



The Deck Log

Newsletter

Master Mariners of Canada (MMC)

NL Division

October – December 2023

This newsletter are written by the editor, unless an author is otherwise stated. Opinions expressed do not necessarily represent the views of the Master Mariners of Canada (MMC), NL Division.

Editor: Glenn Fiander

October 12th, 2023

The monthly meeting, for October, took place at the Crow's Nest (5 present) and was also conducted by Teams (4 present).



October 12th Monthly Meeting

Divisional Master Captain Eben March was only available for the first part of the meeting, so he opened the meeting and gave an update on National Business and then handed the meeting over to Divisional Deputy Master Captain John Ennis to host the remainder of the meeting.

Captain Eben March gave the following update on National business:

1. National MMC now has an administrator in place to assist in looking after the group's day-to-day operations. Eric Asselin has most recently worked with the TSB residing in Ottawa and is now semi-retired.

2. Eric's position will be as follows:

Reporting Relationships:

- Reports directly to the National President.
- Receives direction from the Board of Directors of The Master Mariners of Canada through the National President.
- Attends and presents at quarterly scheduled National Executive Meetings.

Roles and Responsibilities (General and to be further defined):

- Survey of Divisions (and their membership) to assess “wants” from Membership in the Company; based on survey results, assist with development of objectives for membership initiatives.
 - Establish, input and monitor the organization's presence on social media including Facebook, Twitter, Instagram, TikTok, LinkedIn, etc. (and other social media platforms as appropriate).
 - Master Mariners of Canada website involvement.
 - Input into presentation materials for membership and awareness promotion.
 - Participation and attendance to represent The Master Mariners of Canada as directed by the National President including marine colleges, career days, industry forums, etc.
 - Other roles and responsibilities (TBD) as determined by successful candidates capabilities and organization's objectives of membership attraction and retention.
3. The National AGM has been delayed and will now take place on Thursday November 20, 2023. The national AGM is open to all members and, if there is interest, Eben will book the Crows Nest for members to attend.
4. The current National membership Chair, Captain Farrokh Kooka, is requesting someone to take over his position, as he has been in the position for a number of years.

Captain Kristopher Drodge, Head, School of Maritime Studies (SMS) at [Fisheries and Marine Institute of Memorial University of Newfoundland](#) has recently assumed the role and gave an update on his vision for the SMS. He would like to see the SMS grow and feels relationship growing with associations like the Master Mariners of Canada will assist this.

Recently Captain Drodge and Dr. Paul Brett, Vice President Memorial University (Marine Institute) pro tempore, attended IAU General assemblies in Finland and hopes to have Marine Institute host in the future.

Captain Glenn Fiander gave an update on the 2024 Nautical Skills Competition (NSC). There were two possible dates and the students were polled to determine which date was favoured. The dates of February 9th & 10th, with February 16th & 17th as backup, were selected.

Important Dates for NSC:

- NSC Announcement and open for registration – Thursday, November 30th at noon.
- NSC Registration Closes – Friday, January 11th.

- Team & Exercise Kick Off – Thursday, January 12th. On that date the teams will be announced. The teams will be given an introduction to the exercise and a brief introduction to the simulators, if time permits.

November Meeting will be with the Canadian Institute of Marine Engineers (CIMarE) group at the Crow's Nest. Details to follow as they are having a guest speaker.

Christmas dinner scheduled for December 15th at the Yacht Club. Members are requested to contact Captain March if they plan to attend or need additional information.

New Business:

The Mariners of Canada Newfoundland and Labrador Division hosted a Fall social for Nautical Science students on September 25th. It was a good session but only one student signed up for the MMC NL division. Captain Kris Drodge is going to ensure some students are sponsored. There was discussion around the Nautical Science Society that was in place years ago. This was an important part of Nautical Science students experience as it brought together the 1st to 4th year Nautical Science students under one society.

November 9th, 2023

The monthly meeting, for November, took place at the Crows Nest. This was a combined meeting with the Marine Engineers and they had a guest speaker arranged. The shared meeting was not be able to offered virtually and there was no formal agenda. Instead, MMC members meet in the bar, to have a casual chat.



