



# From the Bridge

## The Newsletter of the Company of Master Mariners of Canada

[www.mastermariners.ca](http://www.mastermariners.ca)

August 2012

*The Company of Master Mariners of Canada is a professional association for those qualified to command. It was established to encourage and maintain high and honourable standards within the nautical profession, further the efficiency of the Sea Service, and uphold the status, dignity and prestige of Master Mariners.*



### 45<sup>th</sup> ANNUAL GENERAL MEETING Diamond Jubilee Cruise Terminal 333 Water Street St. John, New Brunswick Saturday, October 13<sup>th</sup> 2012

Details of the AGM were distributed in a Newsletter dated August 13<sup>th</sup> 2012. Information about the October 12<sup>th</sup> Seminar is on Page 16 of this issue. The Minutes of the 44<sup>th</sup> AGM appeared in the November 2011 FTB.

**Maritime Human Resource Solutions and the *Maritime Labour Convention (MLC) 2006***  
**September 26<sup>th</sup> & 27<sup>th</sup> 2012. Hampton Hall, Fisheries & Marine Institute of Memorial University**  
**St. John's, Newfoundland.** Conference Proceeding will be posted at [www.mastermariners.ca](http://www.mastermariners.ca)  
**For further information contact Captain James Parsons** [jim.parsons@mi.mun.ca](mailto:jim.parsons@mi.mun.ca)

### FROM THE MASTER'S DESK

I look forward to meeting all of the delegates to our Annual General Meeting hosted by the Fundy Division in Saint John, New Brunswick this October. The National Council meeting as well as the AGM will allow us to continue on the good work of our previous administrators who formulated a number of important items for the future such as the strategic plan.

The strategic plan was the corner stone of the Company trying to renew our mandate and provide a road map to becoming more relevant to the our profession. Imbedded in this plan were initiatives such as the Chair of Views and Positions in association with the divisional views and positions contacts as well as communications opportunities.

In the plan, we also had the opportunity to identify areas were we could improve our marketing and communications capabilities in order to be more identifiable in the industry and to allow for an outreach program to motivate potential new members and as a Company we must continue to build on these key initiatives.

I would ask all of the delegates to review the strategic plan in order to identify areas that we can improve on and to gage how much progress we have made in the last 4 years since we approved the plan. I am also hopeful that we will identify a long-term candidate to lead the views and positions committee, as I believe this is a key position to focus the Company on dealing with a myriad of issues facing our profession.

It is important as a Company that all of our members have a voice; therefore I would ask all delegates that are attending the AGM on behalf of their members that they encourage them to add their voice by way of their proxies and that the national secretary receives these in a timely manner. I would also remind the divisions that they must be prepared to report on their financial position while giving the divisional reports.



Leading up to the AGM I would like to thank the National Executive as well as the Divisional Masters and committee chairs for their great support to me as well as the Company over the last year. I look forward to providing the National Masters report at the AGM, as I believe we continue to make small but important strides.

I know that Fundy Division is working on an exciting program for the AGM and they have put together with our Canadian Marine Law Association partners a legal seminar on Administrative Monetary Policy which will help increase our profile with the marine and legal community.

### **Captain John McCann, National Master**

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#### **CROSSED OVER THE BAR**

**Captain Claude Llewellyn Ball:** Captain Ball died on June 27<sup>th</sup> 2012. He was born in 1934 in Rencontre West, N.L. After a distinguished career at sea he served as Director of Operations for the Atlantic Pilotage Authority in Halifax from 1972 until 1985, when he joined Halifax Port Corporation as Harbour Master. In 1989 he was promoted to Vice-President, Marine Operations of the Port of Halifax.

Capt. Ball joined the Maritimes Division of the Company in 1978 and in 1983 he was elected Divisional Master a position he held with distinction until 1991. He was re-elected Master, for the period 2003 until 2005.

His passion for the sea and those that served on it encouraged him to support the Mission to Seafarers in Halifax, from his joining the board in 1985 and his being elected President of the mission in 1990. He organized functions and raised funds and was made a lifetime member of the Mission.

He also had a passion for schooner sailing and was Commodore of the Nova Scotia Schooner Association from 1999 – 2002. On his schooner *RENCONTRE* he won many races and trophies. He established the Cornwallis Cup, named for Edward Cornwallis who founded Halifax in 1749.

