



# **The Deck Log**

**Newsletter**

**Master Mariners of Canada (MMC)**

**NL Division**

**January – March 2026**

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 18, the business of the division is covered. Pages 19 to 27, some maritime related articles.

## January 9<sup>th</sup>, 2026 Monthly Meeting

The monthly meeting, for January, took place at the Crow's Nest (9 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.

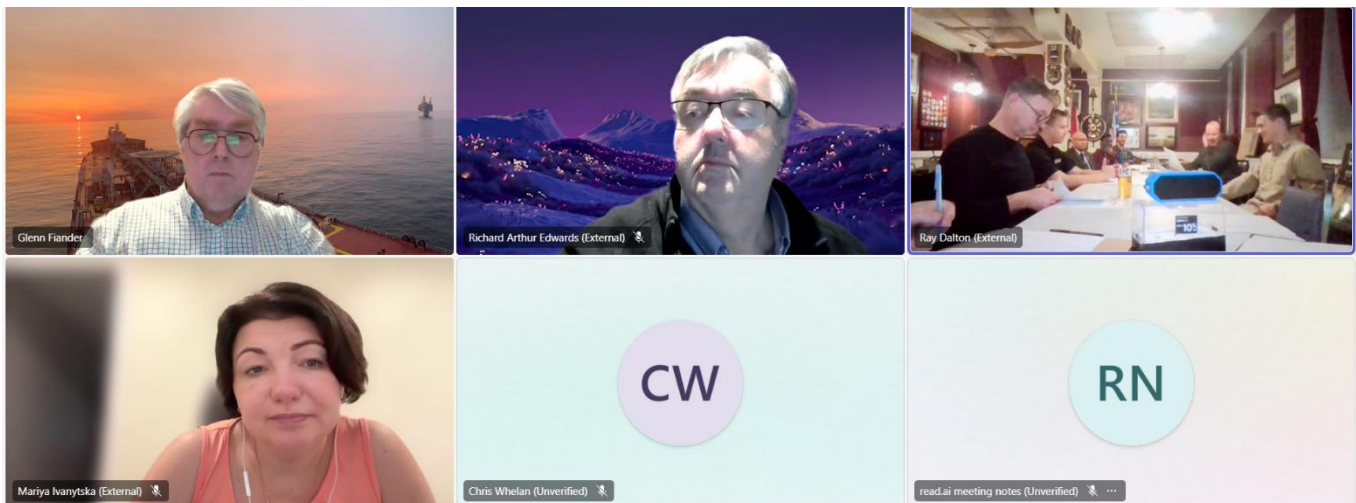
### Officer Reports

- Divisional Master, Captain Jim Parsons reported:

Captain Parsons reported that it was great to see a number of members attend the Christmas party after a few years not having one.

- Treasurer, Captain Sean Quinlan reported:

Captain Quinlan reported that he will have a full financial disclosure for the AGM next month. All members are required to pay their dues and asked the secretary to send out an email reminding all members.



## January 9<sup>th</sup> Monthly Meeting

## Due Structure for the Year 2026

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](mailto:mmcnltreasurer@gmail.com)

**Credit Card:** Contact Sean at the following address: [mmcnltreasurer@gmail.com](mailto:mmcnltreasurer@gmail.com)

Class of Member	Member Pays
Full	\$200
Senior & 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>

- Membership, Captain Richard Edwards reported:

Captain Edwards advised they are working with Marine Atlantic finalizing their corporate membership.

The website is still not allowing sign up. We are hoping to have this rectified in the near future. Captain Parsons recommended investigating having a backup for the web designer because it is not good for the image of the Master Mariners to have a potential member or potential corporation that want to join and cannot, due to a glitch on our website.

- Special Events, Captain Kris Drodge reported:

Captain Kris Drodge advised that there is nothing planned for the near future for MMC, but the following are on the horizon:

Training Ship “State of Maine” scheduled to visit St. John’s late June or early July. Captain Drodge will keep us updated as he receives more information.

2027 will mark the 50th anniversary of the MMC being founded in Newfoundland & Labrador. Captain Drodge is looking for input from our members on providing photos and documentation for the 50th anniversary. Any items should be uploaded to the following link:

[https://drive.google.com/drive/folders/18019TH7gec\\_rT4s\\_L64ExOqyk8TD4-0r?usp=sharing](https://drive.google.com/drive/folders/18019TH7gec_rT4s_L64ExOqyk8TD4-0r?usp=sharing)

School of Maritime Studies – Reunion  
February 05,2026.

**Event Details:**

**Date: Thursday, Feb. 5, 2026**

**Time: 4 - 6 p.m.**

**Location: Marine Institute Student  
Lounge, Ridge Road**



- Secretary, Captain Ray Dalton reported:

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

Upcoming schedule: February 12<sup>th</sup> (AGM), March 12<sup>th</sup>, April 9<sup>th</sup>, May 14<sup>th</sup>.

The AGM will be held February 12 and an election will be held for councillors for 2026-2027. Captain Dalton will contact all current councillors to determine if they are willing to seek re-election for the upcoming year.

**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**

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 Marshall Dunbar has replaced Captain Eben March as National Master.

