The Deck Log

Newsletter
Master Mariners of Canada (MMC)
NL Division
October – December 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

Previous editions of this newsletter can be found at:
https://www.mastermariners.ca/divisions/newfoundland-and-labrador/the-deck-log/

In this edition: Up to page 11, the business of the division is covered. Pages 12 to 21, some maritime related articles.

Oct. 9th, 2025 Monthly Meeting

The monthly meeting, for October, took place at the Crow's Nest (13 present) and also conducted by MS Teams (3 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.

Officer Reports

- Divisional Master, Captain Jim Parsons reported:

Captain Parsons gave an update on the meeting with national. The Master Mariners Foundation is seeking a member interested in becoming the Treasurer to replace Marshall Dunbar who will assume the role of National Master. Anyone interested please contact Captain Eben March.

One role of the MM Foundation is awarding scholarships. Last year the Captain G. O. Baugh scholarship was awarded to two members at $3000 each. There were approximately 30 applications so this year they may go with 3 x $2000 awards. This is open to students enrolled in a college recognized by Transport Canada.

- Treasurer, Captain Sean Quinlan:

Captain Quinlan was not present.

Balance in account as of 10 Sept 2025: $25584.59

Oct. 9th Monthly Meeting

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

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 & 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

Oct. 9th Monthly Meeting

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

- Membership, Captain Richard Edwards:

Captain Edwards was not present but there was an update given that the website was not functioning correctly and would not allow membership applications.

- Special Events: Captain Kris Drodge:

Captain Drodge was not present

- Secretary, Captain Ray Dalton reported:

Captain Dalton advised that the meeting will now be held on the second Thursday of each month.
Upcoming schedule: November 13th, January 8th, February 12th (AGM), March 12th

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 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.

A discussion was held regarding renaming the company. Presently the title is "Master Mariners of Canada", but you do not need to be a Master Mariner to join. Membership types are as follows:

- Full Member: Master Certificate of Competency or other recognized command qualifications.
- Associate Member: Transport Canada deck certificate of competency
- Cadet Member: Registered in a nautical cadet program at an approved marine institute in Canada.

The West Coast group have proposed the name "Professional Mariners of Canada". This will be discussed further at the AGM.

Captain March attended the Imagine Marine Conference 2025. The theme was **Solutions & Actions: Building Our Future Marine Workforce**. Some of the topics included:

- Engaging the next generation of workers
- Waves of change advancing inclusivity in the marine sector
- The evolution of marine sector training
- Expanding sea time opportunities. A link to the presentations can be found at: Imagine Marine Conference 2025 - Google Drive

At the conference there was a discussion regarding foreign seafarers and it was stated that there were 1000+ foreign seafarers that had received employment in Canada. At our MMC meeting we discussed if this would have an impact on deck or engineering cadets getting employment particularly after they received their first ticket and is there a way that MMC was find this information.

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. Contingency would be February 20th & 21st.

- Seafarer's Wellness Center

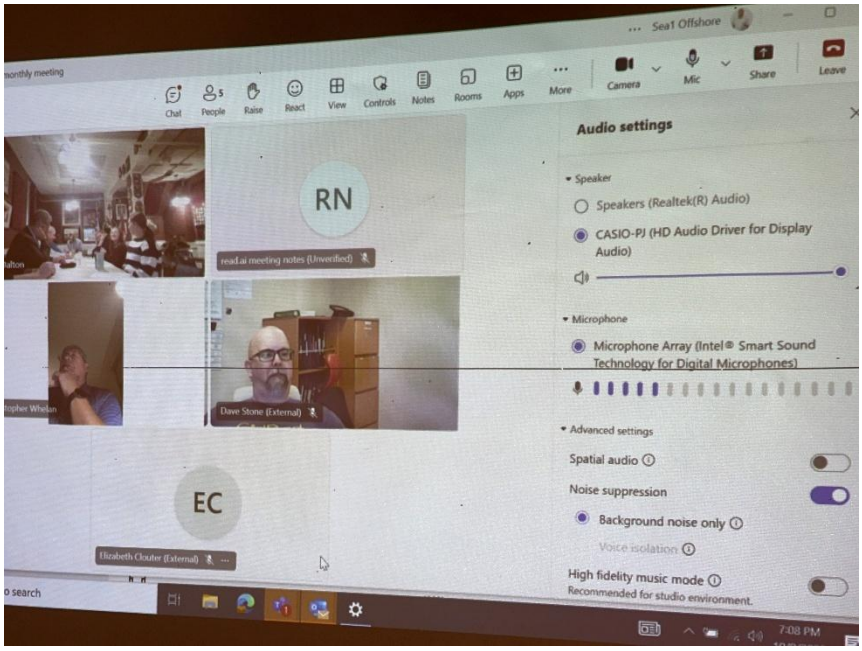
Captain Chris Hearn gave an update on developments regarding establishing a seafarers wellness center for St. John's.