Captain Ball joined the Halifax Rotary Club in 1994 and four years later was elected President. He raised funds for Rotary's community service and its international service and was honoured with a Paul Harris Fellowship of Rotary International. He supported the Maritime Museum in Halifax and was responsible for having one of its doors made wheelchair accessible; jointly funded by Rotary and the Maritimes Division. In another worthy project, Capt. Ball was the driving force behind the "Theodore Tugboat" safety campaign, raising money to keep *Theodore* in Halifax. He was also a volunteer for the Lung Association of Nova Scotia, the Heart and Stroke Foundation and the Canadian Cancer Society.

For recollections of Captain Ball read the Maritimes Division newsletter, "The Foghorn".

<http://www.mastermariners.ca/maritimes/foghorn.php>

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#### **Gov't to close Kitsilano search and rescue station: The federal government will be closing the Kitsilano search and rescue station in Vancouver by the end of the summer in the latest round of sweeping budget cuts.**

Union workers are outraged given that the Coast Guard office is located in Canada's largest port and responds to around 300 emergency calls a year.



"We feel very concerned about what that will mean for the boating public and for the commercial marine sector in this area," said Gerry Moores, a representative of the Union of Canadian Transportation Employees.

Kitsilano is one of only two stations serving the greater Vancouver area, the other being a hovercraft unit on Sea Island in Richmond. "When you cut 50% of the capacity to respond to search and rescue calls, obviously that's gonna be something that's felt," Moores added.

According to Christine Collins, national president of the union, the idea is to "amalgamate" the operation with the station in Richmond. "But that means longer response times which can mean the difference between life and death," Collins explained.

The job cuts are part of the government's plan to reduce the

Department of Fisheries and Oceans' operational budget by \$79.3 million over three years.

Canadian Coast Guard workers were hit hardest by today's announcement, and union officials predict 763 people will lose their jobs. But the federal government says it plans to only cut about 400 jobs across the country. A government spokeswoman said the hovercraft base on Sea Island will pick up the slack. "The bases are located only 17 nautical

miles apart – their services overlap entirely," said Erin Filliter. "Levels of service will remain the same and consistent with other major ports."

Vancouver Centre Liberal MP Hedy Fry said there are plenty of other places the Conservatives should cut before the Coast Guard. "The decision was made without any consultation with the people of Vancouver. It's going to jeopardize people's lives and safety," she said. *With files from CTV British Columbia's Jon Woodward.* May.17, 2012

[http://www.ctvbc.ctv.ca/servlet/an/local/CTVNews/20120517/bc\\_coast\\_layoffs\\_120517?hub=BritishColumbiaHome](http://www.ctvbc.ctv.ca/servlet/an/local/CTVNews/20120517/bc_coast_layoffs_120517?hub=BritishColumbiaHome)

August 26<sup>th</sup> 2012: see <http://www.vancouversun.com/news/Battle+Kitsilano+Coast+Guard+base+continues/7146320/story.html>

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**Following is a letter sent by Captain Tony Toxopeus (Vancouver Division) to local media outlets.**

**Subject: Kitsilano Coast Guard Base shutdown**

To Whom it May Concern,

I recently retired after 31 years in the Canadian Coast Guard and worked as a First officer and Captain aboard all the Coast Guard Hovercrafts for the last 10+ years. Before that I worked as Coxswain (Captain) at the Kitsilano Lifeboat station. This puts me in a unique position to be able to comment on how poorly thought out the government's plans of shutting down "Kits Base" are and why and how it will result in a great loss of service to the marine communities safety in the Vancouver Harbour and Howe Sound areas.

I can tell you without any reservation that the Coast Guard Hovercraft will take much more time to respond to lifesaving duties in Vancouver. The government's estimated 17 nautical miles to Vancouver means that in bad weather, such as strong north-westerly winds which are common in the summer or strong out flows from Howe Sound "Squamish winds", will degrade the Hovercraft's speed and response time and will deteriorate it at times to as low as 20 knots and sometimes less. This means that the Hovercraft's response time to English bay or False Creek can be as much as 45 minutes to 1 hour in the worst case scenario, compared to Kitsilano's 5-10 minute response time in damn near any weather

I have personally experienced this weather and performance and can tell you that this is not an uncommon event.

Also the Hovercraft is a "Multitasked" vessel, which means it isn't always at its base and can be up the Fraser River or in the Gulf Islands working and not readily available which will leave Vancouver, unprotected for even longer periods

The Hovercraft can be analogized as "taking a ladder truck to a car accident" it is the wrong vehicle in many instances such as responding to a rescue call in False Creek. The craft is too large and cumbersome to deal with access in tight quarters. The Hovercraft Unit has a fast response boat also but it can only get out to sea at higher tides or it has to go out through the North arm of the Fraser River which is very onerous and would also be at least 30+ minutes in reality to Vancouver harbour.

