



The Deck Log

Newsletter

Master Mariners of Canada (MMC)

NL Division

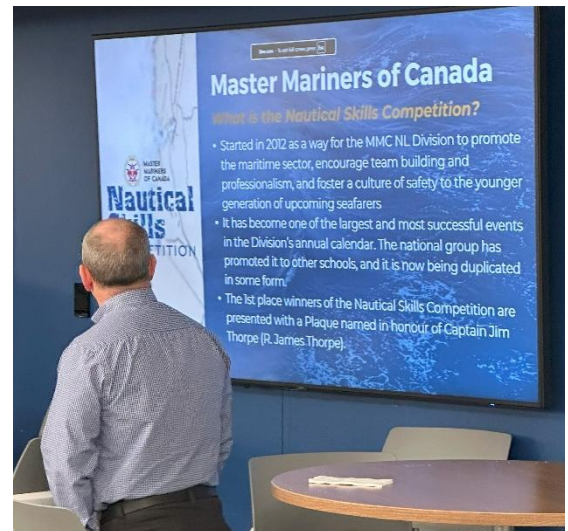
January – March 2025

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

January 9th, 2025

An exercise familiarization session, for the Nautical Skills Competition, was held at the Marine Institute cafeteria (food being provided). 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



January 23rd, 2025

The monthly meeting, for January, took place at the Crow's Nest (7 present) and also conducted by MS Teams (4 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.

Officer Reports

Divisional Master, Captain Jim Parsons reported:

Captain Jim Parsons stated that the Nautical Skills Competition will be occurring February 7th & 8th.

Captain Tony Patterson (MMC NL Div.) has received approval from national to go the IMO and discuss the use of simulation. He will be part of the Canadian delegation, along with Captain Fabian Lambert.

Treasurer, Captain Sean Quinlan reported:

Captain Quinlan stated that the books were up to date and had received payment from a few members that were in arrears. All fees will remain as per 2024.

All payments from the division are made by cheque and requires two signatures. Currently three members have signing authority and Captain Quinlan stated it would be a good idea to have a couple of additional members to have signing authority.

Membership, Captain Richard Edwards reported:

Captain Richard Edwards stated there has not been much happening on new members in a past couple of months. A discussion was held to determine if we could optimize the Nautical Skills Competition to introduce our new corporate membership procedure. It was noted that there are several companies, that sponsor the Nautical Skills Competition, that may not be aware of corporate membership.

Captain Edwards stated that the cadet membership was low, and one suggestion was to consider adding a non-voting position for a cadet member that could be a liaison between MMC and Nautical Science Students and possibly the president of the NS society could be on the executive.

National Update, Captain Eben March, National Master reported:

Captain Eben March stated that the MMC Great Lakes division has requested the National “Views and Position” to take on this initiative to determine if the Federal Fleet could create a cadet program with the assistance of the MMC for a training program.

Standing Agenda Items - Nautical Skills Competition (NSC)

- Captain Andrew McNeill, Treasurer NSC Committee presented the NSC Financial Statement for 2024 and it was entered into the minutes. The bank account balance as of December 31, 2024, is \$ 36,601.73
- The NSC is requesting a \$1000.00 bursary for the high school students attending the Nautical Skills competition from the NL Division.
- The NSC committee asked if the NL division can request from the Master Mariners of Canada Foundation two \$1000.00 bursaries.

- 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.
- Jennifer Howell is arranging high school students' participation that are interested in attending MI in the Marine Engineering and the Nautical Science program. The aim is to get eight high school students from each program for a total of 16 applicants for the event.

Seafarer's Wellness Center

- The Seafarer's Wellness Center has received seed funding from the International Mission to Seafarers to hire a temporary station manager. Ms Morgane Sheppard, who has been part of this initiative since the start has agreed to take on the role.
- The committee are preparing the final documentation for incorporation of the wellness center, for legal review. We met with outgoing MP Seamus O'Regan to go through the list of possible funding agencies and are working with his office to get in contact with these resources. Additionally we have meetings planned for MP Joanne Thompson and the MHA's closest to areas of maritime traffic.
- We are meeting with the Port of Argentia next week, to gauge their support for the initiative and the possible site for a district location.
- A committee meeting is scheduled for next week to go through short term goals.

Nautical Science Society

There were no members of the Nautical Science Society present at the meeting. Captain Parsons advised that the society was in operation but all members were attending the NSC briefing session at MI.

MMC branded merchandise

Captain Marshall Dunbar, Deputy National Master, is trying to organize some MMC branded merchandise. He is going to check with a company on costs for long sleeve shirts, golf shirts, ball caps and toques. The company stated that they could possibly use their website to display CMMC branded merchandise, for a period of time, and then a division / member could order direct. This would avoid National from buying / storing / shipping and the Division / members get what they want right away. Hoping to get metal lapel pins for each division.

We will provide an update at the next meeting.

MMC website updates

Captain Alec Matthews has been updating the MMC website. He requires the following information from each division:

- 1) Name and public email address for the Divisional Master, Membership and Treasurer
- 2) The mailing address for your division
- 3) A list of payment options accepted for dues (cash, cheque to division address, e-transfer, etc)

Elizabeth Clouter has volunteered to do copy writing- someone to write a dozen short email templates, for "thanks for applying", "here's your bill for dues", "Your application has been accepted" etc. emails that will come from the website.