- The plan would be to expand across the island and into Labrador.
- The location has been finalized, and the center will be housed at LSPU on Water Street and there will be no cost for this.
- They have developed a list of material required such as coaches, chairs, computers, video screens etc.
- There will be a "soft" opening sometime this fall.
- There is a bunch of swag on the way.
- They have an agreement with TD bank.
- They have a lawyer engaged and will work pro-bono, with the first step of getting charitable status.
- There are multiple proposals for funding, either submitted or in the process. One is for $125,000 in the form of an academic research grant regarding the impact on seafarers. Captain Hearn will be reaching out to MMC and MI for letters of support for this initiative.

- Nautical Science Society

The NSS Executives are as follows:

- President: Hayden Landa
- Vice-President: Logan Ryland
- Treasurer: Morgan Byrne
- Student Union Liaison: Caleb Connors
- Secretary: Jack Moulton
- Social Media: Mary Snider



Oct. 9th Monthly Meeting

New Business

- Sea time for sailing vessels. At present Transport Canada does not recognize sea time for seafarers and it was agreed at the meeting that sea time in sailing vessels should be counted and this topic will be discussed at the national AGM.

- One of the cadets shared that getting sea time at BC Ferries has become problematic for engineering cadets. Some TC examiners have stated that because they are only working day work and the vessels are not “a live aboard” vessel. This has not happened to any deck cadets, but it concerns the deck cadets. Captain Parsons advised that the NSC write a one-page document and that the MMC could make the effort to determine.

November 7th, 2025

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 Jim Parsons laid a wreath on behalf of the NL MMC division.

Remembrance Day Ceremony at Allied Merchant Navy Memorial, Nov. 7th

Remembrance Day Ceremony

at Allied Merchant Navy Memorial, Nov. 7th

November 13th, 2025

The monthly meeting, for November, took place at the Crow's Nest (8 present) and also conducted by MS Teams (1 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

September 11th, 2025 meeting: Follow up on a discussion from September meeting regarding foreign workers being employed on Canadian ships and if there was an effect on Canadians particularly Junior Officers seeking employment. Captain Glenn Fiander conducted research and presented a paper with seven questions. After discussion it was agreed that a version would be developed and presented to National.

October 09th, 2025 meeting: The Nautical Science Society presented a letter regarding recognition of cadet sea service. There is a discrepancy in qualifying sea time and Transport Canada has made decisions where sea time is not being qualified and, in some cases, the regional TC has approved but TC in Ottawa has rejected the time. Such instances where a vessel ties up at night or there is no Engineer on watch have resulted in not qualifying as cadet sea time. A number of marine training schools met with TC to seek resolution.

Officer Reports

- Divisional Master, Captain Jim Parsons reported:

Navigation in NATO contested waters, in NATO terminology, contested waters refers to maritime areas where control is disputed because multiple actors possess the ability and intent to challenge each other's use of the sea. The project is looking at the availability and reliability of seafarers navigating contested waters. The project may utilize the MMC for input due to their experience.

Captain Parsons is looking to step down as divisional Master when the new executive is voted in at the AGM in February. He advised that if needed he will remain in the position but prefers for someone new to be in the position.

- Treasurer, Captain Sean Quinlan reported:

Bank account balance: $24877

Full	33
Associate	3
Cadet	1
Corporate	9 (7 full / 2 associate)
Honorary	4
Senior	2
Lifetime	1
Total	**53**

Due Structure for the Year 2025

As found on page 3 above.

- Membership, Captain Richard Edwards reported:

Nov. 13th Monthly Meeting

Captain Edwards advised that due to competing commitments he will be resigning his position when the next vote occurs during the AGM in February.

- Special Events: Captain Kris Drodge reported:

Upcoming event for Marine Institute Alumni & Friends

Captain Kris Drodge investigated venues to have our Christmas dinner and the best option was Yellow Belly on December 10th, 2025. After discussions it was agreed to go ahead with that date.

- Secretary, Captain Ray Dalton reported:

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

Upcoming schedule: January 8th, February 12th (AGM), March 12th

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:

National AGM is scheduled for November 22, 2025 @ 13:30 NL time and will be held virtually and all members are encouraged to attend. A meeting invite has been sent to all members.

One agenda item is the proposed name change for the organization. Presently the title is "Master Mariners of Canada", but you do not need to be a Master Mariner to join. You need to hold a command certificate. The West Coast group have proposed the name "Professional Mariners of Canada". This will be discussed further at the AGM.