Often times in the summer it is not uncommon that the Hovercraft and Kitsilano Lifeboat will be on separate calls at the same time How will the Hovercraft handle simultaneous calls? Often times the Hovercraft asks the assistance of the Lifeboat to tow a vessel or go into a place like Royal Vancouver Yacht club to look for an overdue or lost vessel, where the large craft isn't practical or effective. The Hovercraft has proven to be a very effective and very, very costly rescue platform that was originally meant to only cover the shallows off Vancouver International Airport. Why use a 7 man crew multimillion dollar, diesel guzzling, amphibious machine when a well trained 1 million dollar 3 man crew conventional vessel can do the job quicker, cheaper and in many situations better?

The Kitsilano Lifeboat station is the only dedicated highly trained 24 hour / 7 day a week / 365 day a year rescue response vessel which has served Vancouver well since the end of second world war. It is one of the busiest marine rescue stations in all of Canada. How some Department of Fisheries and Oceans "bean counter" came up with this idea should cause every mariner in the Lower Gulf of Georgia to be extremely angry and frustrated with this government decision. "It's Hard to Fathom"

When I joined the Coast Guard in 1979 there were about six personnel at sea on a ship helping mariners for every person in an office and now there are more than a dozen "Support staff" in offices for every person manning a ship or rescue vessel? The Coast Guard used to be managed by the Department of Transport and when it was D.O.T it was reasonably well managed and a good outfit, when the Coast Guard was moved to the Department of Fisheries and Oceans it went to hell in a hand basket and this is just another example of how poorly DFO is managed

The taxpaying marine community should be outraged.

Please feel free to contact me at anytime with questions or concerns.

**Captain Tony Toxopeus AMS [www.boatsurvey.ca](http://www.boatsurvey.ca)**

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**Jubilee Captain with the Queen on his boat:** The Captain of the Royal Barge says he will be so busy concentrating on transporting the Queen that he will have to watch a repeat of the Diamond Jubilee Pageant on TV.

**Captain John Freestone**, who has been working on the Thames for almost 40 years, says he is "so honoured" to have been chosen to take command of the *Spirit of Chartwell*.

The specially converted Thames cruiser will also carry the Duke of Edinburgh, Prince of Wales, Duchess of Cornwall, Duke and Duchess of Cambridge and Prince Harry - as well as about 100 personal guests of the monarch.

Captain Freestone, who will lead a crew of 17, is determined to ensure that nothing goes wrong between Cadogan Pier and *HMS President*, where the barge will dock east of Tower Bridge to allow the Queen to take the salute of 1,000 boats.

Captain Freestone, from Greenwich, said: "It's going to be the most important job I have ever done. Unfortunately I won't be able to look round too much. I will be totally concentrated on the job in hand. I look forward to watching it on television later".

He left the London Nautical School in Southwark at 15, and joined the Merchant Navy in 1959. "By the time I was 19 I had been round the world twice," he said. He became a Master at 28, but since 1974 he has worked on the Thames and joined the Port of London Authority in 1988, piloting everything from commercial vessels to warships up the Thames from Gravesend. **Captain Freestone is Master of the Honourable Company of Master Mariners**, the livery company representing Merchant Navy officers, which has Prince Philip as Admiral.

It is the first time he has commanded a boat carrying the Queen but he insists he is not nervous. "I just hope it's not windy," he said. It makes it much more difficult to handle a boat." The Thames Barrier will be closed, which will slow the pace of the river. The trickiest section will be at Westminster Bridge, the lowest of the 12 bridges he will pass beneath.

**London Evening Standard**  
"It's a unique occasion," he said. "I have never been on the river in my lifetime with so many other vessels. The preparations that the pageant people and the Port of London Authority have put in are colossal. There is so much rehearsal I'm positive the day will go wonderfully."

<http://lydall.standard.co.uk/> 01 June 2012



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**Spirit of Chartwell:** A former Barnardo's boy has spoken of his pride at being asked to provide the Royal Barge that carried the Queen down the Thames to mark her Diamond Jubilee.

Philip Morrell, 67, who made his fortune in the travel industry, loaned his Thames barge, the *Spirit of Chartwell*, to organisers of the river pageant that formed the highlight of June's national celebrations.



He said he thought he was dreaming when he received a call asking whether he could make his boat available to the Royal Family. "I thought: I'm not going to let myself believe this," he said. "Then they asked how much we would charge? And I said, 'we'll do it for nothing; we'll do it for the honour'."