New Business

The “Effie M. Morrissey”, operated by the Massachusetts Maritime Academy, will be in St. John’s this summer and we will be providing an update at our upcoming meetings.

See note from Elizabeth Clouter, CMSK 1205 Instructor and Honorary MMC Member

“Term 2 Nautical Science students are about to begin working on technical reports for their communications course. This is a significant assignment which requires that they conduct research on a marine-related topic and subsequently produce both a report and a presentation on their findings. While the majority of their research will come from secondary sources obtained from the MUN library database, they are also required to use a minimum of one *primary* source. The knowledge and experience amongst our MMC-NL Division members would be a wonderful primary source database.

To that end, I am seeking willing members to be primary source contact points for students for their report research. This would involve being willing to speak with them (and/or email) to share insights, help direct them to other sources if needed, etc. Note that this is usually a brief conversation/interaction and not time-intensive.

Once their topics are finalized, I will send out a topic list to the Division. If a topic fits your area(s) of expertise, and you’re willing to be a contact point, then you can email me directly, and I will coordinate an e-introduction with the student/group.

Not only is this a great exercise for the students, with some of their strongest reports having been presented at past Divisional meetings as well as at the International Association of Maritime Universities Student Conference, it is also a way for them to get to know and share in the Master Mariner community.”

January 23rd, 2025

On the same evening, as the January monthly meeting was being held, there was a 2 hour simulator familiarization session held at the Marine Institute. The session was held to help prepare the teams for the 2025 NSC competition.

February 7th – 8th, 2025

13th annual Nautical Skills Competition took place on Friday evening February 7th & Saturday 8th. Once again, the event was hosted by the Master Mariners of Canada (MMC) NL Division, in collaboration with the Fisheries and Marine Institute (MI). Members of the Canadian Institute of Marine Engineering (CIMarE) also assisted, as engineering exercises were added this year. 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 separate competition newsletter, with more details, is located on the MMC website.

Newsletter: <https://www.mastermariners.ca/wp-content/uploads/2024/03/2024-NSC-Newsletter.pdf>





**2025 Nautical Skills Competition Group Photo
Including Students, Judges and Volunteers.**

February 15th, 2025

Remembering the Ocean Ranger Tragedy

On this date, it was time to stop and reflect on the Ocean Ranger Disaster. It has been 43 years since that tragedy occurred, in the early days of our offshore oil industry. Only by reflecting on the tragedies of the past can we seek to improve safety in the future. Let us never forget the 84 lives lost and the lessons learned from this tragic disaster.



The 84 names, of the men who lost their lives on the Ocean Ranger, can be found on the Ocean Ranger Memorial. Located on the grounds of the Confederation Building in St. John's, NL. Source:

https://www.waymarking.com/waymarks/wm6K8K_Ocean_Ranger_Memorial_St_Johns_Newfoundland

For those who may not be aware of the details of this incident, here is a summary:

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.



Ocean Ranger Source: <https://www.heritage.nf.ca/articles/politics/ocean-ranger-disaster-response.php>

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>.

AGM, February 27th, 2025

The AGM, for 2025, took place at the Crow's Nest (1 present) and was also conducted by Zoom (2 present).

Divisional Master Captain Jim Parsons welcomed all members, and called the meeting to order at 19:04

Captain Parsons said the minutes of 2024 AGM were distributed by email, by the Secretary, and no concerns were raised. Minutes were accepted.

Captain Parsons said the agenda for the 2025 AGM were distributed by email by the Secretary and no concerns were raised. Agenda was accepted.

Captain Parsons dissolved the 2024-2025 council. There were no nominations presented for the executive and all serving members have agreed to stay on the council for 2025-2026.

The following are the Councillors for 2025 – 2026:

Divisional Master: **Captain Jim Parsons**

Deputy Div. Master: **Captain Jamie White**

Treasurer: **Captain Sean Quinlan**

Assistant Div. Master – Membership: **Captain Richard Edwards**

Assistant Div. Master – Special Events: **Captain Kris Drodge**

Secretary: **Captain Ray Dalton**



Feb. 27th, Monthly Meeting, AGM

Business arising from AGM 2024.

1. Credit Card: The MMC NL division has a credit card that can only be used for accepting payment for dues and cannot be used for purchases. Captain Sean Quinlan, Treasurer stated that we are paying \$745.00 in bank service fees. Captain Quinlan is working with the banks to lower the fees and a discussion was held regarding if there was enough advantages to warrant having a credit card.
2. Membership into MMC for seafarers outside of Canada. The by-laws prevent any members that are not Canadian citizens from being a member.

Officer Reports

Divisional Master, Captain Jim Parsons reported:

Captain Jim Parsons gave an update on what transpired over the last year:

- Participated in the Imagine Marine Conference
- Merchant Navy Memorial Ceremony at Marine Institute
- Participated in the Remembrance Day Ceremony at the Marine Institute

At national a business plan meeting was held with Captain Parsons and Captain John Greenwood being tasked to lead a review of the mentorship program and report back to national for the April board meeting. The mentorship program while assisting cadets will also raise awareness for the MMC and hopefully increase membership. The idea is to have a place on the website where any members wanted to participate in the mentorship program could have their bio available that someone looking for help could search the site and get connected to the proper MMC member. By typing in a few key words, for example “Tug and Barge”, the cadet could connect to a member in any region. If anyone is interested in becoming a member please contact the Secretary.