Membership types are as follows:

- Full Member: Master Certificate of Competency or other recognized command qualifications.
- Associate Member: Transport Canada deck certificate of competency
- Cadet Member: Registered in a nautical cadet program at an approved marine institute in Canada.

At the present time we do have an opening for National Assistant Vice President. An email has been sent to all members that are eligible for this position and if anyone is interested please advise Captain Parsons and he will put your name forward.

Standing Agenda Items

- Nautical Skills Competition (NSC)

The Nautical Skills Competition is scheduled for February 6th and 7th 2026. Contingency would be February 20th & 21st. There is always a need for volunteers both for Deck and Engineers. Sponsorship is going okay.

Additional details can be found on the website: Nautical Skills Competition

- Seafarer's Wellness Center

Captain Drodge provided an update that the LSU is the location and that their charitable status has been approved.

One fundraising venture is the sale of printed copies of the *Beiner* which was the Marine Institute training vessel for many years. Captain Christopher Hearn did the original painting. A series of prints are being developed and based on numbers they will be for sale. All proceeds will go to the initiative to re-establish a Seafarers Mission in St. John's.

Print of the *Beinir* Painting

Nov. 13th Monthly Meeting

- Nautical Science Society

Hayden Landa, President, provided an update that they had just completed a successful branded clothing sale. There is also a hockey game scheduled between Nautical Science and Marine Engineering students.

New Business

Addition of a new competency to contribute to the prevention of and response to violence and harassment, including sexual harassment, bullying and sexual assault for those completing STCW Basic Safety training.

Addition of the new requirement that all seafarers must complete the online fatigue management course when enrolling in any Marine Emergency Duties Training. It is recommended that all seafarers complete the training as soon as possible and not wait until they are required to complete their MED training.

November 20th, 2025

A meeting was held at Hampton Hall, at the Marine Institute, to formally announce the 2026 Nautical Skills Competition. The competition is scheduled for February 6th & 7th, 2026. With an alternate dates of February 20th & 21st, 2026. This will be the 14th year for our competition. More details to follow, in a separate newsletter dedicated to the competition.

Nautical Skills Competition 2025, Group Photo

December 10th, 2025

The division held a Christmas Dinner at the YellowBelly brewery & public house. A great time was had by all. The original of the *Beinir* painting (see page 10) was auctioned off. The proceeds going to the St. John's Seafarers Mission.

Christmas Dinner at the YellowBelly

Nautical Trivia

Battleships

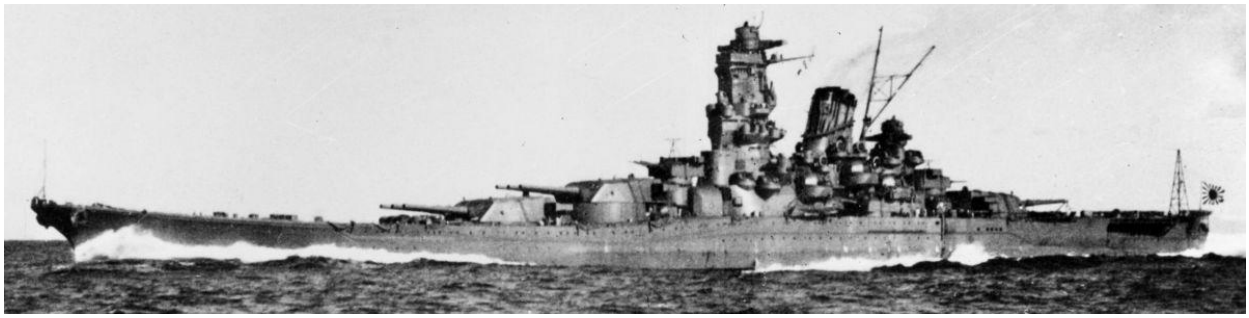
There has recently been some talk in the US regarding possible revival of a naval vessel type (the battleship) that had been relegated to history. The last battleship delivered (in 1946) was *HMS Vanguard*. That vessel was scrapped in 1960. The last battleships, in service, were those of the Iowa class. Built during World War II, mothballed after the war, brought back to service for the Korean War, mothballed, brought back to service for the Vietnam War, mothballed and finally brought back into service in the 80's. Ending service after the 1991 Gulf War and all now museum ships in the US.

Details regarding any future battleships, if built, are by no means clear. Perhaps the subject for a future article. The battleship, in the form that is known, was designed/armored/gunned to fight naval engagements with other battleships. In simple terms, the battleships pounded each other with large calibre guns until one was either sunk or so badly damaged that it had to withdraw from the battle.

