



The Deck Log

Newsletter

Master Mariners of Canada (MMC)

NL Division

October – December 2024

Any opinions, expressed in this newsletter, are those of the author and do not necessarily represent the views of the Master Mariners of Canada (MMC), NL Division. Editor: Glenn Fiander

Oct. 10th, 2024 Monthly Meeting

The monthly meeting, for September, took place at the Crow's Nest (9 present) and also conducted by MS Teams (2 present).

Divisional Master, Captain Jim Parsons, opened the meeting and welcomed all members present at the Crow's Nest and via MS Teams.

The agenda was adopted, as presented, and the minutes from the previous meeting were adopted without any changes.

Business arising from the Minutes

Nautical Science student, Megan Fiander delivered a presentation "Nautical Science student presentation entitled "Sailing Through Storms: Unveiling the Mental Health Challenges of Seafarers "at the September meeting. Enclosed is a picture of Megan presenting at the International Association of Maritime Universities (IAMU) conference. By all accounts the presentation was very well received with a lot of good feedback from judges.



Megan Fiander Presenting at the IAMU Conference

Officer Reports

- Divisional Master, Captain Jim Parsons reported:

Imagine Marine conference. Overall success. MMC had a 20% stake and expect to make a profit but as of now we do not know how much. It was a sold out conference with 160 delegates and all booths sold out. Captain March will provide a further update next meeting.

Captain Parsons represented MMC NL Div. at the AGM that was held directly after the Imagine Marine Conference. Some of the highlights from NL division were:

- No hike in annual dues.

- NL is by far the most active division in the country.
- Vancouver Island, Laurentian and NL Divisions formed a committee with oversight from the secretariat of the foundation (Captain Marshall Dunbar). The function is to carry out some of the components of the strategic plan.
- Treasurer, Captain Sean Quinlan reported:

The current balance in our account is \$18,952.

- Withdrawals: unknown amount for various such as Christmas gathering, Remembrance day wreath, administrative (such as annual mailbox dues not paid up for this year). Usually wait to pay this in December.
- Deposits: reimbursement for NSC tuition from NSC and national \$3000.00.
- Membership, Captain Richard Edwards reported:

Current membership:

Full	33
Associate	4
Cadet	15
Corporate	10
Honorary	3
Senior	3
Lifetime	1
	69

MMC to send numbers to Captain Phil Lind, so he can update the Central Registry.

Captain Richard Edwards stated that he will be sending out emails, to try to recruit more members over the next while. He requested any members that had contacts to send to him.

Treasurer and Membership to compare lists and make a consolidated list and share with the committee to assist with recruitment.

Discussion was held on how to get more NSC company sponsors to sign on as corporate members. Suggestion was to have information available on the tables during the Gala.



Oct. 10th Monthly Meeting

- Special Events:

Captain Kris Drodge was not present but was working on a fundraiser for the Seafarer Wellness Center and planning of the MMC Christmas party.

- Secretary, Captain Ray Dalton reported:

Captain Dalton questioned having gifts available to give to guest speakers at our monthly meeting. In the past we have given a small gift, but these have all been used up. Discussion held around what gifts would be appropriate and if we could coordinate with the NSC in purchasing gifts.

National Update: Captain Eben March, National Master reported:

The AGM was held in Ottawa on October 3-4, 2024. Next year will be a virtual meeting. Due to cost, it will be in person every second year. If in the future all persons are in one location, like this year, they may do a hybrid meeting.

National membership is up 20%, from last year, and a lot of this is due to corporate membership. There were positive vibes from Vancouver Island, with new blood in their division, and a lot of excitement regarding the formation of Laurentian Division.

Captain Alec Matthews (NL Div.) has been tasked to modernize the MMC website. The plan is to redo behind the scenes of the website and will include a national registry with each division having their own section. When a division approves a new member, National will be able to see those approved and paid. This will then give Captain Phil Lind, National membership, live updates for issuing certificates.

An update on corporate membership is that all members included in the corporate membership will get a certificate. The sponsoring corporation will also get certificate that they can post in their office.

National had developed two pop-up banners (French and English) and were on display at the Imagine Conference. These banners have a QR code that when scanned will bring you to the MMC website. At the Imagine Conference the QR code was scanned 50 times.

Discussion held around the purchase of these banners, for our division, so that we could use in promoting MMC in events such as the Nautical Skills Competition.