The MMC has held a membership in the Canadian Maritime Law Association (CMLA) for a number of years, but the member has since retired, and our membership has lapsed. National is seeking interested members who would like to volunteer for this position. The person does not need to be a lawyer, and the position would not be onerous in terms of commitment and there is a virtual option to attend the meetings. See link to CMLA: [The Canadian Maritime Law Association | CMLA](#)

Treasurer, Captain Sean Quinlan reported:

Captain Quinlan presented the financial ledger for 2024. Starting balance was \$20,487 and closing balance was \$19,412. The financial ledger was reviewed by Captain Glenn Fiander and Captain Chris Hearn

At present there are three MMC NL Div. members that have delegated authority for signature for the MMC NL Div. account and all transactions require two signatures. This can be inconvenient at times but it was agreed not to change the number but it may be better to change one member that is easier to access.

Motion was made to adopt the budget and financial statement as presented. Motion to adopt by Captain Ray Dalton and seconded by Captain David Brown. All in favor.

Membership, Captain Richard Edwards was not present for the meeting:

Membership update as of the date of the AGM:

Full	33
Associate	4
Cadet	17
Corporate	10
Honorary	3
Senior	3
Lifetime	1
Total	71



Feb. 27th, Monthly Meeting, AGM

Special Events: Captain Kris Drodge reported:

Captain Kris Drodge stated that we never got to have our Christmas get together, but he is hoping to get a member's event organized for the spring.

We are expecting a vessel visit to St. John's on labour day. The "Effie M. Morrissey" operated by the Massachusetts Maritime Academy will be coming from Montreal. Captain Drodge stated that there will be an opportunity for some of our Master Mariners to visit.

Captain Drodge asked how long the MMC NL Div. had been in operation. Captain Ahmed Zaki followed up the following day and shared that the Newfoundland Division was started June 21, 1977. This was later named the Newfoundland and Labrador division. **More history in the Nautical Trivia section, on page 16.**

Secretary, Captain Ray Dalton reported:

Captain Ray Dalton stated that the meeting schedule for the remainder of the spring.

National Update: Captain Eben March, National Master reported:

Captain Eben March stated that the Laurentian Division was formed at the last national AGM. The Divisional Master has since stepped down and they are trying to find a replacement.

The MMC website is still being revised to make it more modern and attractive to the younger seafarer. The French translation of the MMC website is almost complete. They are also exploring how to create a national registry in which all divisions will be able to access.

Last year the MMC was a partner in the Imagine Marine Conference and MMC invested \$20,000 and shared in some of the profits. This year we will not be a partner but will be a major sponsor and have a booth at the conference.

Standing Agenda Items:

- Nautical Skills Competition (NSC)

The NSC had another successful year, and the inclusion of Marine Engineering students added to this. Hopefully next year we can get additional Marine Engineering students involved. There was more publicity this year than any other years.

The co-chairs of the event will be sending out a survey to both the students and the exercise leads/judges to look for improvement opportunities. There will be wrap up meeting held in the near future to discuss this year's NSC and make plans for next year. There will be an update required to the NSC by-laws, and this will be reviewed for adoption at the wrap up meeting.



Feb. 27th, Monthly Meeting, AGM

- Seafarer's Wellness Center

Captain Chris Hearn stated that the Seafarer's Wellness Committee had a very successful meeting with the Port of Argentina. This could be the first location that is set up. They have a location in mind and the committee will be visiting it. The committee would like an introduction to the chamber of commerce that may assist in getting donations for the center.

They have received their first donation from an entity in Halifax. The money will be used to assist in setting up the website and start-up activities.

The committee is well along towards submitting articles of incorporation that will allow them to become a charitable organization.

Captain Hearn will provide an update at the next meeting.

- Nautical Science Society

There were no cadets present as they were on midterm break. On March 14th there will be a hockey game between the Nautical Science and Marine Engineering students.

The NSC has organized the Transportation Safety Board and industry representatives to a panel discussion at the Marine Institute.

New Business

- MMC Banner

It was agreed to purchase two pop-up banners to use at trade shows etc. The banners have already been designed by National so it only needs to be ordered. Captain Drodge has agreed to follow to get pricing and place an order.

- Adding cadet as an additional executive member (non-voting)

NL div. is going to add a cadet as an additional executive member (non-voting). Captain Parsons discussed this with the President of the Nautical Science Society, and they are aligned, and the President will become a member of the executive. This was discussed at National and there is nothing in the by-laws that govern how each division operates so we are good to proceed and most agreed it was a great idea to get the cadets more involved and possibly increase the membership. Other divisions are looking to do the same.

- MMC branded merchandise

Captain Marshall Dunbar is organizing and purchasing pins. He also has an organization he is working with the develop some merchandise and then divisions or individuals would be able to order directly.

- Skills Canada NL Annual Skilled Career Day 2025

The MMC will have a booth at the Skills Canada NL Annual Skilled Career Day 2025 on March 28, 2025, from 09:00 to 14:00 in the gymnasium at the College of the North Atlantic – Prince Philip Drive Campus. Any members that wish to volunteer are welcome.