On June 3<sup>rd</sup> a thousand boats sailed from Putney to Tower Bridge. But Mr. Morrell, who lives in St John's Wood with his wife and two adult children, says he would not be on board but would watch the Queen from afar.

He recalls Prince Philip visiting a Barnardo's home where he spent part of his childhood not long after the Queen's accession to the throne. He was 12 at the time. He said it was one of many unreported visits that "are the sort of unsung thing they do for ordinary people every day." As an adult, Mr.

Morrell became a tour guide in Spain and then set up his own firm, "Voyages Jules Verne", offering the first luxury rail tours into countries such as China and Egypt.

The *Chartwell*, which Mr. Morrell says, "can turn on a sixpence", was renovated at a secret location. It was dressed by designer Joseph Bennett in gold, purple and crimson, with a gilded carving near the prow, and two thrones on a raised dais. Inside there are 22 cabins, Pullman mahogany armchairs and tables, a steel kitchen and large bar. But of most interest to the Palace, the *Chartwell* not only has transverse-bulkheads making watertight compartments for safety, but propellers that can turn through 360 degrees.

"The reason they chose us is that in terms of finish and technical prowess, there isn't a ship like it in the world," Mr. Morrell said.

<http://www.thisislondon.co.uk/news/revealed-the-queens-jubilee-barge-7306230.html>

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**Construction Starts on World's Largest Container Ship:** The steel cutting ceremony of the first of Maersk Line's Triple-E class of twenty ships at Korea's Daewoo Shipbuilding & Marine Engineering Co., Ltd (DSME) took place in May. The Crown Prince and Princess of Denmark joined Mr. Jaeho Ko, the President & CEO of DSME, at the Okpo shipyard to attend the ceremony for the first Hull, No. 4250 ordered last year. The first ships are scheduled for delivery next year.



The 'Triple-E' class is so called, Economy of scale, Energy efficient and Environmentally improved. This new container vessel class is set to establish a new industry standard for fuel efficiency and CO<sub>2</sub> emissions per container. It is estimated to produce 50% less emissions than the industry average on the Asia-Europe route. On fuel consumption, 35% less fuel per container than the present and future 13,000 TEU vessels on the Asia-Europe service.

The 165,000-dwt vessel has a LOA of 1,300 ft. (400 m) and beam of 194 ft. (59 m). With a draft of 48 ft. (14.5 m) it will be too deep to use the Panama Canal, but will be able to transit the Suez Canal on the Europe Asia

route. Reduced draft was one the reasons for the adoption of a twin island design with twin engines powering two smaller diameter propellers rather than one large.

The top speed of 23 knots will allow a much lower propulsion power to be used and it is expected that twin MAN B&W G series of ultra long stroke two stroke, slow speed engines of around 32 MW each will be specified. Source: Maritime Propulsion. 27 May 2012

<http://www.hellenicshippingnews.com/News.aspx?ElementId=98913925-27e8-4040-829d-c9a280acdf8d>



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**Smit Lamnalco backs the Flying Angel:** Smit Lamnalco, a leading provider of towage and associated marine services to the oil and gas industries, is donating \$50,000 this year and again in 2013 to the *Flying Angel*, the first purpose-built seafarers support vessel in the world.

The *Flying Angel* sails out to the Fujairah Anchorage each day to take seafarers onboard. It offers internet and telephone facilities, a welfare officer to listen to and help solve seafarers' problems, book and DVD libraries, a shop and a place to chat, relax and unwind.

At any one time between 150 and 200 vessels crewed by around 3,000 seafarers are at anchorage off the east coast of the United Arab Emirates, the world's second largest bunker anchorage, and the *Flying Angel* welcomes an average of 75 seafarers onboard each day.

"Seafarers endure long periods of isolation. They are cut off from family and friends and unable to enjoy shore leave," said Andrew Brown, Smit Lamnalco Group Business Development Manager. "We are only too happy to help offer them the things that we take for granted. These can help change their lives at sea. Virtually all imports into the United Arab Emirates come by sea so there is a clear need to support the seafarers who are responsible for bringing these in."

At a presentation ceremony, Vivek Seth, Smit Lamnalco Managing Director, Middle East and Indian subcontinent, said: "Seafarers are the lifeline of any sea borne trade and their wellbeing is imperative. We are glad to be able to contribute to Flying Angel and support such a just cause."

Theresa Dommett, on behalf of The Angel Appeal said: "We are delighted to have an established and well-respected partner such as Smit Lamnalco onboard. The *Flying Angel* costs approximately \$1,000 a day to run so we rely on the generosity of sponsors to ensure that the vessel continues to operate smoothly. We are constantly searching for help from other like-minded individuals or organisations.

