2023

The monthly meeting, for May, took place at the Crow's Nest (5 present) and was also conducted by Zoom (2 present).

There was no monthly meeting for April. However, members of the NL Division executive (Captains Eben March, Shawn Quinlan, Richard Edwards and Ray Dalton) held a meeting on April 27th. The license for online meetings (Zoom) costs \$2,400 annually. That is for all MMC meetings. National has decided to switch to Teams, to reduce costs. Future online connection, to Division meetings, will also be conducted using Teams.

It was announced that NL Division member, Captain Samantha Strowbridge, has been promoted from Chief Mate to a Masters position with Atlantic Towing. The Division would like to congratulate Captain Strowbridge on her promotion.



May 11th, Monthly Meeting

Captain Andrew McNeil, treasurer for the Nautical Skills Competition, indicated that \$49,250 was received in donations for the 2023 competition. Total expenses, for the 2023 competition, were \$40,390.55. Surplus donations have been placed into the Nautical Skills Competition bank account. The surplus donations to be used for future competitions where expenses exceed donations. A situation that has occurred twice, for past competitions.

It was noted that the costs of running the competition increases every year. Especially the cost of food.

Each year high school students, planning on registering for a Nautical Training program, are invited to take part in the competition. Three are picked to receive a \$1000 tuition vouchers. One of the vouchers is sponsored by NL Division. In light of the surplus in the NSC bank account, it was discussed and decided to start paying for the \$1,000 voucher from that account, rather than the Division bank account. Awards to students have increased from \$7,200, for the 1st competition in 2012, to \$17,350 for 2023. In the past MMC NL Division has granted honorary membership to the individual holding the position of Vice-President, Memorial University (Marine Institute). It was discussed and decided that, in future, the division will grant honorary membership to the position itself. That is, whomever holds the position will be an honorary member only for the duration of the time that they are in the position of Vice-President, Memorial University (Marine Institute).

The e-mail list for the NL Division contains some who are no longer members of MMC. It was discussed and decided that, as of September, if an individual has not paid dues for a period of the last 2 years, their name will be removed from the list.

Captain Parsons and Captain March had previously discussed having a Fall symposium. Planning was commenced but is now on hold. Both Captains Parsons and March are too busy, at this time, to dedicate the time required to plan the event. They plan to resume working on the event, in September.

It was indicated that NL Division member, Captain Denis Mair, has been ill. It was decided that enquiries will be made and, if appropriate, a get well card will be sent on behalf of the division.

Captain Eben March and Captain Richard Edwards laid a wreath, on behalf of MMC NL Division, at the annual Battle of the Atlantic ceremony. The ceremony was held on May 7th at the War Memorial in St. John's.

There will be a social event for division members, likely during the last week of June, before the Summer break. Date and venue to be announced.

There is also a plan to hold a social event for the Nautical Science cadets, in September. Date and venue to be announced.

The group had a discussion regarding recent announcements that Canada has entered into reciprocal arrangements with a number of countries for the recognition of certificates of competency and issuance of endorsements pursuant to regulation I/10 of the STCW Convention. Allowing foreign sailors to work on Canadian-flagged vessels with a work visa and without first securing permanent residency status.

The group discussed these new measures and some questions relating to (see below). In general, the discussion revolved around the fair treatment of foreign sailors working on Canadian-flagged vessels. That is, it is hoped that they would be working under the same conditions as would Canadian citizens filling the same positions. It is also hoped that these new measures don't have a negative effect on Canadian citizens, current and future, who are training/will train for a marine career. That is, these new measures will hopefully not impact on the sea going placements that are required for many Canadian seafarers to advance in their respective careers.

It was decided that the subject would be forwarded to the National Views and Positions committee, for review and comment.

Questions:

1. Are the foreign seafarers required to apply for permanent Canadian residency?
2. Is there a time limit 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?

It was noted that the Division is not always aware of when C-MAC meetings occur. Nor are we regularly made aware of what is discussed at those meetings. Is there/should there be a MMC representative at these meetings who makes the membership aware of what goes on and who speaks on behalf of the MMC, when required?

May 29th, 2023

The Master Mariners of Canada NL Division congratulates division member, **Captain Samantha Strowbridge**, for being awarded the **Turning the Tide Next Wave Leadership Award**.