With a fully loaded displacement of 72,800 tons, the Japanese battleships *Musashi* and *Yamato* were the largest ever built. They were delivered, and sunk, during World War II. For main armament, these battleships were fitted with nine 46 cm (18.1") guns. The largest calibre guns ever fitted on a warship.

These guns (on right) could fire high-explosive (HE) shells weighing 3,000lbs or armor-piercing (AP) shells weighing 3,220 lbs. For context, that's roughly the weight of a Toyota Corolla. HE shell on the left and AP shell in the center of the photo below right. Shells were loaded into the gun breach, followed by 6 silk bags of propellant charge (on the right of the photo). Each of the bags being ignited by a 1.1lb bag of gunpower. Total propellant weight 794 lbs. With the barrel elevated to 45° for maximum range, the propellant would fire the shell (flight time 98.6 seconds) to a distance of 42,030 m or (26 miles).

18.1" Gun, Aproximately162.4 tonnes Source: https://www.reddit.com/r/WorldOfWarships/comments/ba22nq/heres_one_of_mutsus_41cm_guns_displayed_at_the/



***Yamato* on Trials, 1941 Source:** http://www.navweaps.com/Weapons/WNJAP_18-45_t94.php

***Yamato* 18.1" Triple Turret, 2.510 tons Source:** https://en.wikipedia.org/wiki/46_cm/45_Type_94_naval_gun

On the assumption that aim was accurate, those on the receiving end, at a range of 30,000 m (18.5 miles), would receive an impact capable of piercing up to 416mm (18.4") of steel armor, before exploding. No data available for maximum

18.1" Shells for Yamato Main Guns Source: https://x.com/Medical_Int/status/1718451655421857894/photo/1

range but shell impact energy did reduce as range increased. A full broadside, firing all 9 of the guns at once, would result in 13 tonnes landing downrange.

If the AP shells were used against lightly armored naval vessels, or unarmored civilian vessels, they might pass completely through those vessel types before exploding. Destroying anything that occupied by the 18.1" hole they made when passing through. The HE shells that exploded on contact (show on the left of the photo on the previous page) would be used to more severely damage or possibly sink those vessel types.

The battleship was largely made obsolete with the advent of the airplane. They proved vulnerable to aircraft launched bombs and torpedoes. Especially when they had no air cover. Their guns were greatly outranged by aircraft dropped weapons. The last battleship to battleship duel took place in World War II. *Musashi* and *Yamato* never engaged in battle with other battleships. To say that the battleship proved vulnerable to aircraft has to be put into context. A single torpedo our aerial bomb might sink a lightly armed naval vessel or a merchant vessel. *Musashi* was hit with 17 bombs and 10 to 19 torpedoes, before being sunk. *Yamato* required 6 bombs and 9 to 13 torpedoes. Both were operating without air cover, when they were sunk. The battleships, that were in use up to the 1991 Gulf War, were used to destroy shore targets with their main guns.

Ripple Rocks

Explosives have peaceful uses as well.

Seymour Narrows is a 3.1 mile long section of Discovery Passage on the BC coast, known for strong tidal currents. The narrow channel is mostly about 750m wide. Depending on the state of the tide, currents can reach 15 knots. As if 15 knots of current were not enough of a navigational hazard, Seymour Narrows once contained Ripple Rock. A submerged twin-peak mountain that lay 2.74 m and 6.4 m below the surface at low tide. Ripple Rocks set up whirlpools, eddies, vertical currents, crosscurrents, combers, rapids, and almost every form of turbulence known. As they were a serious hazard to shipping, sinking 119 vessels and taking 114 lives, it was eventually decided to remove the rocks. Early attempts, working from the surface,proved unsuccessful, as the currents were too strong. It was then decided to tunnel under the rock from nearby Maude Island. See next page.

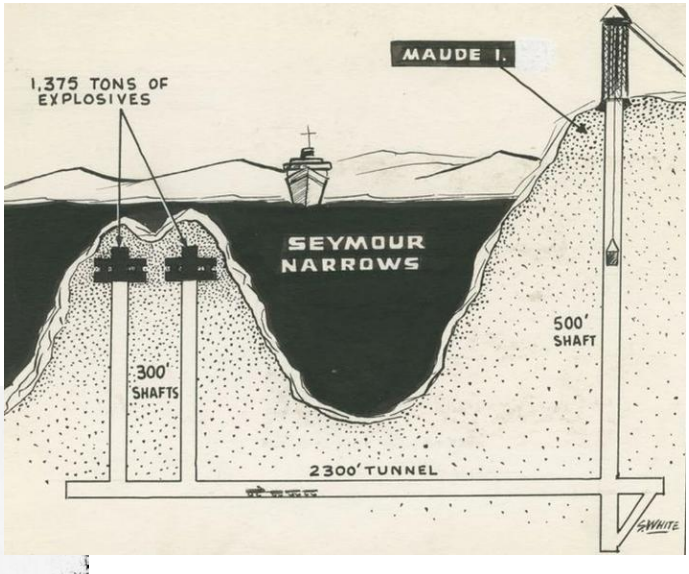
Seymour Narrows Location **Source:** https://en.wikipedia.org/wiki/Seymour_Narrows#/media/File:Map_of_the_Discovery_Islands.svg