"Smit Lamnalco's generosity will obviously go a great way towards meeting the Flying Angel's operational requirements but also lend further credibility to our cause, and I am confident that this partnership with Smit Lamnalco will be a fulfilling one for all parties involved, especially for the thousands of seafarers that call the waters off Fujairah home."

The Angel Appeal was established in 2006 and the *Flying Angel* was built by Albwardy Marine in Al Jadaf in at a cost of \$1million and launched in Dubai by HRH Prince Charles in April 2007. Last year the *Flying Angel* and her six-strong crew, who report to lay Chaplain Geoff Moore, visited more than 1,600 ships and around 25,000 seafarers from those vessels went onboard *Flying Angel*. 20 July 2012

<http://www.subseauk.com/3421/smit-lamnalco-backs-the-flying-angel>



For more on the *Flying Angel*: See FTB November 2007. Pages 4 & 5.

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**Biofuels Could Replace Fossil Fuels in the Shipping Sector:** Biofuels are becoming more common in road transport, at least in Europe, and they are poised to enter the air transport sector there. They are not used much yet

in shipping. But a **recent study by the Dutch research firm Ecofys** concludes that biofuels could prove a viable alternative to marine fossil-based fuels.

The study, commissioned by the **European Maritime Safety Agency** (EMSA), shows that the technology is available to replace the fossil fuels used in ship engines with biofuels. Not only would this substantially reduce harmful emissions in the air and water, but it would also improve air quality in port areas and other populated areas around waterways. It could also be more economically advantageous. Fuel may generate up to 50% of a ship's operational costs, since fuelling can take a long time for large ships with multiple tanks. The study concluded that the main barriers to marine biofuels are policy and organizational limitations, not technical shortcomings.

Ecofys researchers examined the technical, economic, sustainability, legal, and organizational aspects of introducing biofuels into shipping. They found that adjustments to the marine fuel supply chain would depend on the type of ship and its engine type, the type of biofuels being introduced, and the fuel's specific blend percentage.

Six major biofuels were examined for different replacement purposes -- biodiesel, dimethyl ether, straight vegetable oil, bio-liquefied natural gas (or bio-methane), bio-ethanol, and pyrolysis bio-oil. Biofuels have an overall lower energy density than current marine fuels, and different biofuel types have different densities. Some would require a large amount of modification to become candidates for drop-in marine fuel replacement. The most promising at present are blends with up to 20% biodiesel for replacing marine diesel oil or marine gas oil.

Gradually switching to biofuels could provide new business opportunities throughout the fuel supply chain. For example, fuel bunker companies would be the most likely candidates to blend biofuels with marine fuels. All major European ports or bunker stations have biofuel production facilities nearby.

According to the study's authors, the main barriers to making these changes and accelerating the introduction of marine biofuels lie in market incentives, which are not coordinated among EU member countries. The EU's **Renewable Energy Directive**, for example, sets required targets for the use of renewable fuels in transportation, which includes shipping. However, EU members can implement the directive somewhat differently from one another in their national legislation. This can lead to variations in preferred offsets for renewable fuels in road transport.

Biofuels are not addressed in current shipping legislation, the study said. Also, the European-level legislation that complements global rules can be confusing. In addition to the Renewable Energy Directive, there are restrictions on the sulphur content of marine fuels. These restrictions are specified in the international **MARPOL Convention**.

Anouk Florentinus, project manager at Ecofys, said in a **press release on the study**

*If sulphur restrictions for marine fuels are tightened, biofuels triumph as they contain no sulphur. Their biodegradability also reduces the risk of marine pollution in case of spills. These advantages are not yet well reflected in current legislation. Introducing biofuels as a sustainable alternative fuel can change the current fuel supply chain completely. We have already seen this for road transport; we see this in current developments in aviation, and are certain this can also create new opportunities in the shipping sector.* Ann Thyft. Senior Technical Editor. Materials and Assembly

[http://www.designnews.com/document.asp?doc\\_id=241005&page\\_number=1](http://www.designnews.com/document.asp?doc_id=241005&page_number=1)

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**Port state control to crack down on ships' fire safety:** Port state control agencies in 43 countries are to crack down on ships' compliance with international fire safety requirements. Countries covered by the Paris and Tokyo MOUs are to launch a joint Concentrated Inspection Campaign (CIC) with the purpose of ensuring compliance with SOLAS Chapter II-2/ Construction - fire protection, fire detection and fire extinction arrangements on board ships.

The inspection campaign will be held for three months, from September 1, 2012 through November 30, 2012.