The marine industry currently offers a more diverse range of career opportunities for young people than ever before. Attracting new talent is essential to its long-term success. The Next Wave Leadership Award was established to recognize the importance of our youth to this sector and highlight those who are making waves. The award is given to a young professional under the age of 35, who has displayed great leadership qualities and who has already



made noteworthy contributions to the marine industry. As an ambassador for the industry, this individual's early success should reinforce the opportunities available for our young people. Their energy and commitment will inspire others to pursue careers in the marine sector. More information, including award ceremony photos, available here: <https://turningthetideawards.ca/>

June, July & August, 2023

No monthly division meetings were held, during the summer.

September 1st, 2023

Merchant Navy Day was marked with a ceremony, at the Merchant Navy Memorial, outside the Marine Institute in St. John's.

Approximately 10,000 volunteer members of the Newfoundland and Labrador Merchant Marine played, what has long been recognized as, a vital role in the Second World War. Transporting food, equipment, personnel and iron-ore across the Atlantic. Some 5,150 Allied merchant ships were lost during WWII. They faced the constant threat of attacks from German U-boats, destroyers and enemy aircraft ferrying all-important goods across the ocean to assist in the war effort.

The Merchant Navy Memorial was erected in St. John's, in 1997, to recognize the sacrifices and bravery of those who stepped up to do what had to be done.

NL MMC division members attended and Captain Ebenezer March was MC for the ceremony.



Captain Ebenezer March (on right), at Merchant Navy Day ceremony. Ref: <https://voem.com/2023/09/01/217836/>

September 14th, 2023

The monthly meeting, for September, took place at the Crow's Nest (5 present) and was also conducted by Zoom (3 present).

Divisional Master Captain Eben March was not available to host the meeting. Captain Richard Edwards opened the meeting and welcomed all members present at the Crow's Nest and via Teams after our summer break.

The school year has started, and the plan is for the Master Mariners of Canada Newfoundland and Labrador Division to host a Fall Social for Nautical Science Cadets on Monday, September 25th at 1700. It will be held in the student lounge at the Marine Institute. This will be an opportunity for our cadets to mingle with our membership. Any members available were encouraged to attend.

Discussion was held regarding proposed quest speakers for our monthly meetings the following recommendations were made:

- Julia Murphy – Director, Seafarer Certification, Transport Canada with an overview of Seafarers rights and welfare governance.
- Maritime Cybersecurity - Canada's Current and Future Challenges.
- Maritime Resilience through NATO
- Nautical Science Student Presentations

National MMC is requesting a replacement for the current membership chair. Farrokh has been in the role for over 10 years and would like a replacement.

The National AGM will be held virtually on October 21, 2023. If there is any interest, Eben will book the Crow's Nest for NL division members to attend. This will be discussed in our monthly meeting in October.

It has been a tradition for the VP Marine Institute to be given an honorary membership for the MMC NL division. It was agreed that the honorary membership should be given to the role and not the person in the role.

Morgane Sheppard, Graduate Student at the School of Maritime Studies is conducting a research study to evaluate the situation in Newfoundland and Labrador to identify the need for a Seafarers' Center in St. John's. On September 26, 2023, there will be a seminar at the Marine Institute Conference Room for the "Mobilization of community supports for a St. John's seafarer welfare centre" Interested person can attend in person or online.

The link to register is:

<https://eur01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.eventbrite.ca%2F%2F678749727707%3Faff%3Ddoddtcreator&data=05%7C01%7Cray.dalton%40siemoffshore.com%7C3836202d2b4544a6846108dbb5235a8b%7C6c794fcd84164d559e1b6142103a80fd%7C1%7C0%7C638302935709125191%7CUnknown%7CTWFpbGZsb3d8eyJWljoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=ql4othi5r%2FLC5usU0EVSntd5HmEoorGvgubPIsN9HA%3D&reserved=0>

If you need additional information you can contact Morgane directly at Msheppardben@mun.ca