Captain Parson has been in discussion with Rebecca Lawlor, Program Manager at Skills Canada Newfoundland & Labrador regarding taking the skills competition and making it a national event. The meeting is tentatively scheduled for early April.

March 23rd, 2025

The monthly meeting, for March, took place at the Crow's Nest (7 present) and also conducted by MS Teams (4 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.

The latest minutes stated that the company has a credit card. We need to clarify that the MMC NL does not have a credit card. Our account with the TD merchant solutions allows us to accept credit card payments.

Officer Reports

Divisional Master, Captain Jim Parsons reported:

Captain Jim Parsons stated that the MMC is unable to participate on the Skills Canada NL Annual Skilled Career Day 2025, due to lack of instructors and students available to attend the booth.

Mentorship is ongoing for first year students to help them in preparing their term 2 presentations. Thanks to all the members who stepped up to offer their assistance.

The MMC has held a membership in the Canadian Maritime Law Association (CMLA), for a number of years. The member has since retired and our membership has lapsed. Great Lakes division has a lawyer that will volunteer for this position.

Treasurer, Captain Sean Quinlan reported:

Captain Quinlan stated that he is working with the bank to reduce the cost of TD merchant solution pricing and is waiting to hear back as we are a not-for-profit and we may fall into a different pricing category.

Payment of dues for far for 2025 has been lower than normal and the Treasurer is reminding all members to pay their dues.

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

Credit Card: Contact Sean at the following address: mmcnltreasurer@gmail.com

Due Structure for the Year 2025

Class of Member	Member Pays
Full	\$200
Senior and Associate	\$120
Cadet	\$20
Corporate	<p>\$350 - which provides 2 associate members or full members if they are command qualified</p> <p>\$1200 - which provides 7 associate members or full members if they are command qualified</p> <p>\$2000 - which provides 12 associate members or full members if they are command qualified</p>



March. 27th, Monthly Meeting

Special Events: Captain Kris Drodge was not present at the meeting but provided the following update:

- 50th Anniversary MMC Event
- 50th Anniversary Event Crow's Nest has been booked and google drive has been established and communicated to membership for the collection of documents and photos

- 2025 - Ernestina Morrissey Visit
 - 2025 - Ernestina Morrissey Visit 10 students will be onboard the EM from Montreal to Brigus, via St. Anthony and Fogo. After Brigus, the last port of call will be the Launch. Brigus events will be managed by the Historic Sites folks and Brigus crowd.
- 2027 - Bluenose visit
 - 2027 - Bluenose visit - in beginning stages with BN captain (who's son is coming to MI next year). Will update further on
- Service Awards
 - Service Awards - would like to gauge the membership on value of 5/10/15/20 etc. membership acknowledgment. To be awarded during Christmas party.



March. 27th, Monthly Meeting

National Update: Captain Eben March, National Master reported:

Captain Eben March stated that the next national meeting is April 10, 2025 and he will provide an update at the next meeting.

MMC is part of the planning group with the Canadian Marine Careers Foundation for their Imagine Marine conference to be held in October. Captain Marshall Dunbar will be attending as part of the industry advisory committee.

The Great Lakes division would like to attend the ‘Battle of Atlantic’ service with the monument located in London, Ontario

Standing Agenda Items - Nautical Skills Competition (NSC)

A survey was sent out by the organization to the judges and students. Once the results have been received there will be a close-out meeting held.

The NSC has received an email from the Canadian Coast Guard Commandant in Ottawa looking for information on the competition. Eben will give an update at the next meeting if there are further developments.

Georgian College and Rimouski College will both conduct a small competition this year.

Expansion of the Nautical Skills Competition

A meeting is planned for early April with Skills Canada to determine if there are any synergies to make the Nautical Skills competition a national competition. We will provide an update at the next meeting.

- Nautical Science Society

Have recently purchased a Nautical Science hoody with their crest and it looked like it was good quality.

The NSS will be holding an end of term BBQ. Details to follow.

New Business

- Over Horizon Update

Mariya Ivanytska, Director, updated the group on the activities for “Over Horizon”. which is a company dedicated to assisting mariners in navigating Canada's maritime industry. Our mission focuses on helping international mariners to secure employment opportunities while guiding employers through the Canadian endorsement process. We offer services that include connecting mariners with potential employers and assisting companies in finding suitable candidates for their job openings.

Mariya's main message was that there is an abundance of seafarers originating from the Ukraine and there is a shortage of seafarers in Canada, and she is hoping to bridge the gap. The website has a place for Mariners to post their resumes and employers to post job listings.

Link to website: [Over Horizon Mariners](#)



March. 27th, Monthly Meeting

Nautical Trivia

At the February AGM, there was a question relating to the history of the Division. Here is a brief overview of history of CMMC, courtesy of Captain Zaki.

A short history of The Company of Master Mariners of Canada

In the United Kingdom the idea for a Guild or a Company for Shipmasters surfaced at an annual shipmasters' dinner held in Liverpool, England on March 2, 1921. Some years after, on June 25, 1926, The Company of Master Mariners was formed. In March 1928 His Royal Highness, The Prince of Wales, became the first Master and in June (1928) His Majesty King George V bestowed the title of "Honourable" upon the Company and it became The Honourable Company of Master Mariners. In 1930 His Majesty granted to it its Royal Charter.