The CIC will mean that, during a regular port state control inspection under regional ship selection criteria, fire safety arrangements, maintenance records and other applicable documentation will be verified in more detail for compliance with SOLAS Chapter II-2.

Port State Control Officers (PSCOs) will use a list of 12 selected items to verify critical areas for the shipboard fire safety systems, some of which are related to documentation, equipment and crew familiarization.

PSCOs will use a questionnaire listing the items to be covered during the concentrated inspection. When deficiencies are found, actions may vary from recording a deficiency and instructing the master to rectify it within a certain period to detaining the ship until serious deficiencies have been rectified.

In the case of detention, publication in the monthly detention lists of the Paris and Tokyo MoU web sites will take place.

It is expected that the Paris and Tokyo MoUs will carry out approximately 10,000 inspections during the CIC. The results of the campaign will be analyzed and findings will be presented to the governing bodies of the MoUs for submission to the IMO. Other MOUs may also carry out a CIC on the same topic during this period.

The questionnaire used by inspectors will ask:

- Does the Fire Control Plan meet the requirements?



- Do the fire fighters' outfits including personal equipment comply with the requirements?
- Do the Emergency Escape Breathing Devices (EEBD) comply with the requirements?
- Are the portable extinguishers ready for use in locations as per the fire plan?
- Does the test of automatic audible alarm sound prior to release of a fixed gas fire-extinguishing medium into spaces in which personnel normally work?
- Are the fire protection systems, fire fighting-systems and appliances maintained ready for use?
- Is there a maintenance plan onboard to show that fire protection systems and fire-fighting systems and appliances (as appropriate) have been properly tested and inspected?
- Is the crew familiar with the location and operation of fire-fighting systems and appliances that they may be called upon to use?
- Does the test of the sprinkler system trigger an automatic visual and audible alarm for the section?
- Does the activation of any detector or manually operated call point initiate a visual and audible fire signal at the control panel on the bridge or control station?
- Is the lighting in escape routes, including the Low Location Lighting systems where applicable properly maintained?
- Is the Emergency Fire pump, capable of producing at least two jets of water?
- Are the Isolating valves of the fire main marked, maintained and easily operable?
- Where a fire drill was witnessed was it found to be satisfactory?
- Was the ship detained as a result of the CIC?

[http://www.marinelog.com/index.php?option=com\\_content&view=article&id=2478:port-state-control-to-crack-down-on-ships-fire-safety&catid=89:safety-and-security&Itemid=191](http://www.marinelog.com/index.php?option=com_content&view=article&id=2478:port-state-control-to-crack-down-on-ships-fire-safety&catid=89:safety-and-security&Itemid=191) JUNE 3, 2012

**Dutch invention prevents towline failure on tugboats:** Rotterdam based tugboat operator Rotortug and ASD Ship Design have invented a revolutionary tugboat technology to prevent towline failures resulting from chafing against a tugboat's fixed towing point.

The invention of Mr. Ton Kooren (Rotortug) and Mr. Arie Aalbers (ASD Ship Design), the azimuth friction-free towing point, was unveiled today at the 22nd International Tug, Salvage and OSV (ITS) convention in Barcelona, Spain.

Conventional towing point designs are usually fixed bitts fitted with polished and stainless steel cladding in line contact areas guiding a towline to a towing winch. Using state of the art towing winches, towlines are winched in and out automatically by using a pre-set line force to prevent both dynamic overloads and slack wires. Synthetic towlines can easily fail due to chafing and friction with increased risks for safety.

Fast ingoing and outgoing movements of a towline with these winches cause high temperatures, especially in the inner core of synthetic towlines. The issue is particularly acute when ambient temperatures are high. The friction and the resulting high temperature cause considerable wear and, eventually, failure of the towline connection.

Rotortug and ASD Ship Design, in cooperation with Hasselt-based winch specialist Ridderinkhof, have developed a rotating wheel construction to guide the towline without friction.

"Our azimuth friction-free towing point will be of great influence to towing methods," says Rotortug's Ton Kooren. "Especially when synthetic towlines are used our invention holds many advantages."

The patent on this invention is currently pending. MAY 30, 2012

[http://www.marinelog.com/index.php?option=com\\_content&view=article&id=2452:dutch-invention-prevents-towline-failure-on-tugboats&catid=80:tugs-a-barges&Itemid=194](http://www.marinelog.com/index.php?option=com_content&view=article&id=2452:dutch-invention-prevents-towline-failure-on-tugboats&catid=80:tugs-a-barges&Itemid=194)



**Robert Allan and Rotortug in strategic alliance:** Robert Allan Ltd. of Vancouver, B.C., and Rotortug (KST) B.V. of Rotterdam have formed new strategic alliance for the future development of the Rotor Tug concept.