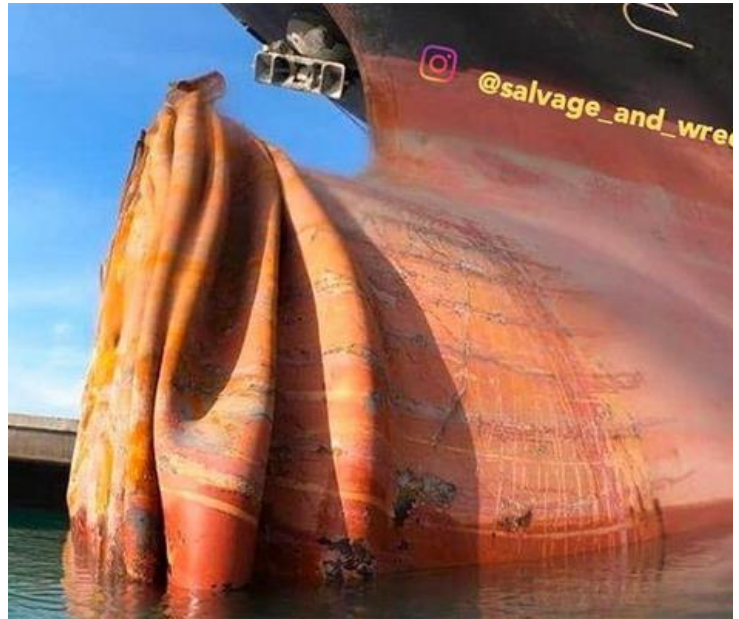
September 14th, Monthly Meeting

New Business:

1. At one of the monthly meetings back in the spring there was a discussion regarding having a fall symposium and partnering with another organization with similar interests. The symposium would need a lot of planning and therefore will not occur this fall but there is still interest to host one possibly in the spring or next fall. This will be discussed at the next meeting and topics of interest that could make up the symposium are:
 - Digitalization
 - Decarbonization
 - Labour challenges
 - Student receiving/requesting accommodations to complete their studies.
2. On June 19, 2003, the Government of Canada designated September 3rd of each year as a day to acknowledge the contribution of Merchant Navy Veterans. On Friday, September 01, 2023, the Master Mariners of Canada and the Marine Institute hosted the Merchant a ceremony to mark this occasion. The ceremony took place at the Merchant Navy Memorial located in front of the Marine Institute and by all accounts it was a job well done.

Physics

You have perhaps heard the statement that two things cannot occupy the same place at the same time. To get more technical, the Pauli exclusion principle states that two or more identical particles with half-integer spins (i.e. fermions) cannot occupy the same quantum state within a quantum system simultaneously. OK, before I get in over my head (likely already am), let's illustrate this principle with some photos instead.



Container ship with bulbous bow damage. Ref: <https://www.fleetmon.com/maritime-news/2021/36505/iranian-container-ship-seriously-damaged-after-con/>

In 2021, the container ship Basht (above) collided with a dredger and contacted the pier while maneuvering to berth, at Shahid Rajaei port, Bandar Abbas, Iran. Ship's bulbous bow was severely damaged, plus a hole in the bow above waterline. Not confirmed but possibly due to engine failure.

In 2011, the container ship Hyundai Confidence collided with bulk carrier Pacific Carrier (photos on next page). According to the limited information found, neither the give-way nor the stand on vessel took any action to avoid the collision. Pacific Carrier had damage in three cargo holds.



Container ship Hyundai Confidence collides with bulk carrier Pacific Carrier.

Ref left: <https://www.facebook.com/photo/?fbid=634844347392617&set=pcb.634844387392613>

Ref right: https://m.facebook.com/photo?fbid=634844344059284&set=pcb.634844387392613&_rdr

Unfinished Business

At the May 11th NL division meeting, there was a discussion regarding recent announcements that Canada has entered into reciprocal arrangements with a number of countries for the recognition of certificates of competency and issuance of endorsements pursuant to regulation I/10 of the STCW Convention. Allowing foreign sailors to work on Canadian-flagged vessels with a work visa and without first securing permanent residency status.

Many questions were raised (see pages 4 & 5 above) during that meeting. Few, if any, have been answered. An online search uncovers little discussion on the matter.