November 9th, Meeting at the Crows Nest

November 10th, 2023

A Remembrance Day Ceremony took place at the Allied Merchant Navy Memorial at the Marine Institute of Memorial University. Members, from NL Division, were in attendance. Captain John Ennis was MC for the event. Captain Eben March laid a wreath on behalf of the NL MMC division.



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



**Capt. Christopher Hearn, Capt. Eben March, Captain Kristopher Drodge, Capt. John Ennis
Attending the 2023 Remembrance Day Ceremony**

November 30th, 2023

A meeting was held at the conference centre, at the Marine Institute, to formally announce the 2024 Nautical Skills Competition. The competition is scheduled for February 9th & 10th, 2024. With an alternate dates of February 16th & 17th, 2024. This will be the 12th year for our competition. More details to follow in the next edition of this newsletter and a separate newsletter dedicated to the competition



The graphic features the Master Mariners of Canada logo at the top left, which includes a stylized red maple leaf with a crown above it. To the right of the logo, the text "MASTER MARINERS OF CANADA" is written in a clean, sans-serif font. Below this, the words "Nautical Skills" are written in a large, bold, blue font with a distressed, weathered texture, followed by "2024" in a large, orange, cursive font. Underneath, the word "COMPETITION" is written in a smaller, blue, sans-serif font. A dark blue horizontal band contains the text "PUT YOUR NAUTICAL SKILLS TO THE TEST! 2024 NAUTICAL SKILLS COMPETITION ANNOUNCEMENT" in white, bold, sans-serif font. Below this band is a photograph of a ship's compass. Another dark blue horizontal band contains the text "JOIN US IN THE MI CONFERENCE CENTRE ON THURSDAY, NOVEMBER 30TH @ 12:00 PM" in yellow, bold, sans-serif font. The final dark blue band at the bottom contains the text "IF YOU HAVE ANY QUESTIONS ABOUT THE COMPETITION, PLEASE EMAIL: NSC@MASTERMARINERS.CA WE HOPE TO SEE YOU THERE!" in white, bold, sans-serif font.

Nautical Skills Competition 2023, Group Photo



December 15th, 2023

A Holiday Cocktail Party was hosted at the home of Division Master, Captain Eben March. The division's annual Christmas Dinner having been cancelled, due to insufficient numbers to warrant booking a venue.

Updates

Some updates from past newsletters.

What's the world's largest container ship?



A nautical trivia question from the Oct. – Dec. 2021 edition of the Deck Log. The answer: “**Ever Ace**” has now been replaced by the “**MSC Irina**”, delivered November 2023. With a length of 399.9 m, and a breadth of 61.3 m, it has roughly the same size as the Ever Ace. It takes the top spot by virtue of a container capacity of 24,346 TEU. That's 354 more than the Ever Ace. Seven sister ships, to follow. Not exactly a visually appealing ship shape (see photo below). A definite case of function winning out over form.

MSC Irina. Ref:

<https://www.shipspotting.com/photos/3664409?navList=gallery&shipName=MSC+Irina&page=1&viewType=normal&sortBy=newest>



MSC Irina profile. Ref:

<https://www.shipspotting.com/photos/3652369?navList=gallery&shipName=MSC+Irina&page=1&viewType=normal&sortBy=newest>

What's the world's largest cruise ship?

A nautical trivia question from the Oct. – Dec. 2022 edition of the Deck Log. The answer “**Wonder of the Seas**” has now been replaced by the “**Icon of the Seas**”, delivered November 2023. Length: 364.75 m, Breath: 48.47 m, Draft: 9.25 m, GT: 248,663, Cruising Speed: 22 knots, Total Installed Power: 121,410 hp, Bow Thrusters: 5(total 6,400 hp), Azipods: 3(total 81,000 hp), Crew: 2,350, Maximum Passengers: 7,600. Two sister ships are to follow.



Icon of the Seas. Ref:

<https://www.shipspotting.com/photos/3655189?navList=gallery&shipName=ICON+OF+THE+SEAS&page=1&viewType=normal&sortBy=newest>

At maximum capacity, with roughly 10,000 people onboard, the Icon of the Seas is still far short of the record for most passengers carried on a single ship. In July 1943, working as a troop ship, the liner Queen Mary carried 15,740 soldiers and 943 crew (total 16,683). This was only possible in summer, as some passengers had to sleep on deck. Not practical in the North Atlantic winter months. Normal capacity for the Queen Mary, in peacetime, was 2,140 passengers and 1,100 crew.