Robert Allan will now act as the exclusive designer for all Rotor Tugs under an agreement that covers the continuous technical development for all existing and future Rotor Tug designs.

The Rotor Tug line will be added to the Robert Allan design portfolio enabling the designers to offer its worldwide clientele a complete range of the best available advanced tug designs, including ASD, VSP and now the Rotor Tug option, according to the specific needs of any port or terminal application.



and the benefits of a fully redundant and precise propulsion machinery configuration, the Rotor Tug concept offers increased security for ship handling and escort towing, as well as enhanced crew safety. JUNE 4, 2012

[http://www.marinelog.com/index.php?option=com\\_content&view=article&id=2484:robert-allan-and-rotortug-in-strategic-alliance&catid=80:tugs-a-barges&Itemid=194](http://www.marinelog.com/index.php?option=com_content&view=article&id=2484:robert-allan-and-rotortug-in-strategic-alliance&catid=80:tugs-a-barges&Itemid=194)

**Record number of bulk carriers through Northern Sea Route.** Cargo shipping along the Northern Sea Route is expected to double this year. Nordic Bulk Carriers plan to transport 6-8 shipments of ore from Murmansk to China: Danish dry bulk shipping company Nordic Bulk Carriers plans to transport six to eight 70,000

tons shipments of iron ore from Murmansk to China this summer. Using the Northern Sea Route (NSR) instead of the Suez Canal saves 1000 tons of fuel, or \$650,000.

Nordic Bulk Carriers made the first Arctic voyage with a commercial mineral cargo in 2010 when it shipped 41,000 tons of iron ore from Kirkenes, Norway to China. In 2011 the company sent the world's largest and most modern bulk carrier with ice class in the world *mv Sanko Odyssey* from Murmansk to China.

The Murmansk-to-China journey takes 23 days using the northern route, compared with 43 for the Suez Canal, according to Bonfils. The planned ore cargoes this summer represent an all-time high for shipments via the passage.



Transport via the NSR has increased rapidly during the last couple of years, but the cargo amount and numbers of vessels are still small compared to the more traditional routes. Thirty-four vessels sailed the whole NSR from Europe to Asia in 2011. The total cargo amounted to 820 000 tons. By comparison, in 2010 only four vessels used the route for transit to another country, and the total amount of cargo was 111 000 tons.

Cargo volumes are expected to double in 2012 and are expected to reach 1,5 million tons. June 14, 2012  
<http://barentsobserver.com/en/business/record-number-bulk-carriers-through-northern-sea-route>

**Barents Observer**



**Mint unveils coins for War of 1812 anniversary:** The Royal Canadian Mint has unveiled the first in a series of coins to mark the bicentennial of the War of 1812. The \$2 circulation coin has an image of the British frigate *HMS Shannon* -- to signify the historic capture of the American *USS Chesapeake* off the coast of Boston. The defeated warship was escorted into Halifax Harbour in 1813.

The War of 1812 marks an important part of Canadian history in the country's evolution from colony to sovereign nation. "Honouring the bicentennial of the War of 1812 with this special circulation coin pays tribute to some of our greatest national heroes and a crucial moment on the road to Canadian nationhood," said Finance Minister Jim Flaherty.

JUNE 18, 2012

<http://www.torontosun.com/2012/06/18/mint-unveils-coins-for-war-of-1812-anniversary>

**Project Horizon:** This EU sponsored research project was a joint venture between Warsash Maritime Academy (Southampton Solent University), Chalmers Tekniska Hoegskola AB (Dept. of Shipping and Marine Technology (Sweden), the Stress Research Institute of Stockholm University, together with 8 other participant companies and authorities.

There are increasing concerns over human safety, environmental damage and commercial loss due to watch officer fatigue. The UK's Marine Accident Investigation branch (MAIB) report entitled "Bridge Watchkeeping Safety Study (2004)" cites fatigue as a major causal factor in collisions and groundings. There is however, very little information about how the watch patterns. For instance, 6on – 6off and 4on - 8off have an influence on watchkeeper performance.