From The Canadian Merchant Service Guild, the following is found at: <https://www.cmsg-gmmc.ca/index.php/en/hidden-docman-menu/english/newsroom-en/1005-an-update-for-guild-members-on-the-topic-of-the-shortage-of-canadian-seafarers-may-2023/file>

“An update for Guild Members on the Topic of the Shortage of Canadian Seafarers – May 2023 For more than a decade, the Guild has been working with employers and industry stakeholders and government officials to attempt to address what has now become a critical shortage of qualified personnel available for work on board certain Canadian vessels. Despite the number of graduates coming out of Canadian marine schools, the number of seafarers retiring each year from the Canadian marine industry exceeds the number of new entrants. As a result, our industry is facing a shortage of personnel; particularly those holding high levels of certificates of competency, such as the qualifications

of Master Mariner, Master Near Coastal, as well as First-class and Second-class Engineers. The shortage is now increasing and spreading to other certificates of competency. A recent federal government study indicates that over half of the remaining Canadian maritime workforce will retire over the next few years. This includes a further 52% of current engineering officers and 47% of deck officers. As we all know, these officer positions are critical for the operation of Canadian vessels. In the event that Canadian vessels become laid up due to a shortage of qualified personnel, this opens the door to an influx of foreign vessels sailing in the Canadian coasting trade by way of exemptions, with no Canadian seafarers aboard. A number of other countries have seen that such a tide is difficult to hold back or turn around. Canada's maritime labour shortage problem is a multi-dimensional challenge, and so too must be the approach to solving it, as there are several contributing factors to this dilemma, all of which will require further attention. As Guild members know, there are many requirements that need to be met in order to obtain a Canadian Certificate of Competency including that the applicant needs to be Canadian (either a citizen or a permanent resident). The Guild will continue to advocate against any proposals to amend the requirement of Canadian citizenship or permanent residency for obtaining a Canadian Certificate of Competency as a remedy for our sector's labour shortage. Instead, we will continue to focus on providing constructive recommendations intended to help develop an effective labour strategy to ensure that both Canada's marine industry and its seafarers prosper. What are the initiatives that have been undertaken so far to mitigate this problem? For many years the Guild has placed a high priority on attempting to have training properly funded, during collective bargaining with employers, and during meetings with government officials. The Guild contributes and participates as a champion of the newly-formed Canadian Marine Careers Foundation, and we hold a position on the Foundation's Board of Directors. The role of the Foundation is to pull together a coordinated approach by all stakeholders to work together to attract young Canadians to careers in the seafaring industry. The Foundation is still in its early days, but is actively pursuing outreach using social media, job fairs, school visits, and modern communication methods. This work is funded by the Guild and other member organizations. Imagine Marine – Discover Canadian Marine Industry Careers The Guild has also been a strong supporter of an initiative by the Royal Canadian Navy in collaboration with Transport Canada, to recognize the valuable training that has been undertaken by naval personnel, and to establish equivalencies between certain naval qualifications and commercial marine certifications. This program has resulted in a number of veterans and reservists and former naval personnel being able to enter the commercial maritime industry to fill positions on Canadian vessels. For a number of years the Guild has called for a program to assess the qualifications of new Canadians (permanent residents or citizens) who previously worked as seafarers in other countries, but after arriving in Canada have only been employed in occupations outside of our marine industry. This initiative has showed signs of success. Hundreds of new Canadians have applied to Transport Canada to have their foreign seafaring qualifications assessed, and have completed any gaps in their required training, and are now working alongside other Guild members. These are Canadians holding Canadian Certificates of Competency. The federal government has also signed agreements with a number of other nations to recognize certain foreign certificates of competency on board Canadian-flag vessels when qualified Canadians are not available. A number of Guild members are extremely disappointed with this development and are not pleased to hear that unions are not consulted regarding these agreements signed with foreign nations. The seafaring community across the country, including unions, are informed of arrangements made with foreign countries by way of Ship Safety Bulletins; after the fact. The position established by the National Board of the Guild regarding the recognition of foreign credentials aboard Canadian-flag vessels is that this is a temporary measure, and while it is far from ideal, it will enable Canadian-flag vessels to continue operating until a sufficient number of qualified Canadians become available. The Guild will be carefully monitoring this program to ensure that these foreign seafarers are only approved for employment on Canadian vessels if: A) they meet the legal requirements to work in Canada; and B) there are no qualified Canadians available to fill the position.