On April 5, 1958, after twenty-seven months of tunneling and engineering work, Ripple Rock was blown up with 1,270 tonnes of explosives. Making it the largest commercial, non-nuclear blast in North America. Due to the weigh of water to be displaced, that was 10 times more explosives than would be required to do the job on

Waters of Seymour Narrows Churned up by Ripple Rock

Source (all 3 images): https://vancouversun.com/news/local-news/blowing-up-ripple-rock-with-mary-mcalpine

Tunnel Layout & Explosive Placement Location



the surface. About 635,000 metric tons of rock and water were displaced by the explosion, spewing debris at least 300 metres in the air. The blast increased water depth to 13.7 m and 15.2 m, at low water.

Ripple Rock Removal Explosion **Source:** https://www.facebook.com/photo?fbid=656961523377439&set=a.196652559408340

More detail can be found at: https://canadaehx.com/2022/08/22/the-ripple-rock-explosion-2/

In the News

CCGS Naalak Nappaaluk Delivered

The CCGS *Naalak Nappaaluk* is named after an Inuit elder from Nunavik and is a much-anticipated replacement for the decommissioned CCGS Hudson, which was 59 years old when removed from service in 2022. *Nappaaluk* was supposed to replace Hudson without a gap in availability, but delivery was repeatedly set

back because of the pandemic and a reshuffle of the National Shipbuilding Strategy's priorities. After cumulative delays, *Nappaaluk* arrived eight years late and about 1,000 percent over budget. See article at: https://infomarine.net/en/global-shipping-news/19-world-maritime-news/48890-seaspan-delivers-$900m-science-ship-after-eight-year-delay.html .

This vessel has been the subject of previous articles in the 2022-01, 2023-02-03 & 2024-04 editions of the Deck Log. Found at: https://www.mastermariners.ca/divisions/newfoundland-and-labrador/the-deck-log/

CCGS Naalak Nappaaluk **Source:**
https://www.facebook.com/photo/?fbid=1123149686497056&set=a.449598430518855

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."

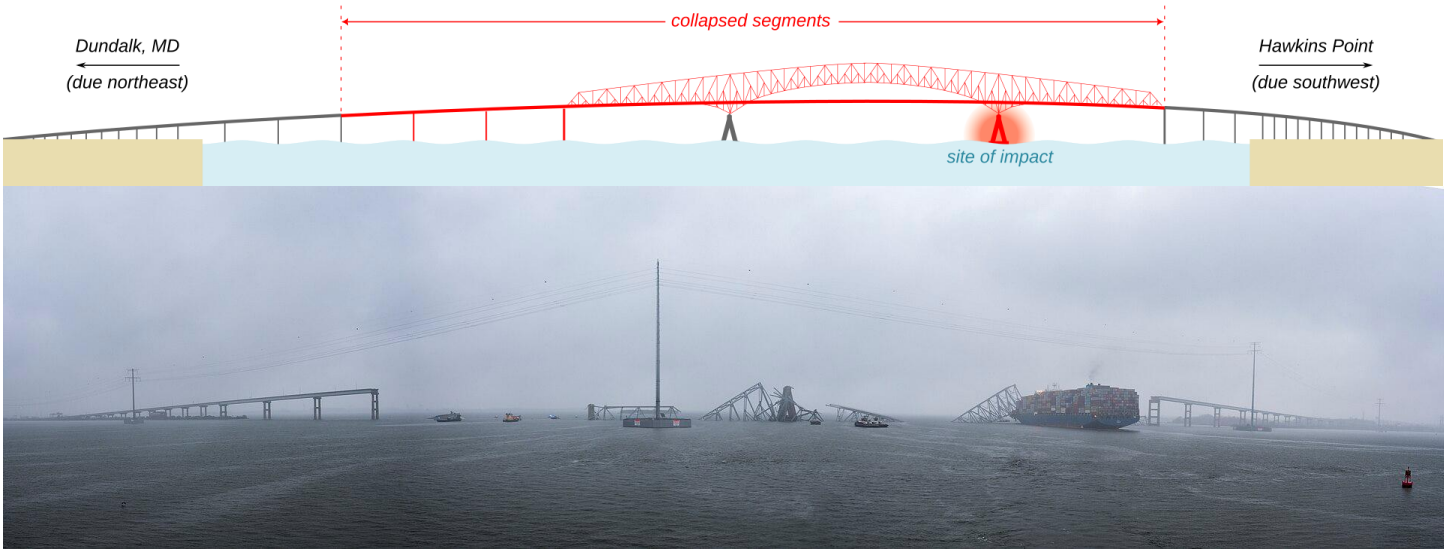
Does anyone reading know of any official comment made by potential stakeholders or any plans to react to the findings of the "Canadian Seafarers Pathway Study"? Link to the study: https://imagine-marine.ca/press-release-canadian-seafarers-workforce-study . Please e-mail anything, that you would wish to have published, to: glenn.fiander@mi.mun.ca