There was a concern raised by the Vancouver Division that name of the Master Mariners creates a barrier to Mariners not holding a MM CoC. Maritimes, Great Lakes, Newfoundland and Labrador reported that it was discussed at their meetings and members strongly wish to keep the names as it stands. This will become a focus for the Business Plan Committee.

A letter has been created by NL Division in response to concerns from cadets regarding difficulty that recent grads are experiencing in getting jobs. There is a concern that it might be due to Transport Canada Reciprocal agreement which have brought in foreign seafarers. The letter containing 8 questions will be sent to Divisions for discussion and then to the National Board and if necessary to TC for answers.

The Laurentian division has been created, and Captain Sylvain Lachance will be the Divisional Master

The next AGM is scheduled to be in person in the fall, but a discussion was held regarding combining a future in-person AGM with a symposium. The plan put forward was to have a virtual AGM in the fall and an in-person AGM combined with a symposium for possibly spring 2027.

### **Standing Agenda Items**

- Nautical Skills Competition (NSC)

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

Teams have been selected and there will be 7 teams competing. An additional Engineering competition will be held.

Additional details can be found on the website: [Nautical Skills Competition](#)

- Seafarer's Wellness Center

The planning for the Seafarer's Wellness Center is ongoing. There was a Stakeholders Strategy Workshop – January 21, 2026. This was a great opportunity for stakeholders to connect, share ideas, and align on our goals for the Seafarers Centre in St Johns, NL.

There will be a Soft Launch of the Newfoundland and Labrador Seafarers' Centre, taking place on February 19, 2026, at 3:00 PM (Newfoundland Time) at 687 Water Street.

This informal afternoon will be a chance to come together in support of seafarers, explore the Centre, and connect with members of the maritime community.

- 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

No recent meetings. An additional clothing order is being arranged.

MI Winter Carnival scheduled for week after NSC.

The NSS is interested in getting involved in supporting the Seafarer's Wellness Center. Hayden will work with Captain Drodge to coordinate.

### **New Business**

MMC NL Div. provided letter regarding the cadets concerns of foreign seafarers possibly impacting employment for Canadian seafarers to Mariya Ivanytska of Over-Horizon. Mariya's company is involved in supporting foreign seafarers getting employment and was asked to provide her thoughts on the status of seafarer employment on Canadian vessels. Mariya believes there are many factors regarding employment, and it must be investigated further to determine the effect of Transport Reciprocal agreement.

The Merchant Navy memorial located on the Marine Institute grounds. There was a lot of effort to get this created but there are several names missing from the memorial and no real ownership of the memorial to address this. The Marine Institute gets contacted regarding missing names but are not the owners of the monument. There is also no more room on the monument to add new names. There is a proposal to set up a committee to be able to action these queries or deal with any upkeep or damage to the site.

Doctor Paul Brett has proposed the committee should be formed and made up of a member from:

- MMC NL Div. (Captain Eben March has agreed to represent MMC)
- Provincial Government
- Marine Institute
- Pippy Park Commission.

It was agreed that MMC would support this initiative.

## **January 15<sup>th</sup>, 2026**

A team kick off & exercise overview 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 Exercise Overview Session, January 15<sup>th</sup>, at the Marine Institute.**



## **February 6<sup>th</sup> – 7<sup>th</sup>, 2026**

14<sup>th</sup> annual Nautical Skills Competition took place on Friday evening February 6<sup>th</sup> & Saturday 7<sup>th</sup>. 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. 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.

<https://nsc.mastermariners.ca/newsletter/>

The competition video can be found at: <https://nsc.mastermariners.ca/media/>



**2026 Nautical Skills Competition Group Photo,  
Including Students, Judges and Volunteers.**

## AGM, February 12<sup>th</sup>, 2026

The AGM, for 2026, took place at the Crow's Nest (13 present) and was also conducted by MS Teams (2 present).

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

Captain Parsons said the agenda for the 2026 AGM were distributed by email by the Secretary and no concerns were raised. Motion to accept the agenda was made by Captain Sean Quinlan and seconded by Captain Kris Drodge. Agenda was accepted.

Captain Parsons dissolved the 2025-2026 council. There was a nomination for Divisional Master & Assistant Div. Master – Membership. The remaining members have agreed to stay on the council for 2026-2027.

### **The following are the Councillors for 2026 – 2027:**

Divisional Master: **Captain Kris Drodge**

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

Treasurer: **Captain Sean Quinlan**

Assistant Div. Master – Membership: **Captain Alec Matthews**

Assistant Div. Master – Special Events: **Captain Jim Parsons**

Secretary: **Captain Ray Dalton**

## Officer Reports

- Divisional Master, Captain Jim Parsons reported:

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

- Merchant Navy Memorial Ceremony at Marine Institute
- Participated in the Remembrance Day Ceremony at the Marine Institute
- Nautical Skills Competition
- Nautical Science Society year end BBQ
- MMC NL Div. Christmas Party

- Treasurer, Captain Sean Quinlan reported:

Captain Quinlan presented the financial ledger for 2024. Starting balance was \$19,412 and closing balance was \$27,080 The financial ledger was reviewed by Captain Chris Hearn and Captain Eben March.