National has planned a meeting with Transport Canada regarding Autonomous Shipping and will offer TC help in other ways in an advisory role.

There is still a need for a Treasurer for the MMC Foundation. The National views and position committee has requested each Divisional Master to try to get a representative from each division and then all divisions will feed into national committee.



Oct. 10th Monthly Meeting

2024 CMMC Foundation Scholarship Application Information:

Due to our CMMC Foundation Scholarship Information not being shared with all eligible Navigation Cadets, we are re-sending the same information to all TC approved marine schools with navigation cadet programs for their distribution as they see fit. The new and revised deadline for receipt of application submissions is October 25, 2024.

Discussion held on how to get more Nautical Science students participating in this scholarship.

Standing Agenda Items

- Nautical Skills Competition (NSC)
- The NSC Will Be Announced and open for registration on Thursday, November 21st, at noon. Applications will be available on the Nautical Skills website.
- NSC Registration Closes – Monday, **January 13th, 1200 HRS , NO EXTENSION UNDER NO CIRCUMSTANCES.**
- Team & Exercise Kick Off – January 23rd week?
- Familiarization Session – Thursday, February 6th @5:30pm
- **“COMPETITION DAY” NSC 2025 - February 21st and 22nd with March 7th and 8th as back up.**
 - The MED competition will be on the evening of the 21st, with an additional familiarization session afterward, followed by a full day of competition on the 22nd.

- Seafarer's Wellness Center
A lot of initial excitement in this initiative and this has been weaned down to core group. They have received a donation of 30,000 pounds over three years from the international division of seafarers. These funds are to be leveraged for additional funding. A short list of federal and provincial agencies have been identified to approach to get matching funds and then possibly look for corporate sponsors.

The committee has looked at two locations that would be the initial office. The first location was offered by the Longshoreman Protection union, located in the west end of Water Street.

The second location the committee has looked at is the George Street United Church, who are eager to have organization use their space. They have always held services for seafarers. They are developing rates that they would charge. This space is well located and offers the best potential.

They are also in the process of securing a lawyer to set up the center up as a not for profit and all the tax papers required. There is a meeting scheduled to determine who will work with the lawyer.

- Nautical Science Society
Captain Parsons received an update from the president of the society and was advised that they are still finalizing some administrative issues with student council and have a couple of things to get done in the near future and they will collaborate with the MMC. Two members of the society were present at the meeting.

November 8th, 2024

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 Kent Waddleton laid a wreath on behalf of the NL MMC division.



Remembrance Day Ceremony at Allied Merchant Navy Memorial, Nov. 8th



MMC Members Attending the 2023 Remembrance Day Ceremony

November 14th, 2024

The monthly meeting, for November, took place at the Crow's Nest (8 present) and also conducted by MS Teams (6 present).

Divisional Master, Captain Jim Parsons, opened the meeting and welcomed all members present at the Crow's Nest and via MS Teams.

The agenda was adopted, as presented.

The minutes from the previous meeting were adopted without any changes.

Presentation by Mariya Ivanytska titled "Solving the Canadian Maritime Labor Shortage"

Mariya Ivanytska, founder and owner of Over-Horizon Inc., immigrated to Canada from Kyiv, Ukraine, at 18. Her experience in navigating Canada's job market and professional certification inspired her to help other newcomers find work aligned with their qualifications. Mariya advocates for hiring immigrants into positions matching their home education, which helps expedite the growth of Canada's GDP and accelerates people's path to permanent residency and life that they deserve.

The main topics of the presentation were:

1. **Transportation Sector in Canada** – Examination of the sector's role in the economy, current challenges in the marine industry, and expected labor shortages.

2. **Maritime Workforce** – Analysis of demographic shifts and trends affecting mariners, alongside anticipated labor challenges.
3. **Regulatory Framework** – Overview of Transport Canada’s reciprocal agreements and the Canadian endorsement process for maritime professionals.
4. **Over Horizon Services** – Summary of solutions and services offered by Over Horizon Inc in the maritime industry.

The presentation was well received with several questions and good discussion.



Nov. 14th Monthly Meeting

Officer Reports

Divisional Master, Captain Jim Parsons reported:

Captain Jim Parsons stated that he spent a week in Poland and a week in Brussels with NATO. Any country that has a border with Russia are experiencing GPS jamming on a daily basis and a lot of ships have gone back to basic navigational positioning. They need to be aware that at any time they may lose satellite communication.