Queen Mary entering New York, June 1945. Note the crowds on deck. Ref:

<https://www.facebook.com/worldwarincolor/photos/a.393169424146189/2265323816930731/>



Some of the 15,000+ troops on the Queen Mary. Slight over crowding. Ref: <https://maritime-executive.com/features/cunard-pays-tribute-to-war-service>

Unfinished Business

At the May 11th, 2023 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 Apr. – Sept. 2023 edition of the Deck Log), during that meeting. Few, if any, have been answered. Have heard nothing else and an online search uncovers no further discussion on the matter.

I came across a couple of links relating to crews/crewing/foreign workers on vessels within the jurisdiction of our neighbor to the South. See the articles below and associated links. Judge for yourselves the agendas of the various parties, the truth about what is being said, the consequences of implementing/not implementing what is being put forward. Whatever your opinion, at least one thing is certain. In the US, matters relating to domestic mariners, at the very least cause dialogue and the issues get noticed. To the extent where bills are even put forward to the potential benefit of US mariners. In Canada, when legislation is changed or ruling are made, affecting mariners, there might be some brief dialogue, might not. For the most part, we have silence.

https://gcaptain.com/house-bill-would-close-jones-act-loopholes/?subscriber=true&goal=0_f50174ef03-a107321a5b-139902913&mc_cid=a107321a5b&mc_eid=8fb15eb136

https://gcaptain.com/opinion-the-shortage-of-mariners-willing-to-work-for-less/?subscriber=true&goal=0_f50174ef03-79d397ac44-139902913&mc_cid=79d397ac44&mc_eid=8fb15eb136

Update on the build of 2 Arctic patrol ships for the Canadian Coast Guard.

The Apr. – Sept. 2023 edition, of the Deck Log, contained an article about 2 Arctic and Offshore Patrol Ships (AOPS), being built for the Canadian Coast Guard. The article mentioned the extremely high estimated cost for those 2 vessels. The latest news is not good. The latest estimate has gone from \$1.6 billion to \$2.1 billion. For those who are still bothering to count, that's a further \$500 million increase (or 31.25%), in less than a year.

The contract is part of Canada's National Shipbuilding Strategy (NSS), the multi-year procurement program that divides federal shipbuilding work between three yards - Seaspan (Vancouver), Irving (Halifax) and the recently-added Davie Shipbuilding (Quebec). The high cost of vessels, built under the NSS, has faced criticism.

Conservative MP Kelly McCauley, chairperson of the House of Commons committee on government operations and estimates, said the \$500-million cost jump, on the AOPS project, showed costs were out of control. "There is no oversight, there is no accountability on this or the other shipbuilding projects," McCauley told the Ottawa Citizen. "Taxpayers are on the hook for these endless cost increases and no one seems to care." The entire article can be found here: <https://ottawacitizen.com/news/national/defence-watch/cost-of-canadian-coast-guard-patrol-ships-jumps-by-500-million-in-less-than-a-year-mps-told>

Nautical Trivia

What's the world's largest sailing yacht?

Answer: **Koru** (according to Boat International <https://www.boatinternational.com/yachts/the-superyacht-directory/koru--98581>) Delivered: 2023, Length: 127 m, Breath: 16.95 m, Draft: 5.02 m, GT: 3,493, Maximum Speed: 20 knots, Propulsion: 2 diesels (3,916 hp, twin screw), Cost: Approximately \$500,000,000, Crew: 36, Guests: 18, Owner: Jeff Bezos (founder of Amazon). Photo on next page.

The Koru comes with a 75m yacht support vessel, the Abeona. It shadows the Koru, providing additional crew accommodation, a helipad (with enclosed helicopter accommodation) and capacity for extra supplies.