In 1965 a dozen or so members of The Honourable Company of Master Mariners living in Vancouver, British Columbia undertook to start a branch in Canada.

Apparently at that time London advised this group to start their own company in Canada. Captain (Commander) G. O. Baugh, O.B.E., Exc., R.D., a member of The Honourable Company of Master Mariners, took that advice and started to work on it.

Initially the group was going to register as "**The Company of Master Mariners of British Columbia**". Ottawa had no objection to this, however Ottawa advised them to change the name to "**The Company of Master Mariners of Canada**".

Ottawa advised that they cannot use the words "**The Court of the Company**" but they could use "**Board of Directors**", and it was registered as a Corporation. At that time 8 applicants were named in the Letters Patent. They were: Gerald Ormsby Baugh, James Pettigrew Brown, Allan Norman Cabot, Eduardo Peter de Cunha, John Norman Hetherington, Wray Goodrick Howard, Glen McDonald and Norman Perrin Smith. The Charter by Letters Patent was dated May 11, 1967. It provided that the Head Office of the Company will be situated in The City of Vancouver, British Columbia. In 1969 the first Annual General meeting was held.

Capt. Baugh became the first President and his wife Jean Baugh the first Secretary. In September 1973 Capt. Cabot became the President. In July 1974 the Head Office was moved from Capt. Baugh's home to Vancouver Mission to seamen building.

About this time there was a group by the name of Canadian Institute of Master Mariners (CIMM) in Montreal. This group applied to Ottawa for Letters Patent. This was denied since the "**Master Mariner**" was designated for the Vancouver, BC group. Capt. Cabot initiated negotiations



Seated L-R: Norman Smith, Fred Eddy, Gerald Baugh, Alan Cabot and Peter de Cunha.

Standing L-R: George Docherty, Wray Howard, Jack Heatherington and Jim Brown

**This photo courtesy of Vancouver Division*

with CIMM and in February 1975 an agreement was reached whereby CIMM accepted the name “**The Company of Master Mariners of Canada**”. December 9, 1975 the following Divisions were formed: **Ottawa-Hull, Montreal and Great Lakes**. At this time **Vancouver also became a Division** of The Company. New Divisions were formed in 1977 namely: **Vancouver Island Division (Jan.1, 1977), Maritimes Division (Jan.11, 1977), and Newfoundland Division (June 21, 1977)**. Capt. Cabot held the position of National Master until the end of 1977.

In the News

SS United States

The July – Sept. 2024 edition, of the Deck Log (Link: <https://www.mastermariners.ca/wp-content/uploads/2024/11/2024-3-The-Deck-Log-July-Sept.pdf>) , contained an article that included information on the passenger liner *SS United States*. It has now been finalized that the liner is to be sunk off the coast of Florida, to serve on as the world’s largest artificial reef for the use of recreation divers. After being moored in Philadelphia for 28 years, it has made its 2nd last voyage to Mobile Alabama. Where the funnels, masts, windows, portholes and other materials will be removed. Also any residual fuel/pollutants to be removed and tanks cleaned. Preparing the vessel for sinking will take about a year.



Despite some bad weather at the start, the 12 day tow went relatively well. At times, making speeds of up to 8 knots. Far less than the vessels maximum trials speed of 43 knots.

SS United States Leaving Philadelphia Source: [Photos: Historic SS United States Begins Final Journey to Become World's Largest Artificial Reef](#)

Off the Florida coast, the cruise ship *Utopia of the Seas*, one of the largest cruise ships in the world, altered course for a rendezvous with the liner. The 236,473 gross ton cruise ship dwarfed the 48,593 gross ton liner. See photo next page.



***SS United States Under Tow* Source:**

<https://www.inquirer.com/resizer/cmE-g1MB6Q7rOA-5TPJ9iKmfS-0=/arc-anglerfish-arc2-prod-pmn/public/6IKCUA6TXRBD7B4QH6KB3QPIUA.jpg>



***SS United States Under Tow* Source:**

https://www.reddit.com/r/Ships/comments/1j3klp7/ss_unit-ed_states/?rdt=46317



***SS United States & Utopia of the Seas* Source: https://www.linkedin.com/posts/larrie-ferreiro-20aa20b_ss-united-states-under-tow-to-being-reefed-activity-7300658541567070208-nNP**

Final sinking is set for 2026. After a total of 55 years of lay-up (since being taken out of service), unfulfilled plans and long-term deterioration, the liner will start earning money again. The total cost, to purchase and scuttle, is \$10.1 million US. Of that, it is reported that purchase cost was \$1 million US. Likely going to paying off outstanding bills (mainly docking fees). Note that the lifeboats and davits are missing. They were removed and sold for scrap, somewhere along the line, to pay the bills. The purchaser, Okaloosa County Florida, estimates that the annual local economic benefits will be about \$3 million.