Treasurer, Captain Sean Quinlan reported:

Captain Quinlan reported that we now have 71 members in the NL division and there is roughly \$19,747 in the bank.

There are a number of longtime members that have not renewed for 2024, and Captain Quinlan is going to contact them directly to prompt them to pay their dues.



Nov. 14th Monthly Meeting

Membership, Captain Richard Edwards was not present but an update on membership is as follows:

Current membership:

Full – 33
Associate – 4
Cadet – 17
Corporate – 10
Honorary – 3
Senior - 3
Lifetime - 1

Special Events: Captain Kris Drodge was not in attendance

There was discussion around the Christmas Party, and it was agreed by the members present, not to plan an event for December but wait until late January or early February to determine if there was interest then.

Secretary, Captain Ray Dalton reported:

Captain Ray Dalton stated that the Crow's Nest has informed us that the normal time for our monthly meetings was no longer available, and they offered either the third or fourth Thursday of the month. The decision was made to conduct our meetings on the fourth Thursday of each month.

2025 meeting schedule:

January – 23rd

February – 27th

March – 27th

April - 24th

May – 22nd

We will need to procure a Bluetooth speaker and possibly a projector as it is hard to hear when people online are speaking.



Nov. 14th Monthly Meeting

National Update: Captain Eben March, National Master was at CMAC and there was no report.

Standing Agenda Items

- Nautical Skills Competition (NSC)
- The NSC Will Be Announced and open for registration on Thursday, November 21st, at noon. Applications will be available on the Nautical Skills website.
- NSC Registration Closes – Monday, December 09th, 2300 HRS , NO EXTENSION UNDER ANY CIRCUMSTANCES.
- Team & Exercise Kick Off – January 09th
- Familiarization Session – Thursday, January 23rd @5:30pm
- **“COMPETITION DAY” NSC 2025 - February 07th and 08th with February 14th and 15th as back up.**
 - The MED competition will be on the evening of the 07th, with an additional familiarization session afterward, followed by a full day of competition on the 08th.

The Marine Engineering students will be joining the skills competition, and they will be part of each team. Some of the exercises they will be part of the team and some exercises there will be a separate engineering component. There will be four engineering judges. A number of the details are still being worked.

Jennifer Howell is trying to get some high school students that are interested in attending MI in the Marine Engineering program as is done with the Nautical Science program.

Elizabeth Clouter advised that the Bridge Watch students was interested as well. As of now there is no plan for them to participate but if numbers are down they may reach out to them as well.

- Seafarer's Wellness Center

International Mission of Seafarers has donated £15,000 and this will be used as seed money to leverage funding from both federal and provincial agencies.

The committee has decided on an initial location on Water Street that will be used as an office that will be co-joined with the Longshoreman's Protective Union (LSPU). This will be used in the interim until a permanent location can be found.

The committee is in the process of developing a job posting for a Station Manager and finalizing the legal documents so that they can be registered as a charity. They will be meeting again on December 11th

- Nautical Science Society

Nautical Science Society VP Nathan Childs gave an update, and they were planning for a social/fundraiser the day after the meeting.

They are in the process of finalizing a logo and from that they will develop some merchandise such as jackets etc. and working on getting a lottery license.

Captain Roy Marsh advised that his son had become a Chief Engineer.

November 21st, 2024

A meeting was held at the conference centre, at the Marine Institute, to formally announce the 2025 Nautical Skills Competition. The competition is scheduled for February 7th & 8th, 2025. With an alternate dates of February 14th & 15th, 2025. This will be the 13th year for our competition. More details to follow, in a separate newsletter dedicated to the competition.



MASTER MARINERS OF CANADA

Nautical Skills 2025 COMPETITION

PUT YOUR NAUTICAL SKILLS TO THE TEST!
2025 NAUTICAL SKILLS COMPETITION
ANNOUNCEMENT

JOIN US IN THE MI CONFERENCE CENTRE ON
THURSDAY, NOVEMBER 21ST @ 12:00 PM

IF YOU HAVE ANY QUESTIONS ABOUT
THE COMPETITION, PLEASE EMAIL:
NSC@MASTERMARINERS.CA
WE HOPE TO SEE YOU THERE!

Nautical Skills Competition 2024, Group Photo



Nautical Trivia

What the worlds most expensive research/oceanographic/science/scientific research vessel?