Like all of us, Mr. Bezos is not without his problems. Ship watchers have noticed that the Koru does not appear to fit into available yacht slips in Fort Lauderdale. Instead, it shares a commercial pier next to four tankers. Working vessels rarely found at a yacht club. The shore side neighbors include an asphalt terminal, a cement plant and a cluster of tank farms. This working section of the harbor does not align with typical berthing arrangements for vessels in the price range of the Koru. The Fort Lauderdale superyacht marina is about 1,220 m away. However, its largest berth tops out at 122 m. Just 5m short of what the Koru requires. The vessel may have few other options, unless Mr. Bezos also invests in a new yacht pier.



Sailing yacht Koru. Ref: <https://www.superyachttimes.com/yachts/koru/photos>

More photos at the above link.

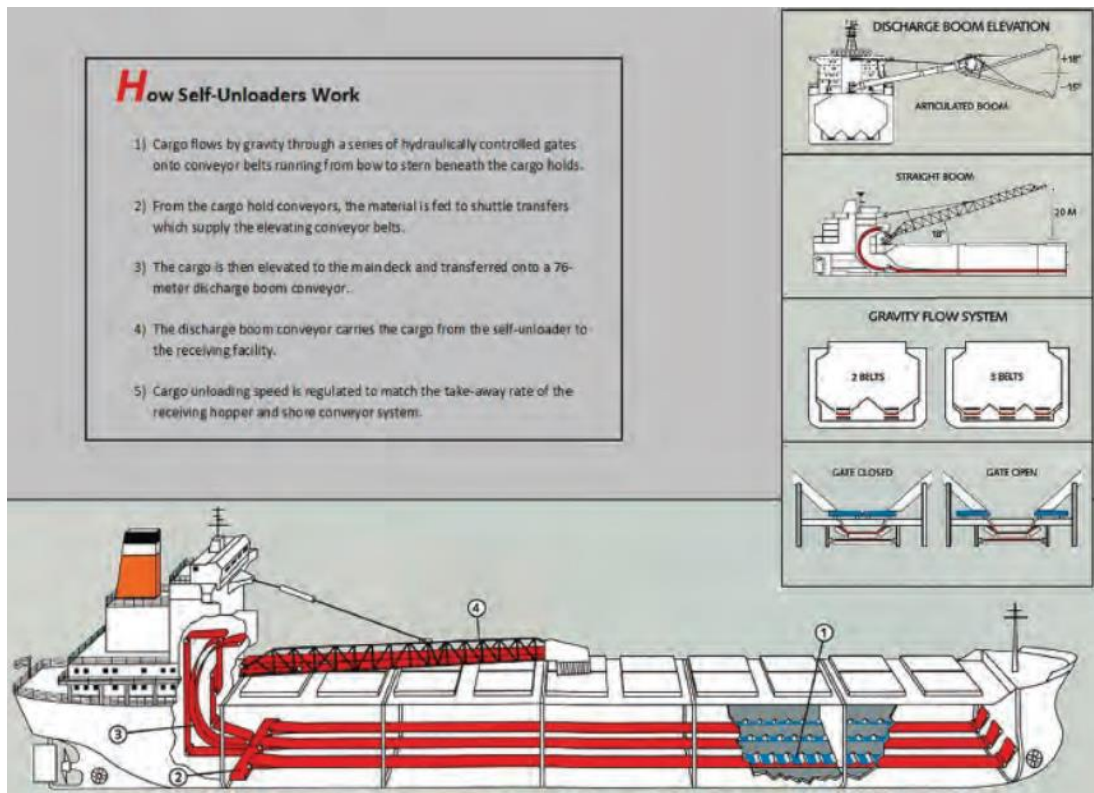
In the News

New self-unloading great lakes bulk carrier in service.

More like old news, as the vessel has been in service since July 2022. Interlake Steamship Company has taken delivery of the self-unloading bulk carrier Mark W. Barker. The first US flagged, Jones Act compliant ship built on the Great Lakes since 1983. The company's next newest ship is 41 years old. This 195m (639ft) long laker isn't that much different that many others operating on the American and Canadian sides of the Great Lakes. The vessel is actually shorter than the maximum 225.5m (740ft) length, permitted for the St. Lawrence Seaway, to permit easier access to some of the ports it will visit. What is different is the cargo hold arrangement, for a self-unloader. Self-unloaders usually have the bottom of the hold shaped to feed cargo to gates that feed, when open, the cargo to a conveyor belt/or belts which carry the cargo to the deck for discharge via a boom. See diagram on the next page.

