The Deck Log

Newsletter
Master Mariners of Canada (MMC)
NL Division
July – September 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

In this edition: Up to page 9, the business of the division is covered. Pages 9 to 17, some maritime related articles.

September 11th, 2025

No monthly meetings were held in June, July and August.

The monthly meeting, for September, took place at the Crow's Nest (12 present) and also conducted by MS Teams (4 present). Divisional Master, Captain Jim Parsons was not present. Captain Ray Dalton 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 was not present but provided the following update.

Merchant Navy Memorial ceremony that will be held Thursday, Sept 18 at 12:002

Maritime Cybersecurity Seminar upcoming at the Marine Institute

Treasurer, Captain Sean Quinlan reported:

Captain Quinlan advised

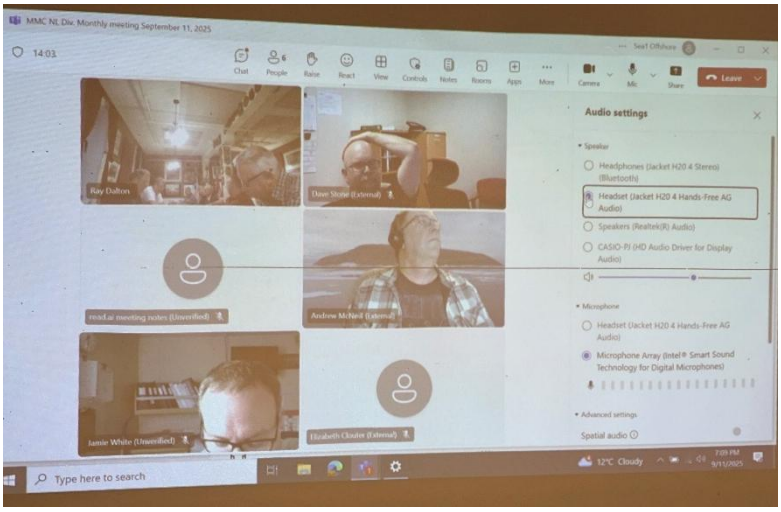
September 11th, Monthly Meeting

Membership

Full	30
Associate	3
Cadet	1
Corporate	9
Honorary	3
Senior	2
Lifetime	1
	49

Balance in account as of 10 Sept 2025: $25584.59

TD merchant solution monthly fee reduced to 9.95 from 47.85, possible saving of $ 454/year.



September 11th, Monthly Meeting

Upcoming expenses charges: $3000 for nautical skill scholarships (will be reimbursed $2000)
$4005 due to national for portion of membership dues

Due Structure for the Year 2025

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

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

September 11th, Monthly Meeting

Membership, Captain Richard Edwards reported:

Captain Edwards was not present but provided the following update.

- I have only received one query for membership in the past month. (Cadet) I understand they will be putting in an application in the coming days.

- There was one new member in June.

Special Events: Captain Kris Drodge reported:

Captain Drodge was not present but provided the following update.

- looking for input from our members on providing photos and documentation for the 50th anniversary of MMC in 2027. Anyone with pictures or documentation, please upload to the following link:

https://drive.google.com/drive/folders/18019TH7gec_rT4s_L64ExOqyk8TD4-0r?usp=sharing

- The Marine Institute is continuing with the SMS Fall Seminar Series this semester and would welcome anyone from MMC to join these – the schedule will be made public shortly.

Secretary, Captain Ray Dalton reported:

Captain Dalton advised that the meeting will now be held on the second Thursday of each month.

Upcoming meeting schedule: September 11th, October 09th, November 13th

Captain Dalton suggested that if any member of the executive was unable to attend the meeting, it would be appreciated if they could provide an update that could be presented at the meeting.

National Update:

Captain Eben March, National Master reported:

- The MMC have been petitioning the Federal Government to bring back the overseas tax break for seafarers. The MMC believe that there is a shortage of senior officers but an abundance of junior officers and if the tax break was available, then more junior seafarers would work overseas to gain experience and then return to Canada as senior officers. Canada is the only G7 nation that does not offer the tax break.

- The 58th Annual General Meeting of the Master Mariners of Canada will be held virtually, Saturday Nov 22, 2025 at 13:00 AST. We will send out a reminder as it gets closer to the date.

Standing Agenda Items:

Nautical Skills Competition (NSC)

The Nautical Skills committee met briefly to come up with a date for the competition in 2026. The dates are February 6th and 7th.