For the complete background article on this, see the 2025-2 - The Deck Log Apr-Jun edition. Found at: https://www.mastermariners.ca/divisions/newfoundland-and-labrador/the-deck-log/

MV *Dali* Update

On March 26th, 2024 the container ship MV Dali collided with a pillar of the Francis Scott Key Bridge, in the port of Baltimore. The collision caused a large portion of the bridge to collapse. Six workers, who were on the bridge at the time of the collision, lost their lives. The vessel was trapped under the collapsed bridge, a large part of the port of Baltimore was shut to vessel traffic, vessels were trapped in port and a major transportation artery was destroyed. The suspected cause of the collision was a vessel blackout. The *Dali* was freed from under the bridge on May 20th, 2024 and finally departed Baltimore on June 24th, 2024.

The MV *Dali* bridge collision has been the subject of previous articles in the 2024-01 & 2024-02 editions of the Deck Log. Found at: https://www.mastermariners.ca/divisions/newfoundland-and-labrador/the-deck-log/



MV *Dali* trapped under a section of the collapsed Francis Scott Key Bridge.
Source: https://en.wikipedia.org/wiki/Francis_Scott_Key_Bridge_collapse

The following is taken directly from online sources, referenced at the end.

The National Transportation Safety Board (NTSB) has reported the probable cause of the container ship strike that took down the Francis Scott Key Bridge: a loose wire buried inside a switchboard. The agency has now released its complete report, detailing the findings of its forensic team - and the challenging, monthlong effort to find one loose wire on a 10,000-TEU boxship.

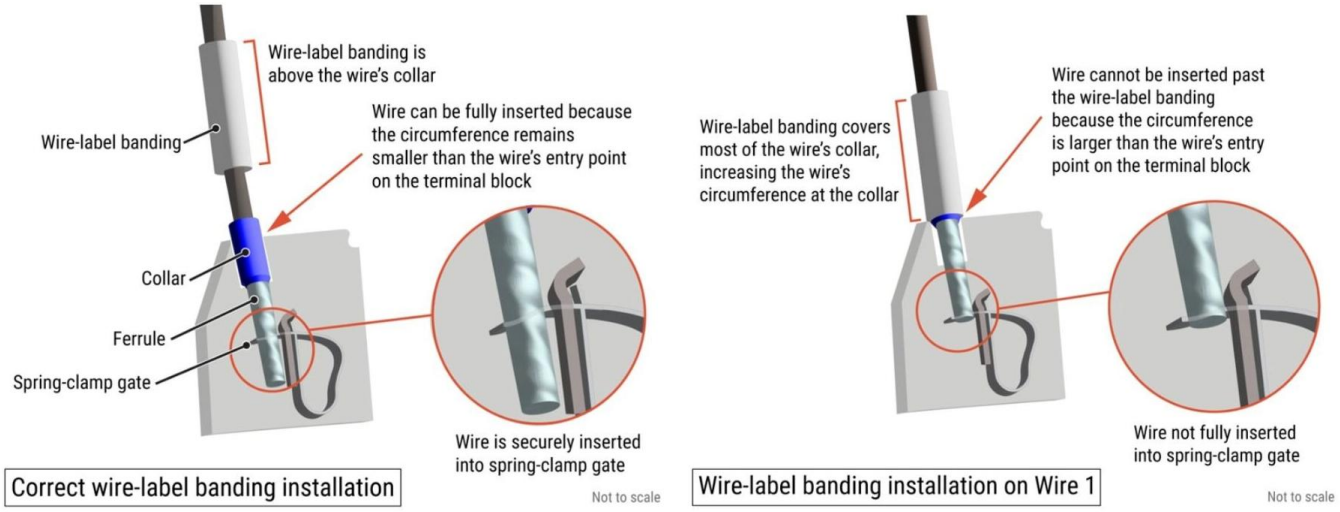
In the early hours of March 26, 2024, as the container ship *Dali* got under way outbound from the port of Baltimore, a high voltage breaker for a transformer tripped and shut down the ship's auxiliary power. This cut out the vessel's propulsion and steering, leaving *Dali* helpless and adrift. Efforts to restart were unsuccessful. Without a tug to assist, *Dali* drifted into a pier supporting the Francis Scott Key Bridge and destroyed it, collapsing the structure and killing six people.