A Tale of Polar Icebreakers

In the Summer of 1969, the American tanker *SS Manhattan* made a voyage through the NW Passage. A second Arctic voyage was undertaken in 1970. Oil companies were trying to decide the best way to get oil from the Alaskan North slope to market. Directly by tanker, through the Northwest (NW) Passage was one option. The tanker option was eventually ruled out, in favor of a pipeline to Southern Alaska. Following *Manhattan's* first voyage through the Canadian Arctic, Canada began planning the construction of polar icebreakers to assert its sovereignty in the Arctic and defend its claim of the NW Passage as internal waters rather than international strait. The *Manhattan* was assisted by the Canadian icebreakers CCGS John A. MacDonald (15,000 hp) and CCGS Louis S. St. Laurent (24,000hp). These were the largest Canadian icebreakers, but they were only capable of working in the Arctic for a few months in Summer and early Fall.



CCGS John A. MacDonald Source:

<https://www.shipspotting.com/photos/150605?navList=gallery&shipName=CCGS+John+A.+MacDonald&page=1&viewType=normal&sortBy=newest>

SS Manhattan Source:

<https://www.balancer.ru/cache/sites/com/fi/fineartamerica/images/images-medium-large/800x600/ss-manhattan-sails-in-melville-sound-joe-rychetnik.jpg>



SS Manhattan stuck, awaiting assistance from the John A. MacDonald

Source: <https://maritime-executive.com/editorials/photos-through-the-north-west-passage-with-the-manhattan-in-1969>



SS Manhattan & Louis S. St. Laurent May 22, 1970 Source: https://external-preview.redd.it/I0oAWLbQ9YBVUXlpOwn9_XULt7jVbp0pS8loOlt81VA.jpg?width=1080&crop=smart&auto=w_ebp&s=d8cb8a5bd74d0b7b3b3c1865de83b66b9338c353

Neither the conventionally-powered icebreaker referred to as Polar 7 (90,000 hp) nor the nuclear-powered Polar 10 (150,000 hp) progressed beyond planning stage, the former due to excessive fuel costs and the latter due to difficulties in procuring the power plant. The Polar 10 was meant to operate anywhere in the Canadian Arctic waters, at any time of the year. The Polar 7 was meant to operate in some Canadian Arctic waters, year-round, but for only 4 months in the Western end of the NW passage. The number, after the “Polar” designation, indicating the thickness (in feet) of level ice that the vessel could break at a continuous speed of 3 knots. In the early 1980s, the Canadian government revised its plans and contracted designer German & Milne to develop a less expensive conventionally powered polar icebreaker for the Canadian Coast Guard. The government now had the paper carcasses of three complete icebreakers on file. In 1978 alone, the exercise had cost \$4.7 million. As part of the Polar 8 Project, the Canadian shipbuilders Burrard-Yarrows, Davie Shipbuilding, and Saint John Shipbuilding and Dry Dock were invited to submit detailed construction proposals.

In August 1985, the US Coast Guard icebreaker USCGC *Polar Sea* transited the Northwest Passage from Greenland to Alaska without formal authorization from Canada. In response, September 1985 the Canadian government announced the construction of the conventionally powered Polar 8 (101,000 hp), as a visible indication of Canadian sovereignty over the Arctic. That vessel intended to operate year-round in most of the Canadian Arctic, including the route taken by the Manhattan. Annual fuel consumption, for the Polar 8 was estimated at 47,000 t +. The estimated annual fuel cost for the one icebreaker would equal, at the time, almost the entire icebreaking and ship escorting budget for the rest of the CCG fleet.



Polar 8 Source:

https://static.wikia.nocookie.net/againstallodds/images/1/16/Polar_8_Icebreaker.jpg/revision/latest?cb=20130411191007

While the evaluation of the shipyards' bids (mentioned above) was underway, the government received unsolicited proposals from 3 Canadian companies. All claiming that they could develop and deliver an Arctic Class 8 icebreaker that would meet all requirements, at substantially lower cost (about \$100 million less than the government estimated \$450 million) and shorter delivery time than the original Polar 8 design developed by German & Milne. A committee, formed by the government, concluded that a revised design could be built in Canada at reduced cost. However, the offer was not taken up by government.

In March 1987, the Canadian government signed a letter of intent, for the construction of the Polar 8, with Versatile Pacific Shipyards (formerly Burrard-Yarrows). Later in that year, a design contract was awarded. However, the shipyard soon ran into financial difficulties and was put up for sale in December 1988. The initial cost estimate also turned out to be optimistic and when the attempts to address the skyrocketing cost with design changes turned out unsuccessful, the Polar 8 Project was placed on hold in 1989 and officially cancelled on February 1990. Versatile Pacific Shipyards filed for bankruptcy shortly thereafter. There had been \$7.5 million spent in design costs.

Instead of building a new polar icebreaker, the Canadian government opted to modernize *CCGS Louis S. St-Laurent*. That refit, running from 1988 to 1993 cost \$100 million. It included the fitting of a new redesigned bow, structural work and the fitting a new propulsion system. Also, a former commercial icebreaker (*Terry Fox*) was leased and eventually purchased. Meant as a stopgap measure to replace the John A. MacDonald, decommissioned in 1991.

National Shipbuilding Procurement Strategy

In February 2008, government announced the Polar Class Icebreaker Project, a plan to build a new polar icebreaker. Upon completion, the C\$720 million vessel would replace the 1969 built *CCGS Louis S. St-Laurent* that was due for decommissioning in 2017.