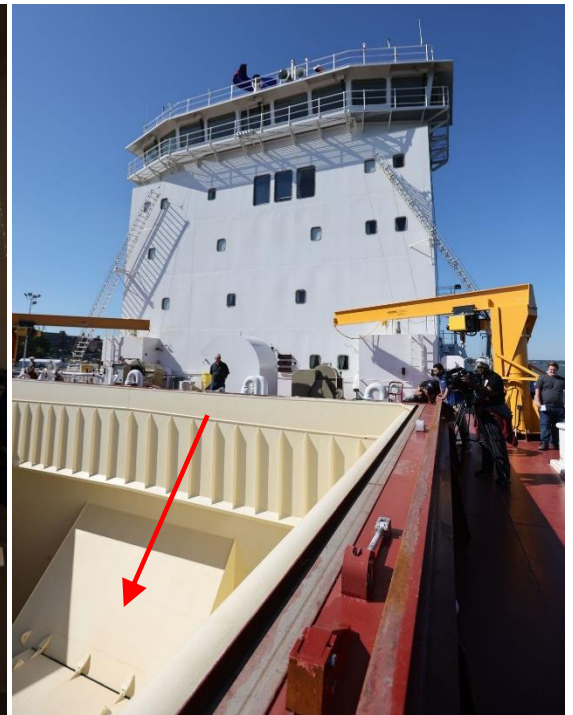
Instead of walls sloping into grates, like most self-unloading Great Lakes bulkers, the walls are square and take up more of the void space between the cargo holds and hull. It gives the Mark W. Barker a total capacity of 26,000 tons more than 767ft fleet mate Kaye E. Barker. However, the cargo holds box shape creates an

inefficiency and a new job for the crew. The tradeoff is that front-end loaders will have to help move bulk



cargos to the conveyor belt for unloading. At either end of the cargo hold, which can be separated into two by an adjustable bulkhead, are two garages that contain front-end loaders. When the cargo reaches the point, where it's not flowing freely any more, the garage doors are opened and the loaders deployed. The loaders will collect and push the bulk materials into one of 34 sets of gates, located in the bottom of the hold, that deposit onto the self-unloading conveyor belt below. See photos below and on the next page.

Self-Unloaders. Ref: <https://industrialscenery.blogspot.com/2018/01/self-unloading-boats.html>



Mark W. Barker aft loader garage from inside (left) & outside (arrow). Ref: <https://www.cleveland.com/business/2022/08/meet-the-mark-w-barker-a-new-639-foot-ship-hauling-cargo-on-the-great-lakes.html>



Below are 2 photos showing the Mark W. Barker navigating the sharp turns and narrow passages of the Cuyahoga River near and through Cleveland, Ohio. Here , there is nowhere to turn around. If you go in bow first, you have to come out stern first and vice versa. An example of just one of the ship handling challenges faced at many of the ports, rivers and canals on the Great Lakes. Both on the American and Canadian sides of the border.

Mark W. Barker cargo hold (from aft). Ref:

<https://www.cleveland.com/business/2022/08/meet-the-mark-w-barker-a-new-639-foot-ship-hauling-cargo-on-the-great-lakes.html>



Mark W. Barker navigating the Cuyahoga River. Ref:

[https://upload.wikimedia.org/wikipedia/commons/a/a6/Mark W. Barker - Interlake Steamships - Credit Matt Lance.jpg](https://upload.wikimedia.org/wikipedia/commons/a/a6/Mark_W._Barker_-_Interlake_Steamships_-_Credit_Matt_Lance.jpg)



Mark W. Barker navigating the Cuyahoga River. Ref:

<https://www.cleveland.com/business/2022/08/meet-the-mark-w-barker-a-new-639-foot-ship-hauling-cargo-on-the-great-lakes.html>

Icebreaker CCGS Terry Fox Life Extension.

A \$135.56 million vessel life extension contract for the Canadian Coast Guard Ship (CCGS) Terry Fox is facing some issues. The contract award falls under the repair, refit and maintenance pillar of the National Shipbuilding Strategy (NSC). The vessel is to be dry-docked and enter an extended maintenance period designed to increase its operational life.