- Bank service charges for the TDMS Bus account were renegotiated during the year and after a full year cycle should be averaging \$119.40 / yr as opposed to last year of approx \$625.74.
- Expenses were as per every year except for purchase of banners to promote the MMC and cheque for the Battle of the Atlantic memorial.
- Christmas party total cost \$3291.25, total collected from member \$2305: loss of \$986.25
- Discussed with the Nautical Skill committee regarding the cost sharing of the post office mail box (\$287.50/r) so that we will each only pay \$143.75

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

- Membership, Captain Richard Edwards reported:

Membership update as of the date of the AGM:

Full	34
Associate	3
Cadet	1
Corporate	9
Honorary	4
Senior	2
Lifetime	1
<b>Total</b>	<b>54</b>



**February 12<sup>th</sup> Monthly Meeting, AGM**

- Special Events, Captain Kris Drodge reported:

Captain Kris Drodge stated the training vessel “State of Maine” is scheduled to make a port call in St. John’s in June. The vessel will have 300 cadets onboard and the MMC will be involved. More information will be available at the next meeting.

- Secretary, Captain Ray Dalton reported:

Captain Dalton acknowledged:

We pause to acknowledge the Ocean Ranger disaster of February 15, 1982, when 84 crew members lost their lives off the coast of Newfoundland. We honour their memory, recognize the families and communities affected, and reaffirm our commitment to safety, accountability, and learning from this tragedy.

Meeting schedule for the remainder of the spring.  
 March – 12<sup>th</sup>, April - 09<sup>th</sup>, May – 14<sup>th</sup>

**National Update: Captain Ray Dalton, Assistant Vice President reported:**

Captain Ray Dalton stated that the Laurentien Division has been formed Sylvain LaChance has agreed to take on the role of Divisional Master. Memberships will be transferred from the former Capital Region and logistics of banking etc. are underway.

Survey Proposed by Captain John MacIsaac of the Education Committee. Proposing to survey the Canadian Training Institutions which are approved to deliver Cadet programs. The Goal would be to discover the impact of shortage of seafarers on recruitment and retention of faculty and the resulting impact on the training of cadets.

Captain Marshall Dunbar has drafted letters to help members be able to explain the benefits of membership. These could also be sent to prospective members. Divisional masters are asked to take the drafts for consideration and reply to Marshall.



**February 12<sup>th</sup> Monthly Meeting, AGM**



Plan is to hold a virtual AGM this year on Sat Oct 24, 2026, and hold a conference in spring 2027 possibly with Maritimes Division

The Captain G.O. Baugh scholarship was awarded but there were no winners from the Marine Institute. The Great Lakes Division decided to award a bursary to cadets that applied from the Georgian College. Captain Dalton made a motion to provide a \$300 for up to two Marine Institute cadets that applied to the Baugh scholarship this year and for it to be reviewed annually. Captain Glenn Fiander seconded the motion and the motion was passed.

Imagine Marine has requested the MMC to support a study ESDC Workplace Harassment and Violence Prevention Fund in which they may receive funding from the federal government. We will have more info on this at the next meeting.

**Standing Agenda Items**

- Nautical Skills Competition (NSC)

Jennifer Howell sent out an email to summarize the 2026 NSC.

There was a total of **59 current MI students** compete this year:

- 19 Marine Engineering students
- 40 Nautical Science students

We also welcomed **16 high school students** (8 Marine Engineering applicants and 8 Nautical Science applicants). Six of these students received **\$1,000 tuition vouchers** toward their post-secondary education next year.

**Competition Overview**

- 10 exercises delivered over two days

Overall Awards	Special Awards
<ul style="list-style-type: none"> <li>• 1st Place – Team 3</li> <li>• 2nd Place – Team 4</li> <li>• 3rd Place – Team 7</li> <li>• Honourable Mention – Team 2</li> </ul>	<ul style="list-style-type: none"> <li>• Social Media Challenge – Team 7 (Marine Institute)</li> <li>• Seamanship Best Time – Hunter Spence (SMS)</li> <li>• Brian Bishop Award (Ship Handling) – Team 4 (Canship Uglan)</li> <li>• Marine Engineering Excellence – Team 4 (Oceanex)</li> <li>• Teamwork – Team 3 (CSL)</li> <li>• Spirit Award – Team 3 (Marine Atlantic)</li> <li>• Safety – Team 3 (Algoma)</li> <li>• Emergency Management – Team 3 (RJG)</li> <li>• Problem Solving – Team 4 (DOF)</li> <li>• Emergency Towing/Salvage – Team 2 (Horizon Maritime)</li> <li>• Dynamic Positioning – Team 3 (Atlantic Towing)</li> <li>• Search and Rescue – Team 3 (Virtual Marine)</li> <li>• Individual Leadership – Caleb Connors (Fry Family Foundation)</li> <li>• High School Student Award – High School Students (Sea1 Offshore)</li> </ul>

- Seafarer’s Wellness Center

Captain Chris Hearn advised that the Seafarer’s Wellness Center is progressing well with the soft launch planned. There were a couple of delays but The Mission to Seafarers NL was launched.



### Seafarer’s Wellness Center Launch

- Nautical Science Society

NSS president Hayden Landa gave an update on activities happening for the NSS. Firstly, they wanted to formally thank the organizers of the Nautical Skills Competition and all judges, volunteers etc., that made it a huge success.