The decision to meet early was to provide all sponsors, students, and volunteers with a date, allowing planning to commence on all levels.

Captain March advised that the NSC committee had received a letter from the Canadian Coast Guard who stated that they wanted to take part in the NSC in a meaningful way. unsure as to what level of participation that will be.

New level of sponsorship above the "Masters" level is being considered.

Seafarer's Wellness Center

Mission to seafarers has been established in Newfoundland and Labrador.

Board of Directors has been established, and Captain Chris Hearn has been asked to remain on as chair for the next year.

Working on establishing a legal entity for charitable registration. They have reached an agreement with the law firm Stewart McKelvey to handle legal matters. The lawyer is not going to charge and is going to wait until the organization is financially solvent and then will charge at a very beneficial rate.

They are accepting charitable donations which goes to the parent organization mission to seafarers who will designate the money to go the NL Division. When they receive their charitable status, they will be able to accept charitable donations directly into the local organization.

Funding and Grants for the Seafarer's Wellness Center

- RBC Communities Grant application submitted
- Lab2 Market Grant application submitted
- Grant Application with the Seafarers International Relief Fund
- Ongoing Volunteer fundraising team led by Marsha Clyne with the Intl Mission to Seafarers
- Banking Update: Discussions held with RBC, Scotiabank, and TD — leaning toward opening an account with TD

Official website is live: https://missiontoseafarersnl.ca

Social media presence established on Facebook and LinkedIn

Nautical Science Society

There was no representative from the Nautical Science Society.

New Business:

- CMCF Conference October 7th and 8th

The Master Mariners of Canada are pleased to sponsor the CMCF conference once again this year. To encourage division participation, National has offered to cover the registration costs for two members. Please note that travel expenses are not included; divisions will be responsible for the members' travel costs.

Marine Institute Nautical Science Students Attending the September 11th Monthly Meeting.

If your division wishes to send a representative, please forward the member's name to Marshall or Eben. We will then inform the treasurer to ensure reimbursement.

- Elizabeth Clouter, who teaches Nautical Science students, questioned of the job opportunities for nautical science cadets. The Nautical Science students have inquired about this as they hear that there is a shortage of seafarers, but they are having trouble securing work to get their time to write their ticket. Some of the students are getting discouraged and may leave the industry.

- There was a general discussion, and most members stated that it has always been hard to break into the industry and you may not get the job you wanted right away and may have to do your time before getting the dream job.

- Elizabeth invited any members to drop by the school and come into the classroom to spend a few minutes talking to the students and hopefully that will maintain their interest and commitment to the industry.

Regarding Meeting Discussion on Nautical Science Cadet Employment

Marine Institute Nautical Science students, present at the meeting, expressed concern that graduates for the 2025 year are having some difficulty finding jobs. The discussion came up with a number of reasons why this might be.

In the last number of years, through reciprocal agreements with a number of countries, Canada now permits foreign seafarers to work on domestic vessels operating in Canadian waters. The premiss being that the ships have to move and, if there are not enough Canadian seafarers to man them, the personnel have to come from somewhere. The non-Canadian seafarers are not required to immigrate to/live in Canada. At the meeting, a point of discussion was whether the employment of non-Canadian seafarers was potentially having an impact on the employment of new graduates. Consensus was that there is no evidence to support or reject the suggestion. This raises some questions:

#1 Who, if anyone, actually tracks if foreign seafarers a filling jobs that could be held by Canadians?

#2 Is there a means, for those who make the decision to admit foreign seafarers, to determine if there is no available/qualified Canadian to take the job?

#3 What evidence does a Canadian company have to provide, when requesting that they employ a non-Canadian seafarer, that there is no available/qualified Canadian to take the job?

#4 Is the admission of the non-Canadian seafarer solely based on evidence by the company making the request?

#5 When a foreign seafarer is approved, does that approval apply for only 1 leave cycle? i.e. When the foreign seafarer goes on leave, and before their return, is the Canadian company required to again prove that there is no available/qualified Canadian to take the job? Or, once approved, is the foreign seafarer admitted for a number of leave cycles/long term?

#6 Is there any means where an individual Canadian seafarer can realistically challenge that they are available and qualified to undertake a job held by a foreign seafarer?