That means all the qualified Canadians need to be already working, and the foreign seafarers will go to the bottom of the seniority list. In the event that a Canadian seafarer is not available for a vacant position on board a Canadian vessel, then instead of the vessel remaining tied up due to lack of crew, or instead of a foreign ship being granted a license to undertake the work, then a foreign officer may be authorized by Transport Canada to work on the Canadian ship if they demonstrate acceptable language proficiency, acceptable knowledge of local regulations such as the Canadian Modifications to the International Collision Regulations, and if they obtain a visa and a work permit and if Transport Canada issues to them an endorsement recognizing their foreign certificate of competency. Once again, unions are not consulted regarding the Canadian government signing such arrangements with foreign nations, or even prior to signing free-trade agreements, and we are informed afterwards. The Guild will recommend that eligible candidates from among these seafarers should apply to become Canadians (permanent residents or citizens), as most of our ancestors did at one time. That way they can become eligible to apply for a Canadian Certificate of Competency, and contribute in a meaningful way to Canadian society, with a vested interest in filling a valuable role in our marine industry. The federal government has signed agreements to recognize and evaluate the marine certificates of competency issued by the following countries: Australia, France, Norway, Ukraine, the Philippines and the United Kingdom. The Guild will continue to carefully monitor the impact on our workforce of the use of foreign nationals temporarily occupying positions on Canadian vessels. Many Guild members have devoted their lives to working in the Canadian seafaring industry. Without any recognition or appreciation, Guild members have made significant sacrifices to keep marine commerce operating without interruption throughout pandemics and other serious challenges. Guild members work to ensure safety on the waterways and have a strong vested interest in the environmental protection of Canada's fragile marine ecosystems. The Guild will continue to engage with Members and employers and regulators across the country to ensure that these jobs aboard Canadian vessels remain well-paid Canadian jobs, that go to Canadians first."

- End of direct quote.

From FFAW/UNIFOR, the following is found at: <https://ffaw.ca/the-latest/news/canadian-seafarers-concerned-job-safety-erosion-filipino-deal/>

"Earlier this spring, Transport Canada announced a new deal with the Philippines, permitting Filipino seafarers to work on Canadian-flagged vessel. The deal is alarming for Canadian seafarers who fear the move signals the rapid erosion of quality, at-sea jobs in favour of low-wage labour. FFAW-Unifor is concerned the federal government is attempting to lower marine safety standards or grandfather in substandard marine safety regimes.

"FFAW is mostly known as the fish harvester and plant worker Union, but we've got over 200 members who work in offshore jobs who are most affected by this decision by Transport Canada," says FFAW-Unifor President Greg Pretty. "Atlantic Canada has alarmingly high unemployment rates, and yet our Federal Government is looking at ways to make it harder for these Canadians to compete for jobs. And not just any job; a job that is on their doorstep and provides a meaningful livelihood in a skilled industry," Pretty says.

Newfoundland and Labrador's unemployment rate reached nearly 12% earlier this year, and other maritime provinces are not far behind. The federal government should be looking at ways to ensure Canadians are not being taken advantage of by corporations, and to protect good quality, unionized jobs.

"Our Union is asking the federal government what safeguards they have put in place to ensure companies won't replace entire offshore fleets with low-wage workers at the expense of Canadian jobs and safety standards?" asks Pretty.

"Companies will always be after increasing the bottom dollar, even if it means sacrificing the livelihoods of thousands of Canadians along the way. It's our government's role to ensure Canadians are put first, and that jobs and standards of safety are protected," Pretty concludes."

- End of direct quote.

From MMC, nothing is found.

A more exhaustive search might turn up further discussion. Is anyone reading aware of any other commentary (in the public domain) on the subject?

In the News

The January – March 2022 edition, of the Deck Log, contained an article about the CCGS Hudson and its replacement. The article mentioned the extremely high cost, for the replacement vessel, currently under construction. The last estimate, in that article, was \$966.5 million. The latest news is not good. The estimate is now \$1.28 billion. For those who are still bothering to count, that's a further \$313.5 million increase. Just this latest increase is about 3 times the original \$108 million estimate to build the vessel in 2008.