NSS have offered their assistance for the Seafarer’s Wellness Center launch and will work with Captain Hearn in supporting this.

NSS has some fundraising activities underway over the next while.

### New Business

- Notice of coasting trade license applications

Notice of Coasting Trade Licence Application: 26-09179.

MST (Atlantic) Chartering ULC applied, through its representative, to the Minister of Public Safety and Emergency Preparedness (Minister), for a licence to use the Maran Thule, a shuttle tanker registered in the Bahamas, IMO number 9895264, to load and transport crude oil in multiple voyages of approximately 960,000 barrels each, from the Hibernia, Hebron, Terra Nova and White Rose oil fields in the Grand Banks, Newfoundland and Labrador, for discharging at Whiffen Head and at Come By Chance, Newfoundland and Labrador, at Point Tupper, Nova Scotia, and at Saint John, New Brunswick. The activity will start on March 2, 2026, and will end on March 1, 2027.

Captain Marshall Dunbar, National President, Master Mariners of Canada has asked the following questions:

- Will Canadian seafarers be employed onboard as part of the minimum manning requirements?
- Will Canadian supply chain companies and training institutions be utilized for the required operations?
- Will vessels be available for cooperative and workterm sea phases for cadets that help build the Canadian maritime workforce capacity?

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.

## February 15<sup>th</sup>, 2026

## 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](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>.

## March 12<sup>th</sup>, 2026

The monthly meeting, for March, took place at the Crow's Nest (8 present) and also conducted by MS Teams (5 present).

Divisional Master, Captain Kris Drodge, 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 Kris Drodge reported:

Captain Drodge thanked everyone for their confidence in electing him as Divisional Master..

- Treasurer, Captain Sean Quinlan reported:

Captain Quinlan reported balance as per 12 March: \$28031.99.

Membership info:

Full	19
Associate	2
Cadet	1
Corporate	11
Honorary	4
Senior	2
Lifetime	1
Total	40

Note:

Marine Atlantic has purchased 14 memberships, only one name listed, Marine Atlantic rep has been contacted to supply remainder of names and for them to go to the MMC web site for enrollment.

Virtual Marine also purchased a corporate membership.



### March 12<sup>th</sup> Monthly Meeting

**Due Structure for the Year 2026**

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**Cash:** In person

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**Credit Card:** Contact Sean at the following address: [mmcnltreasurer@gmail.com](mailto:mmcnltreasurer@gmail.com)

- Membership, Captain Alec Matthews reported:

Captain Matthews was not present, but a discussion was held regarding how we track new members and how they are added to the distribution list. The website is not functioning correctly, and this hopefully will attract new members.

- Special Events, Captain Jim Parsons reported:

Captain Parsons advised that there was no update for4 this meeting.

- Secretary, Captain Ray Dalton reported:

Captain Dalton advised

“Before we begin, I’d like to acknowledge the tragedy involving *Cougar 491*. This is another Newfoundland and Labrador tragedy that took the lives of 18 people on this day in 2009. Let’s take a moment of silence to remember those lost and to reflect on the importance of safety in the work we do.”

The new schedule that the meeting will now be held on the second Thursday of each month.

Upcoming schedule: April 9<sup>th</sup>, May 14<sup>th</sup>

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.

Class of Member	Member Pays
Full	\$200
Senior & 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>

## National Update:

Captain Eben March advised that a committee had been formed consisting of himself, Captain Marshall Dunbar and Captain John Greenway to update the business plan for the organization. As the plan was too big to tackle all at the same time it was decided to focus on social media.

Laurentin Division is now up and running and has a Divisional Master and Treasurer. They have confirmed their numbers to have official status. The funds that were held by National have been provided and all that is outstanding is that they need to formally be formed at the next National meeting.

## Standing Agenda Items

- Nautical Skills Competition (NSC)

Captain Eben March advised that most of the items for NSC 2026 have been wrapped except the closeout meeting. NSC 2026 was another success and the inclusion of the Engineering students has certainly added to the competition.

Captain Drew McNeil gave a financial update regarding the latest NSC. He explained that this year they are expecting to lose some money because this year was the most money given out in prizes due to the high number on each team. There is sufficient seed money to continue the competition for several years, but the NSC needs additional sponsors and hoping that with the addition of engineering students we get new corporations willing to sponsor.

- Seafarer's Wellness Center

Captain Chris Hearn provided an update.

The soft launch of the Seafarer's Wellness Center was a success. It had a good turnout which was appreciated. Good feedback and media coverage of the event.

There are discussions around expanding to different areas, but the committee feels it is best to get the St. John's location running smoothly before expanding.

International Transport Workers' Federation (ITF) has a fund for conversion 20–40-foot containers into temporary space to use as a mission. Basically, strip out the container and install furniture. Having a place with WIFI is coveted by seafarers as it allows them to communicate with their families back home. The committee



## March 12<sup>th</sup> Monthly Meeting

believes if they can get three containers and get them converted that can be used in various locations. Captain Drodge stated there may be a container at MI-Foxtrap that may be suitable.