After the accident, the NTSB began an intensive effort to determine the cause of the blackout, and it summoned *Dali's* shipbuilder - HD Hyundai Heavy Industries - to send experts to assist. The ship was still in the channel, trapped in the wreckage of the bridge, but was accessible by boat for investigators to come aboard. On April 1, representatives from HHI, the shipowner, the crew and the NTSB gathered at the *Dali's* switchboard to see if they could recreate the circumstances of the electrical fault. The high voltage breaker would not close, so HHI dispatched a circuit breaker specialist to the scene for another attempt.
On the next try, on April 10, the breaker closed successfully. The transformer was left energized and the breaker left closed to see if it would trip again in the manner of the casualty voyage. Two days later, without warning, the breaker tripped and caused a blackout - just like it had on the morning of the accident. On April 29, as testing continued, it tripped for a third time.

At this point, HHI opted to remove and dig into the breaker. They found that an undervoltage release circuit (a safety control signal) was de-energized, a condition that would disconnect the high voltage breaker and cause the fault. Only at this point - after disassembling the electrical panel and dispatching three separate teams of experts from the OEM - did the investigators discover a loose wire in a single terminal block, one of hundreds in the panel.

The panel was built with standard spring-grip terminal blocks for each wire connection. To make a connection, the spring is pushed back with a tool, a bare ferrule on the tip of the wire is inserted down into the terminal block, and the spring is released, forcing the ferrule against a contact. (see next page)

Aboard the *Dali*, each individual wire had a cylindrical label with the wire number on it. The label on this particular wire had been clamped too far down towards the tip, NTSB found, preventing it from being fully inserted. On lab inspection, the agency's technicians discovered evidence of scraping and arcing on the metal terminal and on the wire tip - a sign of a loose connection - and crushing at the very end of the ferrule, where the spring clamp had made a tenuous contact.



MV *Dali* Reason for Loose Wire Connection.

Source: https://images.axios.com/uciT00buRTrZ9iY-8aY573g0c24=/2025/11/19/1763531717870.jpeg

"Any shipboard movements or vibrations could have moved the wire, resulting in an interruption in the connection and causing electrical arcing," NTSB concluded. "Any interruption in the Wire 1's connection would have caused the HR1 breaker to open, resulting in a [low voltage] blackout."

According to NTSB, "HHI also stated that they did not have any specific materials, instructions, or training for their electrical installation technicians related to the installation of HV switchboards."

HHI, the shipowner and the ship manager are currently engaged in litigation over the cause of the casualty. Owner Grace Ocean and ship manager Synergy - which face massive liability claims for the destruction of the bridge - have filed a lawsuit claiming that HHI "defectively designed the switchboard in such a manner that wiring connections were not secure, could not be verified as secure, and could lose connection during normal operation." HHI disputes this allegation and is contesting the claim in court.
In a statement, HHI said that the loose wire inside the panel should have been caught by technical inspectors post-delivery, and alleged that the resulting fault was a product of "inspection failures" during the ship's service life. The shipbuilder's maintenance guidance at the time of delivery included a recommendation to check terminal connections every three years, and HHI asserted that this was not properly performed.

"After the ship was delivered and continuing after subsequent re-sales, it was incumbent on the ship's owner and operator to engage in regular and appropriate inspection and maintenance to ensure that the systems and components on the ship remained in seaworthy condition," HHI said in a statement. "Routine inspection over the past decade should have identified a wire that came loose over time."

NTSB has recommended that the shipbuilder should "incorporate proper wire-label banding installation methods into [its] electrical department's standard operating procedures" to ensure that wires can be fully inserted in terminal connections. It has also advised the vessel operator to incorporate "the use of infrared

thermal imaging for routine monitoring of electrical components" in order to detect poor terminal connections during a vessel's service life.

Configuration errors

The loose wire tripped the breaker, but several additional configuration choices caused the situation to spiral.

First, the breakers for the vessel's two transformers were set to manual mode, and so the shutdown of transformer 1 did not automatically prompt a switchover to transformer 2. If they had been in automatic mode, the initial blackout would have been shortened from 58 seconds to 10 seconds, giving the crew more time to react, NTSB said.