No matter the designator, the answer from Google is the same, *REV Ocean*. Coming in at an estimated \$500 million to \$715.8 million CAD.

REV Ocean is a privately funded research and expedition vessel. Some sources describe the vessel as a yacht, but unlike a yacht, her main purpose is not recreation or sports. The vessel was originally intended to be a 140m superyacht, with some research facilities. Owned by Norwegian billionaire businessman Kjell Inge Røkke's. During the design process it grew in size and was turned into a research and expedition vessel with a yacht-like exterior and high standards of comfort and design, including a luxury accommodation. Purpose-built for scientific charter and environmental research missions.

The hull was built and equipped with the diesel-electric propulsion system in Romania, and initially launched in August 2019. Then towed to Norway to be fitted out with more technology. A midsection was added for a final length of 195 m. Construction is scheduled to be completed by March 2025. The vessel will then go to the Netherlands for final exterior and interior outfitting.

Some other items of note:

The hybrid propulsion allows for a full-electric mode at eleven knots.

ROV rated for 6,000m.

Autonomous underwater vehicle (AUV).

Triton 7500 submersible, capable of bringing 3 passengers to depths of more than 2200m.

Sonar for mapping the seabed down to 7985m.

Coring equipment rated for 6,000m.

Two swimming pools and a spa.

7.7m x 5m moonpool.

Two helidecks.

PC6 ice class.

More at: <https://www.revocean.org/vessel/>



REV Ocean Source: https://www.revocean.org/wp-content/uploads/2020/06/1621-updates_18-76e_denoised.jpg

This article was originally meant to be an update on the progress of the new science vessel being built to replace the CCGS Hudson. Covered in The January – March 2022 & April – September 2023 editions, of the Deck Log. Found at: <https://www.mastermariners.ca/wp-content/uploads/2022/07/2022-1-The-Deck-Log-Jan.-Mar..pdf> & https://www.mastermariners.ca/wp-content/uploads/2023/11/2023-2_3-The-Deck-Log-Apr-Sept.pdf respectively.

In the context of an update, the CCGS Hudson replacement, CCGS Naalak Nappaaluk, Offshore Oceanographic Science Vessel (OOSV) is in the water & due for delivery 2025 to 2026. The price, stated in the chart below, has not changed since my last article on this vessel. Excepting that sales tax has been added.



CCGS Naalak Nappaaluk Source: <https://www.international-marine.com/content/dam/akzonobel-coatings/international-marine/gl/news/seaspan/header-image-seaspan.jpg>

	CCGS Naalak Nappaaluk (Offshore Oceanographic Science Vessel)	REV Ocean (Research & Expedition Vessel)
Length	87.9m	194.9m
Beam	16m	22m
Displacement	5058t	17,440t
Accommodation	60	90
Speed	Cruise 12 knots, Maximum 13.4 knots	Cruise 11 knots, Maximum 17.8 knots
Range	12,719 nm	21,120 nm
Ice Class	PC6	PC6
Built in	Canada	Romania/Norway/Netherlands
Cost	\$1,470,000,000 CAD	\$500,948,224 to \$715,640,320 CAD
Build Time/ Delivery	Started March 2021/ Estimated 2025 or 2026	Started February 2017/ Estimated 2026

While a Google search didn’t list CCGS Naalak Nappaaluk, as the most expensive, the price of the new CCG vessel did get mention. Perhaps when finally complete, the search results will change. Not that the most expensive list is one that anyone wants to be at the top off.



CCGS Naaluk Nappaaluk Source:

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



REV Ocean Source:

<https://www.revocean.org/wp-content/uploads/2020/06/1621-20190321-HIRES->

We have two vessels here that have basically the same major function (research). One costs roughly 50% more than the other. The more expensive vessel, excepting ice class, seems to be inferior in all other metrics (listed in the text & chart above).

Using the highest cost estimate, for *REV Ocean*, two vessels could be purchased for the price of one. Even if the maximum cost estimates for *REV Ocean* were off by as much as 100% (i.e. both vessels costing about the same) *REV Ocean* still wins in terms of capability, How much the luxury yacht portion affects the overall price, unknown. Certainly not insignificant.

Which will have the longer life span. Likely the CCG vessel, due the governments acceptance of doing multiple (expensive) refits to extend vessel lives past what would be accepted as practical in private industry. That rather than investing in new tonnage.