Financially they are in good shape and expect some funds from the international organization. Charity status is almost complete. June 25<sup>th</sup> is the “Day of the Seafarer” and they plan to raise a flag at City Hall and have the major present for that.

They are hoping to hear about a couple of grants in May. They are also in the process of training volunteers to go down to the ship. They want to be in operation for cruise season in St. John’s.

Captain Richard Edwards wanted to recognize Morgane Sheppard (Station Manager, Mission to Seafarers NL) for her help in finding a priest after a Filipino seafarer had died on one of their vessels.

- 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

The Nautical Science Society was represented at the launch of the Seafarers Mission and had raised money and gave a donation.

Two students will be attending the Nautical Institute Conference in Victoria, BC.

### **New Business**

June 2027 will be the MMC NL Div. 50<sup>th</sup> anniversary. Captain Drodge is looking to get information that may be available regarding the history of the organization. Captain Drodge would like to form a committee to suggested we make Captain Zaki patron for this event. Any members wishing to be a part of the committee should come forward.

MMC and Society of Naval Architects and Marine Engineers (SNAME) will be hosting a joint presentation on Human Factors in the maritime industry at the Crow’s Nest. The event got postponed due to inclement weather and the new date will be arranged and communicated.

## In the News

### Plight of the Seafarer

One online source estimates that over 1,500 commercial vessels, with over 20,000 seafarers onboard, are stuck in the Persian Gulf, due to the ongoing military action/conflict in that area of the world. Numbers will vary depending on the source. For the large majority of those seafarers, there isn't much that they can do about their situation.

Time onboard may be extended because it's not easy to get a relief in a war zone and perhaps difficult to arrange transportation.

In a war zone, depending on proximity to the hostilities, there is danger from drone, missile, bomb, shell or mine strikes (at any time). Some areas are safer than others but nowhere is 100% safe from deliberate or accidental strikes. Multiple seafarers having been killed or injured since the start of the conflict.



**Iranian tanker on fire, as a result of US airstrike.** Source: [https://gcaptain.com/photos-appear-to-show-fire-aboard-iranian-vlcc-disabled-by-u-s-navy/?subscriber=true&goal=0\\_f50174ef03-4e0060a30f-139902913&mc\\_cid=4e0060a30f&mc\\_eid=8fb15eb136](https://gcaptain.com/photos-appear-to-show-fire-aboard-iranian-vlcc-disabled-by-u-s-navy/?subscriber=true&goal=0_f50174ef03-4e0060a30f-139902913&mc_cid=4e0060a30f&mc_eid=8fb15eb136)

Quitting or exercising ones right to refuse to sail/work in declared war zone, not a viable option in many cases. The vessel at anchor, in the photo next page, has a gangway out but it leads nowhere. To leave means arranging transport ashore. Even if at the dock, is the seafarer permitted to go ashore or transit through the jurisdiction in question? Is transportation available and how will it be arranged?

If the seafarer leaves, what happens to their pay & what will leaving do to future hiring prospects? Despite having the right not to work in a war zone, there may still be consequences with some employers. Can they personally afford the cost of transportation, as it is likely higher in a warzone? Depending on the individuals rank onboard, there may be issues relating to vessel safe manning. Even if an employer facilitates a seafarer's request to leave, arranging a relief and transportation might be difficult/impossible.



**Ship at anchor in the Persian Gulf. Source:** [https://gcaptain.com/trumps-iran-strategy-collides-with-hormuz-reality/?goal=0\\_f50174ef03-f852b32948-139902913&mc\\_cid=f852b32948&mc\\_eid=8fb15eb136](https://gcaptain.com/trumps-iran-strategy-collides-with-hormuz-reality/?goal=0_f50174ef03-f852b32948-139902913&mc_cid=f852b32948&mc_eid=8fb15eb136)

The seafarer may be on a vessel with little or no capability to remain in contact with the outside world.

Seafarers may be stuck onboard vessels with limited supplies of fresh water, food & fuel. Essential medical care may not be available. Ships, having run out of fresh water, have been refused permission to dock. Ports are overwhelmed and security is such that ships are refused permission to dock. Crews cannot get off and reliefs cannot fly in. Seafarers are being placed in an impossible position. Expected to continue operating vessels in an active conflict zone while lacking the ability to safely disembark.

Representative bodies (IMO, ITF, ICS, etc.) have called for coordinated international action to enable resupply, crew changes, and repatriation. However, large numbers of vessels and their crews remained trapped in the Gulf.

Photos (next page) taken by a rescued crew member, from the 30,000 dwt Thai-flagged bulk carrier *Mayuree Naree*, offer a reminder of the dangers facing commercial seafarers in the region. On March 11<sup>th</sup> the vessel, having left the UAE was in the vicinity of the Strait of Hormuz. The vessel was struck by 2 projectiles, of unknown origin, sparking a fire in the engine room. Twenty crewmembers abandoned ship and were rescued. Three crewmembers were reported missing and believed to be trapped in the engine room. The vessel eventually drifted to a point where it grounded on an Iranian island. A search team boarded the vessel but did not find the missing crewmembers (an electrician, a mechanical technician and an engineer) in the heavily damaged engine room.