For context, first a little history/background on the vessel. It was built in 1983 by Burrard-Yarrows Corporation in Vancouver (sister ship Kalvik was built in Victoria). The vessels were part of an Arctic drilling system developed by BeauDril, the drilling subsidiary of Gulf Canada Resources. After the offshore oil exploration in the Beaufort Sea ended in the early 1990s, she was first leased (1991) and then sold (1993) to the Canadian Coast Guard. The Terry Fox was a replacement for the decommissioned CCGS John A. MacDonald and, during the 2 year lease period, was found to satisfactorily meet CCGSs needs.

The Terry Fox is a compromise between a pure icebreaker and an offshore supply vessel. It has the power, strengthening and icebreaking ability of an icebreaker. Features that allowed it to carry out icebreaking tasks associated with offshore drilling operations.

It has a parallel mid-body to provide deck space/cargo capacity as needed for an offshore supply vessel. It has a squared stern to facilitate anchor handling as needed for an offshore supply vessel. Features that, depending on ice conditions, can limit its ability to turn or back in the ice. Traditional icebreakers, like the MacDonald that it replaced, having a more rounded/tapered shape.

MV Terry Fox model in original BeauDril colours. Ref:

<https://mmbc.catalogaccess.com/objects/6416>



CCGS Terry Fox. Ref: <https://i.ytimg.com/vi/Habss1Oe0P4/hq720.jpg?sqp=-oaymwEhCK4FEIIDSFryq4qpAxMIARUAAAAGAEIAADIQj0AgKJD&rs=AOOn4CLBFTp1hPOzYoaHJHMzXruY1nRXrlw>

CCGS Terry Fox was scheduled to be decommissioned in 2020. Delays in building a replacement, under the National Shipbuilding Strategy (NSS), means that the above mentioned life extension retrofit is now required. Part of that retrofit involves the replacement of the vessel's propulsion plant (now 41 years old).

By nature of the work, the propellers on an icebreaker often come into contact with ice. Depending on the amount and strength of the ice, large forces can be exerted on the propellers. These forces then, in turn, being transmitted to the gearboxes and engines. Potentially causing damage to those components. On traditional icebreakers, the propulsion plant is often diesel electric (including modern icebreakers). The electric motors, having no direct mechanical link, serve to absorb excess forces transmitted from the propellers to the propulsion plant.

The propulsion plant on the Terry Fox, like other aspects of the vessel, is a compromise between that of a pure icebreaker and an offshore supply vessel. The Terry Fox is direct drive, with a direct mechanical link between the controllable pitch propellers and the engines. One advantage being that a higher bollard pull (better for towing and anchor handling) is achieved with direct drive. There are no electric motors to absorb excess loads. Forces exerted on the propellers can be transmitted directly to the power plant, via the shafts. Each pair of 5,800 hp main engines is connected to a gearbox via flexible couplings, designed to automatically disengage if torque loads on the shafts get too high. Each propeller shaft is also fitted with a heavy flywheel 3 m in diameter and 0.6 m in thickness, to increase rotational inertia and absorb shock loads from propeller-ice interaction. The CPP components, in the propeller hubs, are of heavier design to absorb ice interaction loads. The resulting shafts are so heavy that 2 engines 11,600 hp is required to get them spinning. After starting, 1 engine can be shut down, as required. Along with these design characteristics, vessel operators monitor torque loads on the shafts. Reducing pitch, when required, to prevent overloading. The original propulsion plant has remained in



CCGS Terry Fox sister ship Kalvik. In drydock in Tuktoyatuk, 1985.

operation for 41 years. A testament to the original design. With credit to those who have operated and maintained the vessel over those years.

Back to the previously mentioned life extension refit. The contract was awarded to Heddle Marine Services, who has planned to complete the project at its dry dock in St. Catharines, Ontario. Competing bidder (Quebec shipyard Chantier Davie and its partner, the Canadian arm of Finnish engine maker Wärtsilä) believed they had submitted the lowest bid. They also felt that Heddle had failed to meet the mandatory requirements set out in the tender documents and should be disqualified. Namely, that

Heddle did not demonstrate that its engines and gearboxes were of “proven performance in comparable vessels” with comparable power capability, as it was required to do. Davie went to the Canadian International Trade Tribunal (CITT). The CITT ruling, in favour of Davie, is found at: <https://decisions.citt-tcce.gc.ca/citt-tcce/p/en/item/521160/index.do> .