#7 Is there any means where an individual Canadian seafarer can determine that a foreign seafarer is filling a job that the Canadian is qualified to do?

Back to the Marine Institute Nautical Science graduates or the graduates from any of the marine schools across Canada. These graduates have worked to obtain a qualification, represent the future for the Canadian ships deck officers and are now looking to enter the industry. Is it right that even one of these graduates is missing out on employment because a job that they could be doing is filled (if proven to be so) by a foreign seafarer? Same can be said for those who have graduated from other programs where a marine qualification has been obtained.

September 18th, 2025

A Merchant Navy Memorial Ceremony was held on September 18th, 2025, to recognize the contribution and sacrifice of Canadian merchant seafarers to the victory in World War II. Jointly organized by MMC NL Division and the Marine Institute. NL MMC division members attended and Divisional Master, Captain Jim Parsons, was MC for the ceremony. A wreath was laid on behalf of the NL MMC Division.

During WWII, over 333 Newfoundland Merchant seamen, including one woman, lost their lives. Canada lost over 70 ships and 2,000 Merchant Navy Personnel, including 8 women radio officers and stewardesses. The Merchant Navy lost 1 in 8 persons, or at the peak of the Battle of the Atlantic, 1 in 4 more personnel lost than the armed forces.

In 1995, a small committee of Merchant Navy Veterans met and decided to erect a Memorial to those who were lost and to all who served. With the cooperation and assistance of Government, and other bodies, they were successful in establishing that Merchant Navy Memorial. It was unveiled on August 29th, 1997 and is located on the grounds of the Marine Institute of Memorial University, 155 Ridge Road, St. John's. Listed on the Memorial are the names of all 333 Newfoundland Merchant Navy Personnel who lost their lives. In 2003, September 3rd of each year was proclaimed as Merchant Navy Veterans Day.

Merchant Navy Memorial Service
Sept. 12th, 2024

**MMC NL Division Members,
at the Merchant Navy Memorial Service**

**Captain Parsons, Speaking at
the Memorial Service**

Nautical Trivia

***USS Marinette* sailing over the East Main Tunnel in Welland Canal.** **Source:** Facebook

***Federal Leda* exiting Eisenhower Lock Source:** https://www.reddit.com/r/GreatLakesShipping/comments/1dvt4ka/this_is_on_the_st_lawrence_seaway_a_ship_is/#lightbox

Those who have transited the St. Lawrence Seaway system will be aware that there are many bridges to permit the crossing of pedestrian, vehicular and rail traffic. Either bridges that vessels pass underneath or that open to permit vessel passage. While bridges can be navigational hazards, tunnels tend not to be, except when it comes to vessel draft. The previous two photos show instances where the geographical location has made it possible to provide access, through the use of tunnels.

***Federal Leda* Source:** https://www.vesselfinder.com/vessels/details/9229996

No doubt these tunnels are heavily reinforced, to ensure watertight integrity. Given the portion of the Federal Leda's hull, that we can't see, there isn't a lot of material between the water and the top of the tunnel. No matter how well reinforced, grounding over these tunnels (or anywhere for that matter) is not a desirable event. One of the reasons for adhering to draft and speed restrictions that the Seaway may have in place.

For motorists using the tunnels, the concept of grounding, with potential tunnel damage, is a foreign concept. That is if they are even aware that a ship is passing over their heads.

In the News

Unfinished Business from May 21, 2025

Press Release – Canadian Seafarers Pathway Study

New Study Sheds Light on Urgent Workforce Gaps in Canada's Marine Sector

Ottawa, Ontario, May 21, 2025 – The Canadian Marine Careers Foundation (CMCF) announces today the release of the Canadian Seafarers Pathway Study, a first of its kind comprehensive report revealing critical labour and skills shortages in the country's marine transportation sector. The study identifies a pressing need to attract and train new talent, with domestic vessel operators needing to hire 8,300 new workers to meet industry demand and replace retirees by 2029 —the equivalent of more than 30% of its current workforce.

Without significant changes, Canada's marine training system will not be able to meet labour demands, and the study provides a roadmap of evidence-based recommendations designed to help guide the CMCF and the sector in developing and implementing strategies to ensure the marine sector's future viability.

Here we have a study indicating a current shortage of mariners & a projected future shortage. To quote from the study: "Ongoing labour shortages onboard Canadian vessels threaten the sector's future growth and sustainability, posing serious risks to supply chains and economic stability. Without immediate action, the marine sector's workforce challenges could have far-reaching consequences."