The top 2 photos show the burning vessel from a life raft and one of the crewmembers after rescue. Note that the bottom photo shows the free fall lifeboat just after been released, two crewmembers climbing a rope ladder to a life raft, a hole near the waterline and what appears to be an intense fire burning inside.

Sadly, it's not only the conflict that the seafarers have to deal with. They have to deal with a variety of employers. Some more concerned with crew welfare than others. I recently watched a reporter interviewing a manager from a company with vessels trapped in the Gulf. The reporter asked when he thought his trapped vessels would be able to leave the Gulf. He answered that he didn't know when but it would not happen until it was safe for the vessels and crews to do so. He then went on to indicate that, while difficult, they were able to keep their vessels supplied with provisions and fuel. Noting also that they were able to facilitate crew changes, but it wasn't easy. (continued page 22)



***Mayuree Naree, Abandoning Ship.***  
Source: [https://gcaptain.com/photos-from-lifeboat-show-human-cost-of-hormuz-crisis/?subscriber=true&goal=0\\_f50174ef03-a840642da8-139902913&mc\\_cid=a840642da8&mc\\_eid=8fb15eb136](https://gcaptain.com/photos-from-lifeboat-show-human-cost-of-hormuz-crisis/?subscriber=true&goal=0_f50174ef03-a840642da8-139902913&mc_cid=a840642da8&mc_eid=8fb15eb136)

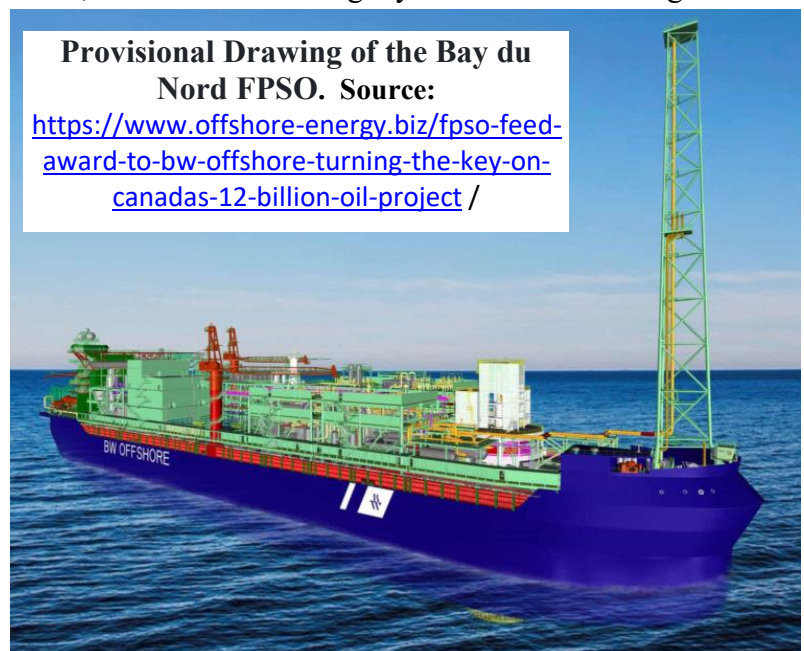
Then there are those who have less concern for crew welfare. Read an article about a tanker operator that had tankers in the Gulf when the conflict started. Soaring crude prices and surging tanker rates were enough incentive for the operator, on four occasions, to send loaded tankers through the Strait of Hormuz. They turned off their AIS transponders and made a run for it. All got through and the owners profited. Unknown is whether the crews agreed to take part in the voyages, if they even had a choice. Also unknown is if they were at least provided extra hazard pay for making the transit. Not that extra pay would mitigate the dangers illustrated by the photos on the previous page. In the words of a shipowner involved with the transits “The risks are huge. But the sea has always been a risky business.”

When there is food on the table/gas for the car/other required goods are available, there is little thought given to those who man the ships that supply much of what we need in our day to day lives. Shipping restrictions, in the Strait of Hormuz, are affecting the transport of approximately 20% of the world’s energy supplies. That is driving up the cost of energy supplies and anything associated. Supply of commodities, such as fertilizers, has also been affected by this conflict. Faced with increased costs and inconvenience, some have openly said that ships should just make a run for it. Many, faced with the inflationary pressures, have likely thought the same thing. Giving little thought for those who have to man the vessels as they pass through a war zone. I wonder, if the seafarers said: “Yes we will turn of the AIS and make a run for it, if you will join us for the passage through the strait.”, how many complaining about the economic impacts (or the quoted shipowner above) would take them up on the offer?

## Bay du Nord, Tuesday March 3

The NL government announced that it had reached an agreement with Equinor ASA to develop the Bay du Nord oilfield. Located some 500 km East of the province and having estimated reserves of more than 430 million barrels. The agreement establishes clear long-term conditions, providing the stability required to move the project forward. Project sanction is expected in 2027, with first oil flowing 4 years later. The final go-ahead decision rests with Equinor and other project partners. More information can be found at: <https://www.equinor.com/where-we-are/canada-bay-du-nord>

The field location is unique because it is the first project located outside of a country’s 200-mile limit. Because of its location in international waters, the project is subject to the provisions of UNCLOS. This means that Bay du Nord must pay taxes to the United Nations on resources extracted. As an incentive, to get Bay du Nord development underway, the federal government has agreed to cover those costs.