While there are some economic benefits to building ships in Canada, that comes at a cost, usually a much higher cost. That high cost also means that, for given amount of money, we are able to build fewer ships or ships with less capability. The high cost of building Canadian means that we may have to do with less than we need.

One example: As per above, we are building one science vessel for an amount that could possibly get us two. Should that one science vessel break down, or have to go for extended refit, science work stops. Unless, as we have been doing since the Hudson was retired in 2022, we charter (at very high cost) a replacement vessel or vessels.

To summarize, for the cost of building our one research vessel, we could have two vessels with greater capability. As a bonus, they could have the amenities of luxury yachts. Great for crew recruiting/retention.

In the News

Bad Luck

In October, the heavy lift vessel *Yuzhou Qi Hang* was delivering a new container crane to the port of Taiwan's Keelung port, when it hit and destroyed an existing crane.

As the pulled into its berth, the top of the new gantry crane contacted and pressed up against the existing crane on the wharf. As the ship moved further towards the pier, the new crane pushed the old crane backwards until it was resting on one set of rail wheels, then toppled it over.



Crane Topping Over Source: <https://www.maritime-executive.com/media/images/article/Photos/Ports/STS-crane-topples-Keelung-port-2024.2f1577.jpg>

Luckily, no one was injured by the falling crane, and physical damage to other port infrastructure was limited. An estimated four empty containers and one full container were hit, and operations were temporarily suspended in the terminal area.

The estimated cost of replacement for the lost crane is over \$40 million. The port operator and the vessel operator are in talks with their insurers about responsibility for the damage.

Container crane allisions are a rare but recurring event for terminal operators.

Link to a video of the incident: <https://twitter.com/i/status/1845780732632875082>

Two weeks later, the same vessel ran aground, along the coast of Taiwan.

The *Yu Zhou Qi Hang* had departed from Taiwan's Keelung Port, bound for Zhangzhou in southeastern China's Fujian Province. Only a few hours into its voyage, the vessel was found struggling amid strong winds and waves. The vessel left port ahead of an approaching typhoon. It had gotten only 2.4 miles away from port when the wind and wave conditions stopped its progress.

The heavy-lift ship, which was transporting three massive gantry cranes, began drifting perilously close to shore. Tugboats were dispatched to assist, but the severe weather forced them to retreat. By evening, worsening conditions led the captain of *Yu Zhou Qi Hang* to abandon the ship. The ship had drifted to a position approximately 0.6 miles from shore and dropped both of its anchors in an attempt to stop or slow its movement. All 17 crew members were successfully rescued by a Taiwan Coast Guard patrol boat and brought ashore in Keelung Port.



Yu Zhou Qi Hang Aground Source: <https://en-static.rti.org.tw/assets/thumbnails/2024/11/02/20241102000078M.jpg>

The vessel subsequently ran aground, on a rocky shore. There was little to no pollution, as all oil onboard was subsequently removed. The vessel is now to be removed and scrapped.

There is some speculation that rules required the vessel to leave the port, due to the coming typhoon. Also speculated that with a cargo 70m above the waterline, the high center of gravity meant that the vessel/cargo/port facilities could be endangered if the vessel stayed during the typhoon. Subsequently, either the rules required the vessel to leave or the Master decided that staying wasn't a safe option and was seeking an area with better shelter. There are also reports of engine failure. An investigation report will hopefully provide the final answers, as to what happened.

See additional photos, on next page.



Yu Zhou Qi Hang Close to Shore Source: https://kp-strapi-media-maritime-news-prod-main.s3.eu-west-1.amazonaws.com/YU_ZHOU_QI_HANG_44ed100333.png



Yu Zhou Qi Hang Aground Source: <https://www.taipeitimes.com/images/2024/11/10/P03-241110-002.jpg>

Have you written any articles or papers that you feel might be of interest to those who read the Deck Log? Do you know the authors of any articles or papers that might be of interest to those who read the Deck Log? Space is being made available here, and in future newsletters, for those who may wish to have those articles or papers published/republished.

Please forward any submissions to glenn.fiander@mi.mun.ca, for consideration. If you are not the author, please have the author provide consent to publish. Any submissions will be published, as received, without any editing. The editor reserves the right to not publish any submissions that may be deemed inappropriate. Such decisions would be made in consultation with the members of MMC NL Division.