Does anyone reading this know of any action taken on the findings of the "Canadian Seafarers Pathway Study"? Please e-mail anything, that you would wish to have published, to: glenn.fiander@mi.mun.ca

I will continue to ask this question, in each edition of this newsletter. Hopefully I won't have to ask the question too many times. Assuming no meaningful action is taken, in my own very small way, I will attempt to keep the findings from being forgotten/ignored. Sadly, more than one voice will be required. The potential impacts on the future of Canadian seafaring, make this too important to ignore.

For the complete background article on this, see the 2025-2 - The Deck Log Apr-Jun edition. Found at: The Deck Log – Master Mariners of Canada

A Tale of Polar Icebreakers (Update)

In 2025-1 - The Deck Log Jan-Mar edition. Found at: The Deck Log – Master Mariners of Canada , there is an article relating to Canada's acquisition of new polar icebreakers. Here is some further info on the subject.

Two new polar icebreakers are currently under construction and there are projected delivery dates. Updated information is found in the table on page 15. The 2 new icebreakers will have a PC2 ice class. A comparison is made with a PC2 icebreaking cruise ship (delivered in 2021) and a PC2 icebreaker currently under construction in Germany.

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

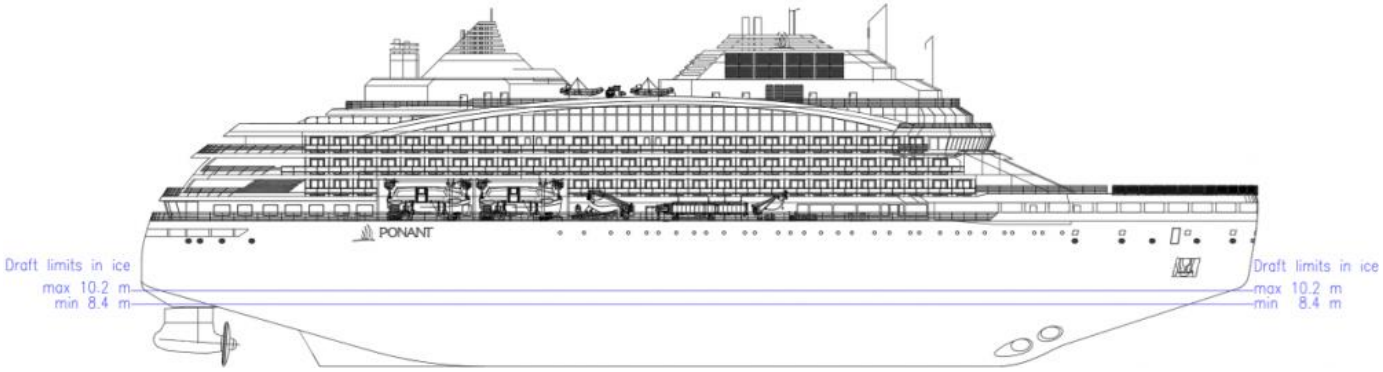
Future CCG Polar Icebreaker to be built by Chantier Davie Shipbuilding **Source:** https://gcaptain.com/wp-content/uploads/2025/03/Polar-Max-havainnekuva-Group-Davie-2048x1412-1.jpg

The cruise ship used for the comparison is *Le Commandant Charcot*. A vessel designed for expedition cruising in remote locations that include the Arctic and the Antarctic. A few notes for the vessel:

- Polar Class 2 ice rating, the highest of any purpose-built cruise ship.
- First hybrid-electric polar cruise ship powered by liquified natural gas.
- Dynamic positioning system allows the ship to hover in place without dropping anchor.
- When in electric mode, can be silent with zero-emissions for up to 2 hours.
- Wastewater treatment onboard, discharging nothing but clean water into ocean.

- Onboard wet and dry science labs.
- Safety & rescue equipment exceeds military criteria.
- Largest battery bank ever installed on a cruise ship.
- World record holder for arriving at the most southerly point ever reached in the history of sailing: 78º44'S in the Bay of Whales on February 27, 2022.
- First purpose-built passenger cruise ship to reach the North Pole. If you are wondering, the 13 to 17 day trip starts at $36,190 US and rises depending the level of luxury that you want.
- First cruise ship to navigate through the most northerly route of the Northwest Passage.