If sanctioned, this will be the 5<sup>th</sup> field to be developed offshore NL. The other fields being Hebron (gravity base platform), Hibernia (gravity base platform), Terra Nova (FPSO) and White Rose (FPSO and gravity base platform). The 4 current fields are supported by 4 shuttle tankers and 14 offshore support vessels. The number of support vessels can be more, depending on requirements. All of the tankers and support vessels are mostly crewed by Canadian mariners. Providing long term life of field employment.

Support vessel requirements for Bay du Nord have not yet been established. At least 3 support vessels and 1 or 2 extra shuttle tankers are likely (as a minimum). It is hoped that the aforementioned agreement, between Equinor and the NL government, contains a requirement that Canadian mariners be employed on the vessels associated with this new field as well.



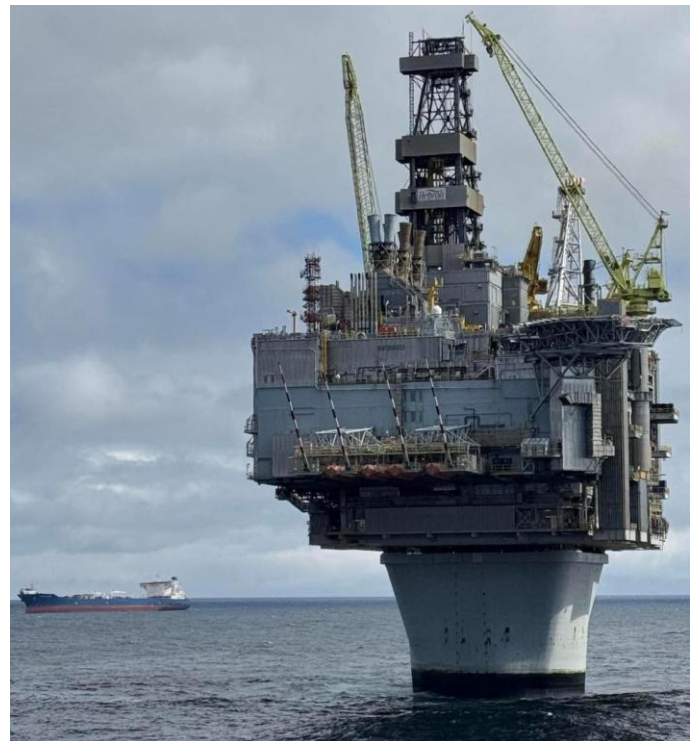
**Hibernia Platform. Source:**

<https://www.facebook.com/photo.php?fbid=1290336603199192&set=pb.100066685941308.-2207520000&type=3>



**West White Rose Platform. Source:**

<https://www.facebook.com/photo.php?fbid=1269512945281558&set=pb.100066685941308.-2207520000&type=3>



**Hebron Platform. Source:**

<https://www.facebook.com/photo.php?fbid=1085110193721835&set=pb.100066685941308.-2207520000&type=3>



**Petition**

See this web link <https://www.ourcommons.ca/petitions/en/Petition/Details?Petition=e-7343> for a petition relating to Reciprocal Arrangements for the employment of foreign seafarers in Canada.

Petition details are as follows:

# “Petition to the House of Commons in Parliament assembled

Whereas:

- Transport Canada administers Reciprocal Arrangements (RAs) under the Canada Shipping Act without a clear, transparent, or accountable governance framework;
- The current government approach allows large marine corporations to become dependent on ongoing access to foreign labour in a manner similar to the Temporary Foreign Worker Program, without sufficient safeguards to protect Canadian wage standards, career advancement pathways, or sustained investment in domestic marine training;
- Maritime unions have raised concerns that this approach weakens Canada’s limited marine training institutions and erodes the long-term availability of a trained Canadian marine workforce;
- Continued reliance on international mariners through these arrangements negatively impacts Canada’s ability to be self reliant in advancing seafaring skills for both a domestic merchant marine supply chain, Pacific Pilotage Authority, and the Department of National Defence from coast to coast; and
- These arrangements are expanded without regular public reporting or parliamentary oversight, raising concerns about their alignment with Canada’s long-term marine workforce capacity, safety objectives, and the practical integrity of cabotage protections.

We, the undersigned, **citizens and residents of Canada**, call upon the **Government of Canada** to pause further expansion of Reciprocal Arrangements and undertake a review of existing agreements, with the objective of establishing a coherent, transparent framework that supports Canadian workforce development, training capacity, safety, and marine sovereignty.”

If you wish to sign the petition, use the web link above. Deadline for signing is August 13<sup>th</sup>, 2026. Nice to see that someone is at least making an attempt to support Canadian Mariners on this issue. Unfortunately, there aren’t enough advocating positions like this.