Despite that ruling, the following from an article found at: [John Iverson: A costly icebreaker bungle sinks Ottawa's procurement department further into disgrace \(msn.com\)](https://www.msn.com/en-ca/news/energy/John-Iverson-A-costly-icebreaker-bungle-sinks-Ottawa's-procurement-department-further-into-disgrace)

Its case (*Davie*) rested on an affidavit from Ian Brouwer, Wärtsilä's general manager of project sales.

Eric Wildhaber, the CITT's presiding member, said in his judgement that he acknowledged Brouwer works for Wärtsilä “but there is nothing in the record to cause the Tribunal to doubt his testimony.”

Wildhaber noted that Brouwer provided PSPC (*Public Services and Procurement Canada*) with the information that showed Heddle was non-compliant but the department “seemingly chose to ignore” or “did not properly understand” him.

He said PSPC was “sparse in its argument” and chose not to counter the facts set out in the affidavit.

As such, Wildhaber said it is “appropriate, in fact necessary” that the tribunal intervene and “substitute its judgment for that of an improper evaluation conducted by a government institution.”

He said PSPC engaged in a sole-sourced process “under the guise of a competitive procurement.”

The tribunal has the power to order bids to be re-evaluated, to award the contract to the complainant or to assign compensation.

Wildhaber said that there were serious deficiencies and “a high degree of prejudice to the complainant” that warranted cancelling the contract and putting it out for re-tender. “That would have been the fairest outcome,” he wrote.

However, PSPC lifted a “stop work” order in March that meant Heddle started executing the contract. “The state of advancement is now such that it would be irresponsible for the tribunal to recommend the cancellation and re-tender remedy at this stage ... It would inflict unacceptable cost to the taxpayer and create a situation that might jeopardize an important mission of the Canadian Coast Guard, and endanger Canadian lives,” he wrote.

That has forced the tribunal’s hand to rule the complainants are due monetary compensation for lost opportunity to profit. Previous cases have seen valid complaints awarded around 10 per cent of the contract value, which in this case would amount to \$13 million. Heddle did not wish to comment on the CITT decision.

PSPC said that the re-fitted Terry Fox will be powerful enough to break ice. “The proposed engine will meet the Canadian Coast Guard’s operational requirements,” it said in a statement to the Post. “The contract award remains with Heddle Shipyards and work continues in support of the Canadian Coast Guard’s mandate.”

End of direct quote.

Logically, the requirement that the engines and gearboxes were of “proven performance in comparable vessels” with comparable power capability, would have been input to assure that the CCGS Terry Fox would have the same propulsion capabilities after the refit, as it does before. The specific reasoning behind the requirement is unknown. Perhaps a reference to the specific propulsion plant characteristics, as described above.

In any event, the refit is going ahead with the original supplier. Hopefully vessel performance, after the refit, will be at least equal to what it was before.

CCGS has 2, what are designated, heavy icebreakers (CCGS Terry Fox is and CCGS Louis S. St-Laurent). The St. Laurent, commissioned in 1969, will likely be the first to be replaced. Two heavy icebreakers are currently planned as part of the NSS. As construction of neither has started, a replacement for the Terry Fox is some time away. If the Fox were to come out of refit, with reduced capabilities, the ability of CCG to provide heavy icebreaking services might be reduced for some time.

The refit is already \$13,000,000 over budget. Compensation available to Davie due to the CITT ruling in their favour but the contract remaining with Heddle.

On a final note, the sister ship Kalvik was sold to private industry. Eventually finding its way into Russian service as the Vladimir Ignatyuk. Information found indicates that it has worked very little, if at all, since 2019/2020. Unlike most of the other icebreaking supply vessels built for exploration activities in the Beaufort Sea, there is no record of it yet being scrapped. Scrapping being much more likely than a \$135 million refit.