***Le Commandant Charcot* at the North Pole Source:** https://adventuresmithexplorations.com/cruises/arctic/commandant-charcot-north-pole-expedition/



***Le Commandant Charcot* Profile Plan Source:** 1_1.png (1000×268)

More photos and information on the vessel and its destinations can be found at these 2 websites:

https://adventuresmithexplorations.com/cruises/ships/commandant-charcot/review/#ice

https://mvdirona.com/2023/10/le-commandant-charcot/

Getting back to the comparison with the 2 new Canadian polar icebreakers. In reference to the specifications in the table on page 15. This cruise ship has the same PC2 classification. The installed power for the Seaspan icebreaker & the cruise ship are relatively close, with the propusion output being the same. The 2 icebreakers do have extra propulsion redundancy in the form of a traditional single centerline shaft (no rudder). The quoted icebreaking capability of the Seaspan icebreaker & the cruise ship are relatively close. All 3 vessels use pods, so manoeuverability in the ice should be similar. Uncertain as to how, if at all, the different hull shapes may limit manoeuverability in ice.

While the table shows many similarities between the vessels, there is one major difference. That being the price. For the cost of the Seaspan built icebreaker, you could purchase 9 cruise ships. For the cost of the Davie built icebreaker, you could purchase 7 cruise ships. While the vessels are all PC2, there are obviously differences that will make a difference in the price for each type.

The operational profiles are different. The icebreakers being designed for operations in extreme ice conditions. Conducting operations where seeking out the best ice conditions is not always an option. Backing and ramming may be required. On the cruise ship, the operations are geared more towards passenger comfort.

(continued next page)

Le Commandant Charcot **Source:** 1321724_original.jpg (1500×1000)

***Le Commandant Charcot* Pods** **Source:** https://www.shipspotting.com/photos/3188459?navList=gallery&shipName=Le+Commandant+Charcot&shipNameSearchMode=begins&page=5&viewType=normal&sortBy=newest

	CCGS Arpatuuq	*CCGS Imnaryuaq*	*Le Commandant Charcot*	*Polarstern II*
Builder	Seaspan, Vancouver BC	Davie, Levie Quebec Davie Helsinki Finland	Vard, Tulcea Romania Vard Soviknes Norway	Thyssenkrupp Marine Systems Wismar, Germany
Vessel Type	Polar Icebreaker	Polar Icebreaker	Cruise Ship	Polar Icebreaker
Length	158.2m	138.5m	150m	159.8m
Beam	28m	29.4m	28.3m	27.3m
Displacement	26,036t	22,800t	28,973t	26,000t
Accommodation	100 (60 crew & 40 program personnel)	100	270 Passengers 187 Crew	110 (50 crew & 60 program personnel)
Speed	Cruise 12 knots, Maximum 20 knots	No Information found	Cruise 15 knots	Cruise 12 knots
Range	Over 26,200 nm	No Information found	Self sufficient for at least 1.5 months.	10,000 nm
Ice Class	PC2	PC2	PC2	PC2
Icebreaking Ability (estimated)	2.5m (8.2 feet) at 3 knots, with 30cm (12 in) of snow.	2.0m (6.6 feet) at 3 knots	2.5m (8.2 feet)	1.8m (5.9 feet) at 3 knots, with 36cm (14 in) of snow.
Power	Diesel Electric (63,000 hp installed)	Diesel Electric (52,360 hp installed)	Diesel Electric	Diesel Electric (52,360 hp installed)
Propulsion	2 Pods & 1 Centerline Shaft 45,600 hp (combined output)	2 Pods & 1 Centerline Shaft. 42,350 hp (**estimated** combined output)	2 Pods 45,560 hp (combined output)	2 Pods & 1 Centerline Shaft 42,350 hp (combined output)
Helideck	Helideck with hanger	Helideck with hanger	Helideck only	Helideck with hanger
Dynamic Positioning	Yes	Yes	Yes	Yes
Built in	Canada	Canada/Finland	Romania/Norway	Germany
Delivery	Estimated 2032	Estimated 2030	July 29, 2021	Estimated 2030
Cost	Estimated $4,270,000,000	Estimated $3,264,300,000	$452,688,000	Estimated $1,917,763,000

Note: Depending on the source used, the yards where *CCGS Arpatuuq* & *CCGS Imnaryuaq* are being built are opposite.