## New Zealand Upholds Cabotage Rules Rejecting Foreign-Flag Replacement

The following article is found at: [https://maritime-executive.com/article/new-zealand-upholds-cabotage-rules-rejecting-foreign-flag-replacement?utm\\_source=mail\\_from\\_05/21/2026&utm\\_medium=email&utm\\_term=Glenn.Fiander@mi.mun.ca&utm\\_campaign=2025-12-13%20-%20Vessel%20Set%20on%20Fire%20in%20Russian%20Attack%20on%20Ukraine,%20Stranded%20Shadow%20Tanker%20to%20be%20Towed,%20Ukraine%20Attacks%20Russian%20Supply%20Ships](https://maritime-executive.com/article/new-zealand-upholds-cabotage-rules-rejecting-foreign-flag-replacement?utm_source=mail_from_05/21/2026&utm_medium=email&utm_term=Glenn.Fiander@mi.mun.ca&utm_campaign=2025-12-13%20-%20Vessel%20Set%20on%20Fire%20in%20Russian%20Attack%20on%20Ukraine,%20Stranded%20Shadow%20Tanker%20to%20be%20Towed,%20Ukraine%20Attacks%20Russian%20Supply%20Ships)

*“The Maritime Union of New Zealand and the International Transport Workers’ Federation are celebrating the decision of New Zealand’s Associate Minister of Transport to uphold the country’s cabotage rules. It comes at a time when many flags are under pressure due to rising costs and the option to switch to less costly foreign flag operations.*

*The debate was triggered after Holcim New Zealand, a supplier of cement, aggregates, and ready-mix concrete, announced plans to end its shipping operations. The company has been operating the Buffalo, a 9,000 dwt cement carrier since acquiring the vessel in 2016. Built in 1988, the ship is 130 meters (426 feet) in length and*

used to transport products from the company's operations in the north to the lower North Island and South Island.

Holcim contends that the Buffalo is too large and inefficient for its current operations. Further, it says the vessel is costly to run and will require US\$4.6 million of upgrades and repairs over the next four years. The company reported it had agreed to sell the ship to Swiss-based NovaAlgoima Cement Carriers as of the end of this year. It also filed a notice to terminate 32 New Zealand union seafarers who had been working on the ship.

To replace the retiring ship, Holcim entered into an agreement with NovaAlgoima to maintain the service on a contract running for up to three years. The ship was to be replaced with the NACC Vega (7,450 dwt). Built in 2010, the vessel, however, is registered in Panama and operates with a foreign crew.

New Zealand's Associate Minister of Transport, James Meager, confirmed that he had received an application to waive the country's cabotage regulations requiring New Zealand-flagged and operated ships to maintain coastal services. He notes that it is possible to waive the regulations, but it is typically done in special circumstances or for single journeys.

Holcim called the arrangement an interim solution for up to three years. They said they were also investigating building a "modern pneumatic vessel specifically for the local trade." The company contends that the only other option, road transportation, is impractical and would be more costly.

"In this case, I was not satisfied that Nova's application met the requirement of the act," said Meager.

The unions hailed the decision as a protection of the maritime industry and said it could be used to help build New Zealand's merchant shipping operations.

"New Zealand requires a robust and permanent policy framework to rebuild a dedicated New Zealand domestic coastal shipping fleet, crewed by New Zealanders, ensuring security and resilience in our supply chains," said Carl Findlay, National Secretary of the Maritime Union of New Zealand.

The ITF said the decision reflects "growing global recognition" of the importance of strong maritime cabotage laws. It asserts that national-flag fleets and domestic crewing are essential for national security and supply



### **Cement Carrier Buffalo.**

**Source:** [https://maritime-executive.com/article/new-zealand-upholds-cabotage-rules-rejecting-foreign-flag-replacement?utm\\_source=mail\\_from\\_05/21/2026&utm\\_medium=email&utm\\_term=Glenn.Fiander@mi.mun.ca&utm\\_campaign=2025-12-13%20-%20Vessel%20Set%20on%20Fire%20in%20Russian%20Attack%20on%20Ukraine,%20Stranded%20Shadow%20Tanker%20to%20be%20Towed,%20Ukraine%20Attacks%20Russian%20Supply%20Ships](https://maritime-executive.com/article/new-zealand-upholds-cabotage-rules-rejecting-foreign-flag-replacement?utm_source=mail_from_05/21/2026&utm_medium=email&utm_term=Glenn.Fiander@mi.mun.ca&utm_campaign=2025-12-13%20-%20Vessel%20Set%20on%20Fire%20in%20Russian%20Attack%20on%20Ukraine,%20Stranded%20Shadow%20Tanker%20to%20be%20Towed,%20Ukraine%20Attacks%20Russian%20Supply%20Ships)

*chain resilience. They said New Zealand had risked setting a dangerous precedent and said the government was right to “shut the door” on the proposal.”*

Comment: Hypothetically, foreign seafarers are permitted to work on domestic vessels in country A. Not because of a shortage but because the foreign seafarers cost less than the domestic seafarers. In turn, the supply of domestic seafarers slowly downgrades, due to the lack of sufficient job opportunities. The infrastructure required to train new mariners, in turn, is reduced. What happens when the point is eventually reached when there are insufficient domestic seafarers, in country A, or the means to train them? At that point the foreign seafarer is no longer an option but a necessity, to keep domestic shipping moving. With an insufficient supply of domestic seafarers, will the foreign option still come at a reduced price? If the suppliers of those foreign seafarers know that there is insufficient domestic supply, in country A, probably not. Saving in the short term might lead to paying more in the long term.



**Source:**

<https://www.facebook.com/photo/?fbid=697022379139396&set=a.472501724924797>