The following is found at: <https://www.cbc.ca/news/canada/nova-scotia/ocean-science-vessel-cost-increase-1.6988374>

"In June 2023, the project obtained additional build contract authorities to reflect new and updated information related to the impacts of COVID-19 to the shipyard, higher than anticipated inflation and global supply chain challenges, a more mature vessel design, and a better understanding of production and material costs," DFO spokesperson Craig Macartney said in a statement to CBC News.

Macartney said the amount includes concept and design work, engineering and construction costs, all building materials and equipment, warranty, insurance, spare parts, training, project office costs, contingency, and contractually allowable adjustments related to labour costs, currency and commodity fluctuations. It does not include taxes.

- End of direct quote.



CCGS Hudson replacement. Ref:

<https://www.cbc.ca/news/canada/nova-scotia/ocean-science-vessel-cost-increase-1.6988374>

new research vessel, but serves to illustrate just what such an amount of money can buy. The previous article in the January – March 2022 edition, of the Deck Log, contains examples of the costs for research vessels built in other jurisdictions.

That’s the reasoning for adding another \$313.5 million to the bill. Assume that, somewhere within government, there exists a more detailed breakdown of the extra costs. As the vessel isn’t yet finished, the bill still has time to grow even more. There are economic benefits, when vessels for the Coast Guard and Navy, are built in Canada. At what point are the benefits of having vessels built in Canada outweighed by the enormous costs of this and other vessels being built under the governments National Shipbuilding Strategy (NSS)?

What could \$1.28 billion Canadian buy, in the context of building a ship? Came up with (roughly the same cost) the cruise ship Tosca Toscana. See a vessel comparison in the table below and a diagram on the next page. It’s not a direct comparison with the

	Hudson Replacement (Research Vessel)	Costa Toscana (Cruise Ship)
Length	85.9m	337m
Beam	16m	42m
Displacement	4435t	183,900t
Accommodation	56	6554 Passengers/1646 Crew
Speed	13.4 knots	Service 17 knots, Maximum 21.5 knots
Built in	Canada (under construction)	Finland
Cost	\$1,280,000,000 CAD	\$1,303,000,000 CAD
Build Time/ Delivery	Started March 2021/ Estimated 2025 (4 years ?)	Started February 2020/ December 2022 Delivery in 2 Years 10 Months

Note that the impacts of COVID-19, higher than anticipated inflation and global supply chain challenges, are put forward as reasons for increasing costs of Canadian built vessels. The building of this cruise ship was likely subject to those same negative factors.



Costa Toscana. Ref: <https://www.cruisemapper.com/ships/Costa-Toscana-2079>

Below is a composite diagram showing an approximate size comparison of the two vessels. So much more ship, for the same amount of money. How many more vessels/how much more vessel capability/how much more Coast Guard capability could be purchased for the money being spent to build this research vessel in Canada?



Size Comparison

Ref (for Cruise Ship):

<https://www.icruise.com/c/deckplanViewLarge.php?SailDate=10/20/2023&WMPHShipCode=759&DeckNumber=17>

Ref (for Research Vessel):

<https://www.vesselfinder.com/news/20506-Seaspan-Shipyards-starts-construction-of-Canadas-most-modern-science-research-ship-Video>

Nautical Trivia

On first impressions, what would you make of the vessel below and it's purpose?



Vision Of The Fjords. Ref: <https://www.braa.no/fast-ferries/vision-of-the-fjords>



Vision Of The Fjords. Ref: <https://www.braa.no/fast-ferries/vision-of-the-fjords>

More photos are found at the above web link. Next page.

You are looking at the sightseeing vessel “Vision of the Fjords”. This 40m long Hybrid electric sightseeing catamaran was delivered in July 2016. It operates in the world heritage fjord, "Nærøysfjord," in Norway. A company requirement was that everyone should be able to participate in the sightseeing experience. As a result, the vessel had to be designed to be accessible by everyone. This has been achieved by making most of the exterior deck area one large wheelchair ramp. Making it possible for all passengers (up to 400) to have the maximum viewing experience. A unique design but one that makes all public areas accessible to all passengers.

September 25th, 2023

MMC Newfoundland and Labrador Division hosted a social for the Marine Institute Nautical Science Cadets. The event was held in the student lounge at the Marine Institute, with food being provided. A large number of cadets attended and the division members present took the opportunity to network with the students.



September 25th, Social at the Marine Institute