The extreme noise and vibration experienced on an icebreaker is not desirable on a cruise ship. The cruise ship uses its PC2 capabilities to get to remote locations and to get itself out of extreme ice conditions (when required). What might normally require icebreaker escort, it can do on its own. The operational profile of the cruise ship permits it greater freedom to avoid heavy ice conditions. Differing operational requirements have an impact on the cost of building the 2 vessel types. Although both are PC2, hull construction requirements and

materials (type of steel, for example) used are different. The robustness of the propulsion system would have greater requirements on the icebreaker. All making a direct cost comparison difficult.

A better candidate, for cost comparison, is the German icebreaker *Polarstern II*. Specifications are found in the table on page 15. This is a research icebreaker currently under construction as a replacement for the research icebreaker *Polarstern*. If it stays in service until the new vessel is delivered in 2030, *Polarstern* will be 48 years old. Comparable in size to the Seaspan icebreaker and very comparable in power/propulsion to the Davie icebreaker. Cost estimates, in the table, indicate that almost 4 *Polarstern II*s could be built for the cost of the 2 Canadian icebreakers. This is at German labour rates which are among the highest in Europe. One estimate indicates that building the hull in nearby Poland (lower labour costs) would reduce overall costs by 20% to 30% ($383.5 million to $575.3 million). Splitting the difference (using 25%) would allow for the building of 5 *Polarstern II*s for the same cost as the 2 Canadian icebreakers.

Polarstern II **Source:** https://www.awi.de/en/about-us/service/press/single-view/polarstern-neubau-auftrag-fuer-deutschen-forschungseisbrecher-vergeben.html

There is much being written about Arctic sovereignty and increased shipping in the Canadian Arctic. The 2 polar icebreakers being built are meant to replace our 2 current polar icebreakers (*CCGS Louis S. St-Laurent* & *CCGS Terry Fox)*. They have increased capabilities and will increase our presence in the Arctic for a greater portion of the year. The tasks are many and the Canadian Arctic covers a large area. These 2 new vessels won't be able to be everywhere. Should one be out of service for drydocking or maintenance, we will be down to one. At least during the times of the year when lighter icebreakers in the fleet are not classed to operate in some areas.

Five *Polarstern II*s could potentially be built for the cost of the 2 Canadian icebreakers. We are building them in Canada, to promote Canadian jobs and economic benefits. That makes the cost much higher. Let's say were to build 5. That would allow for 3 in the Arctic with up to 2 down for maintenance at any given time. If operating 3 extra icebreakers is beyond our means, 2 (or 1) extra would still increase our capabilities. Worst case, if we can't afford/don't need more than 2, we could save even more by choosing to build outside Canada. We will spend $7.534 billion (maybe more) to build the 2 icebreakers on order. Building 3 in Germany would leave roughly $1.7 as a downpayment for the upkeep/fuel/crewing costs for extra icebreaker. Building 2 in Germany

would save the taxpayer roughly $3.7 billion.

However reality is that, for the amount of money being spent, we will get 2 vessels. Economic benefits, due to construction of the 2 polar icebreakers, will last for roughly 5 to 10 years. Polar icebreakers tend to have a life expectancy of 50+ years. *CCGS Louis S. St-Laurent* will be 61- 62 years old, at the time of its planned retirement in 2030-31.

The question is, what is of most benefit, relatively short-term economic benefits or a relatively long-term increase in polar icebreaker capability (i.e. if it were possible to build more for the same money)? As for the economic benefits, I can't find any detailed description as to where those economic benefits will happen and where/on what the $7.534 billion is actually being spent in. Equally, I have no idea what the requirements will be, for Canadian polar icebreakers, over the next 50+ years.

In the context of being able to build for less outside Canada, the hull of the Davie icebreaker is being built at the Davie owned shipyard in Helsinki, Finland. That icebreaker is estimated to cost about $1 billion less than the icebreaker being built by Seaspan. Part of that reduced cost is due to the Davie icebreaker being smaller and having less installed power. Allowing $537 million for those 2 items, leaves an unaccounted-for savings of $463 million. The amount of savings, due to building outside Canada, unknown. All cost estimates based on the highest estimates that are publicly available.

Finally, both icebreakers started build at about the same time. The Davie icebreaker is estimated to be in service about 2 years earlier than the, entirely built in Canada, Seaspan icebreaker.

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.