In June 2010, the Government of Canada announced the National Shipbuilding Procurement Strategy (NSPS), a long-term plan to support Canada's shipbuilding industry by building ships for the Royal Canadian Navy and the Canadian Coast Guard. In October 2011, Seaspan Vancouver Shipyards was awarded the non-combat package which included the construction of joint support ships for the Royal Canadian Navy and offshore science vessels as well as the polar icebreaker for the Canadian Coast Guard. Seaspan using some of the same facilities as the aforementioned bankrupt Versatile Pacific Shipyards.

In February 2012, the Government of Canada awarded the icebreaker design contract to the Vancouver-based STX Canada Marine following a request for proposal released in June 2011. The Canadian company, formerly known as Wärtsilä Arctic Inc. and originally established to pursue the Polar 8 Project, would be supported by a design team including the Finnish engineering company (Aker Arctic) that had been spun off from the former Wärtsilä Helsinki Shipyard. The design work would be based on a concept developed by the Canadian Coast Guard and was expected to take 18 to 24 months to complete. In October 2012, a 1:25 scale model of the polar icebreaker was being evaluated in at the National Research Council's Institute for Ocean Technology in St. John's, with additional testing taking place at Aker Arctic's ice laboratory in Finland.

In May 2013, the polar icebreaker and the Royal Canadian Navy's new joint support ships faced a scheduling conflict and government had to choose which project had priority. On 11 October 2013, the NSPS Secretariat announced that the joint support ships would be built first. With the polar icebreaker delayed until at least 2021–2022, the Government of Canada was forced to keep *Louis S. St-Laurent* in service with service life extensions. Between 2013 and 2018, the cost was part of \$162 million allocated for all CCG Arctic capable icebreakers. Specifically allocated to the *St. Laurent*, \$10 million in 2019 and \$12.8 million in 2022.

In November 2013, it was reported that the budget for the polar icebreaker was revised up to C\$1.3 billion, almost twice the initial estimate given in August 2008.

National Shipbuilding Strategy

In March 2016, the Canadian government shipbuilding program was renamed National Shipbuilding Strategy (NSS). Although there were plans to begin negotiations on a construction engineering contract for the polar icebreaker, in 2017, in subsequent years the project was put on hold with no activities planned until work on other projects had advanced.

In June 2019, the Government of Canada replaced the one-off polar icebreaker in Seaspan's non-combat vessel portfolio with sixteen smaller multipurpose vessels, while it would continue exploring options to build the polar icebreaker, possibly at another shipyard. In February 2020, a request for information was issued to all Canadian shipyards, inviting them to provide information on domestic shipyard capability and capacity to construct and deliver a polar icebreaker. In May 2021, the Government of Canada announced that it would procure two polar icebreakers, one of which would be built by Seaspan Vancouver Shipyards and the other by Davie Shipbuilding, with the first vessel entering service in 2030.

The development of the Canadian Coast Guard polar icebreaker picked up again in early 2021. Design updates since have included changing the propulsion layout and substituting the extra high tensile steel that was previously identified as a potential major risk item.

In December 2022, the Government of Canada awarded Seaspan the Construction Engineering (CE) and long lead items contracts for the first polar icebreaker. Together with a previously awarded ancillary contract, the

three initial contracts were worth C\$1.12 billion. These were followed by a C\$3.15 billion (before tax) construction contract on 7 March 2025.



Future CCG Polar Icebreaker to be built by Seaspan Vancouver Shipyards Source: <https://vanguardcanada.com/wp-content/uploads/2023/12/briseglacepolaire-polaricebreaker.jpg>

In April 2023, Davie Shipbuilding was officially incorporated in the National Shipbuilding Strategy. In September 2024, Davie Shipbuilding was awarded a C\$14.3 million ancillary contract to advance work on the second polar icebreaker. On 8 March 2025, the Government of Canada awarded Davie a \$3.25 billion (before tax) construction contract. Whereas the icebreaker built by Seaspan will be based on a design originally provided by the Government of Canada, Davie will be building a vessel based on the shipyard's own, slightly smaller *Polar Max* design. The icebreaker will be built jointly with Helsinki Shipyard in Finland.



Future CCG Polar Icebreaker to be built by Chantier Davie Shipbuilding Source: <https://gcaptain.com/wp-content/uploads/2025/03/Polar-Max-havainnekuva-Group-Davie-2048x1412-1.jpg>

Two polar icebreakers have been ordered, based on two different designs. The chart below compares the two vessels. Publicly available information, on the Davie built icebreaker, is sparse. Perhaps because the use of a 2nd design was only confirmed, a little over a month ago, at contract announcement. It had previously been assumed that both icebreakers would be built to the same government design.

	CCGS Arpatuuq (Builder Seaspan)	CCGS Innaryuaq (Builder Davie)
Length	158.2m	138.5m
Beam	28m	No Information found
Displacement	26,036t	22,800t
Accommodation	100 (60 crew & 40 program personnel)	No Information found
Speed	Cruise 12 knots, Maximum 20 knots	No Information found
Range	Over 26,200 nm	No Information found
Ice Class	PC2	PC2
Icebreaking Ability (estimated)	2.5m (8.2 feet) at 3 knots Equivalent to old Polar 8 designation	No Information found Assume to be similar.
Power	Diesel Electric (63,000 hp installed)	Diesel Electric (No Information hp)
Propulsion	2 Pods & 1 Centerline Shaft 45,600 hp (combined output)	2 Pods & 1 Centerline Shaft 40,200 hp (speculated combined output)
Built in	Canada	Canada
Delivery	Estimated 2030-2031	Estimated 2032-2033

In December 2021, the Parliamentary Budget Officer estimated that the cost of the two polar icebreakers had increased to C\$7.25 billion. A later report, published in June 2024, estimated that the cost for two ships had further increased to C\$8.5 billion. Broken down to \$420 million for project management, \$960 million for design and \$7.13 billion for construction. As of March 2025, the total value of the contracts awarded to the two shipyards has been about C\$7.53 billion.