Second, the engine control system was set up to shut off the main engine if cooling water pressure dropped. When the cooling water pump shut off, this automatic safety system shut down the main engine to avoid damage, per class rules at the time of the vessel's construction. Though this met original class requirements, it "endangered the vessel because it prevented the main engine from being available following the initial underway blackout, thus reducing the vessel's maneuverability," NTSB concluded. The agency called for more research on redundant / backup power systems to ensure that the ship maintains emergency maneuvering capabilities.

Third, the crew had been using a flushing pump to supply fuel oil pressure to the auxiliary engines. The pump was not designed for this purpose, and was not set up to restart automatically when emergency generator power came back online. The pump was located two decks below the engine control room, too far away to access and restart manually in an emergency. Fuel pressure for the auxiliaries dropped, they shut down, and the vessel went into a second blackout - just as it approached the bridge pier. This pump configuration was not approved by class, according to NTSB.

"Using the flushing pump as a fuel supply pump sacrificed both redundancy and automation of the fuel supply system and violated established classification rules," said shipbuilder HHI in a statement, agreeing with NTSB's assessment. "Had the shipowner and operator used the ship's transformer in automatic mode and the fuel supply system as designed and manufactured, power would have been restored within seconds, and the second blackout, which led to the tragedy, would not have happened."

Fourth, NTSB noted serious issues with the software of the vessel's Voyage Data Recorder, or "black box." The manufacturer's proprietary playback software limited access to just 36 hours of bridge audio data. To get more, NTSB extracted its memory and took it to the VDR OEM's headquarters, where the data was pulled out in a painstaking process over the course of a day and a half, then reassembled from thousands of one-minute snippets.

Source for the above: https://maritime-executive.com/article/finding-loose-wire-in-dali-s-switchboard-took-a-month?utm_source=mail_from_02/09/2026&utm_medium=email&utm_term=Glenn.Fiander@mi.mun.ca&utm_campaign=2025-12-12%20-

%20Ukraine%20Strikes%20Russia%27s%20Caspian%20Sea%20Oil%20Infrastructure%20for%20the%20First%20Time,%20Seized%20Shadow%20Fleet%20Tanker%20Gets%20Under%20Way

That was the brief version. The full 259 page NTSB report can be found at: https://www.ntsb.gov/investigations/AccidentReports/Reports/MIR2540.pdf

The cost of that loose wire:

- Bridge reconstruction is estimated at $4.3 billion to $5.2 billion.
- The owners and operators of the *Dali*, agreed to a $102 million settlement to cover federal response and channel-clearing costs.
- The closure of the Port of Baltimore resulted in estimated losses of roughly $15 million per day. Total insured losses for the maritime industry are projected to be the largest in history. Potentially reaching $3 to $4 billion. The litigation is still ongoing.
- Damage to the *Dali* itself exceeded $18 million.

Small details do matter. Only after disassembling the electrical panel and dispatching three separate teams of experts from the OEM, did the investigators discover that loose wire in the single terminal block. One of hundreds of wires in the panel.

ISM

I have recently read an article in the December 2025 issue of the Nautical Institute journal Seaways. The article, written by Captain Ivo Jutrovic, is titled "What it looked like, Forty years of life at sea". He wrote about how things have changed, for the mariner, over that time. Haven't been able to find a link to the full article online.

The introduction of the ISM code is just one of many things that he mentions. A few direct quotes, sticking just to the subject of ISM.

"The next major change was the introduction and mandatory implementation of the ISM Code. For those working on ships today, who have not experienced life before ISM, it's difficult to imagine how vessels were operated without formal procedures, checklists, risk assessments, audits, and the many other aspects of safety management system. Looking back on more than 25 years of ISM, I must say that safety procedures have evolved and become strong safeguards against accidents."

"Seamanship in the traditional sense has nearly disappeared. It has been replaced by management systems, procedures, checklists, and countless documents. While technical advances have made certain tasks easier, increased demand and pressures have made seafaring more difficult than it was in the past. Modern communication is a continuous, endless flow – not a benefit, but a burden. Before ISM, shipping was under-regulated. After its implementation, it has become over-regulated. Third-party inspections and audits often seem to exist for their own sake."

“In the past, we used to go on the fo’c’sle to watch dolphins playing in the bow wave. When the bow dipped into a wave, you could almost touch the dolphins’ fins. Today, if we’re lucky enough to see dolphins, it’s through CCTV monitors. Watching them live from the bow would now require a work permit and a risk assessment.”

Some observations on the advantages and disadvantages of just one of the changes that occurred over his career. Many out there might be able to relate to what he has written.

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.