In 2023, Chantier Davie Shipbuilding purchased Helsinki Shipyard in Finland. They plan to have part of their contracted polar icebreaker built in Helsinki. Final assembly will take place in Canada. There will be worker exchange, so as Davie personnel can gain the knowledge required to complete the polar icebreaker and future icebreaker contracts.

There are currently many unknowns (at least in the public domain), regarding the specifications of the icebreaker to be built by Davie. It is supposedly based on a design for a Russian client. A build that was subsequently cancelled. The article, at this link, possibly provides some background on the Davie icebreaker. [The nitty-gritty detail of an icebreaker contract: Analysis - ArcticToday](#)

The need for a polar icebreaker was identified in 1969. Delivery of the 1st is planned for 2030-31. In case you're not keeping track, that's a response time of 61- 62 years.

Assuming that the latest timelines are met, the Davie icebreaker will replace the *St. Laurent*, delivered in 1969. At 61- 62 years old, it will certainly be long past due for retirement. Even the new parts, fitted during the 1993 refit, will be 37 years old. Longer than the normal lifespan of the majority of seagoing vessels.



Louis S. St. Laurent Source: <https://cdn.offshorewind.biz/wp-content/uploads/sites/10/2021/05/07145029/24.jpg>

The Seaspan icebreaker will replace *CCGS Terry Fox*. The former commercial icebreaker, purchased as a stopgap measure in 1993, will be about 50 years old in 2032-33. In service, as stopgap, for so long that it is currently undergoing a \$135.56 million vessel life extension. The principal focus being to replace the main engines. Worn out after 41 years of service. See article in the October – December 2023 edition, of the Deck Log. Found at: <https://www.mastermariners.ca/wp-content/uploads/2024/03/2023-4-The-Deck-Log-Oct-Dec.pdf>

As it now stands, the Seaspan built polar icebreaker will cost, including design, \$5.23 billion. The Davie built polar icebreaker will cost, including design, \$3.39 billion. The Davie icebreaker is smaller. Built using a foreign design, it remains to be seen if there will be extra costs (none have been mentioned) for any modifications to meet Canadian requirements. Presumably the original Russian client had already paid for at least some of the design costs.

Some questions:

1. **Although both vessels have a PC2 designation, will the smaller, supposedly less powerful Davie icebreaker have the same capability?**
2. Building multiple vessels, to a common design, is said to reduce overall costs. **How much, if any, would have been saved by building both icebreakers to the same design?**
3. **How much will having polar icebreakers, built to two different designs, affect the lifecycle costs (spares, maintenance, etc.) over the lives of the two vessels?** Especially as the government tends to keep these vessels going for a very long time.

4. To promote Canadian jobs and economic benefits, one aim of the NSS is to have government vessels built in Canada. **What portion of the Davie vessel will be built outside Canada? What portion of the budget will be spent outside Canada?**
5. **If both vessels have the same capability and meet CCG requirements, why will one cost \$1.84 billion (\$880 million, taking out design costs) more than the other? Is this an example of the cost of shipbuilding in Canada? If so, what would the savings be, if the entire vessel were built outside Canada?**
6. \$960 million was spent to design the Seaspan built icebreaker. If you factor in the unused designs for the previous polar icebreaker versions (not built), far more than that has been spent. The design, supposedly finalized in 2024, is based on CCG requirements. **Why build the Davie icebreaker to a different design, given that a design is already in place? Does the Seaspan design not lend itself to be being built partially in Finland? Is there some sort of perceived flaw in the Seaspan built icebreaker design?**
7. The requirement, for a new polar icebreaker, has existed for some 55 years. **Is there now a rush to have one delivered by 2030-31?** About two years earlier than can be delivered by Seaspan. A rush so pressing that some of the work will be done outside Canada and necessitating the use of a different design.

This project started out with a requirement for one polar icebreaker. We will now have, went finally completed, two very capable vessels. It makes good sense to have a backup, should one be out of service due to breakdown/maintenance. On the downside, it has taken a long time to get this close to having the capability and it comes at an horrendous cost. These two icebreakers are very similar (size and capability) to the new polar icebreakers being planned for the USCG. How they compare to the latest Russian polar icebreakers, can be seen in an article in the January – March 2024 edition, of the Deck Log. Found at:

<https://www.mastermariners.ca/wp-content/uploads/2024/05/2024-1-The-Deck-Log-Jan-Mar.pdf>

In the next edition, I will compare the CCGS PC2 ice class icebreakers and a PC2 icebreaking cruise ship that was delivered in 2021.

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Thanks

Glenn glenn.fiander@mi.mun.ca

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