In this research we have studied how the different watch systems have influenced the levels of fatigue or sleepiness, both of deck and engine room watchkeeping officers. The simulation research involving many runs of seven day, realistic voyage scenarios was completed in 2011 and a vast array of data has been assembled ([see project Video](#)). This has been analysed by Stockholm University and reviewed by all partners: the findings have been published and the Project's public [Final Report](#) is available here. The full set of publications are found on the [Horizon publications](#) webpage <http://www.warsashacademy.co.uk/research/horizon/horizon.aspx>

The report presents the findings of Project Horizon. This pioneering research sought to advance understanding of seafarer fatigue through scientific analysis of data drawn from realistic working scenarios using experienced watchkeepers on ship simulators. The report explains the reasons why the project was considered necessary and how the research was undertaken, as well as presenting the findings and research outcomes.

The project has taken knowledge in this area to a new level, demonstrating conclusively the links between performance degradation and certain patterns of work. The project surpasses previous subjective fatigue studies, delivering validated, scientifically and statistically robust results that can be used to help determine safer working patterns in the interests of the safety of life at sea, the safety and security of the marine transport system and the protection of the marine environment.

<http://www.warsashacademy.co.uk/research/horizon/resources/finalhorizonreport-finalasprinted.pdf>

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**AIS test:** Operators are reminded that as from 1 July 2012, all vessels fitted with an Automatic Identification System (AIS) are required to have their AIS equipment tested annually. The test should be conducted during the first Passenger Ship Safety, Cargo Ship Safety Equipment, Cargo Ship Safety Radio or Cargo Ship Safety Certificate survey (as applicable) after 1 July 2012. The survey is to be carried out by a qualified inspector authorised by the Administration or Recognised Organisation. The new requirement is set out in [IMO Resolution MSC.308\(88\)](#) under new regulation 18.9 to Chapter V of SOLAS which states: "*The automatic identification system (AIS) shall be subject to an annual test. The test shall be conducted by an approved surveyor or an approved testing or servicing facility. The test shall verify the correct programming of the ship static information, correct data exchange with connected sensors as well as verifying the radio performance by radio frequency measurement and on-air test using, e.g., a Vessel Traffic Service (VTS). A copy of the test report shall be retained on board the ship.*".

Further information on the testing of AIS units can be found in [IMO MSC.1/Circ.1252](#) "Guidelines on Annual Testing of the Automatic Identification System (AIS)".

<http://www.safety4sea.com/page/11449/63/solas--new-ais-annual-test-requirement>

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**Historic passenger ship returns to Georgian Bay. SS Keewatin ferried CP Rail passengers from Port McNicoll to Thunder Bay:** The small community of Port McNicoll, Ont., on Georgian Bay welcomed an old friend on Saturday, as the *SS Keewatin*, said to be the oldest remaining passenger ship from the Edwardian era, was towed into harbour.



The *Keewatin* was built for Canadian Pacific Railway as part of a fleet used to transport passengers from Port McNicoll, near Midland, to Thunder Bay on Lake Superior, where they could reconnect with trains heading to Western Canada.

Accompanied by an armada of several hundred boats and given a 21-gun salute, the vessel was towed into port Saturday afternoon, 46 years after leaving Port McNicoll upon its retirement. About a thousand people, including dancers, were on hand on the shores of the bay to mark the festivities.

The *Keewatin* is older than the *Titanic*, and transported passengers on the Great Lakes for nearly 60 years. After it was taken out of service, it spent the last four and a half decades as a floating museum on Kalamazoo Lake in Michigan.

A Canadian investment company bought the 107-metre-long ship and plans to turn it into a restaurant, museum, theatre and event space moored on Port McNicoll's waterfront as part of a huge redevelopment of the town.

CBC News Jun 24, 2012 <http://www.cbc.ca/news/canada/toronto/story/2012/06/23/keewatin-returns-to-georgian-bay.html>

**World's First Hybrid Car Carrier *Emerald Ace* Completed:** Mitsui O.S.K. Lines, Ltd. today announced the completion of the hybrid car carrier *Emerald Ace* at the Mitsubishi Heavy Industries, Ltd. (MHI; President: Hideaki Omiya), Kobe shipyard. The vessel is designed to generate zero emissions while berthed.

The *Emerald Ace* was built as the world's first newly built hybrid car carrier, and is equipped with a hybrid electric power supply system that combines a 160kW solar generation system jointly developed by MHI, Energy Company of Panasonic Group and MOL - with lithium-ion batteries that can store some 2.2MWh of electricity. Conventional power generation systems use diesel-powered generators to supply onboard electricity while berthed.

On the *Emerald Ace*, electricity is generated by the solar power generation system while the vessel is under way and stored in the lithium-ion batteries. The diesel-powered generator is completely shut down when the ship is in berth, and the batteries provide all the electricity it needs, resulting in zero emissions at the pier.

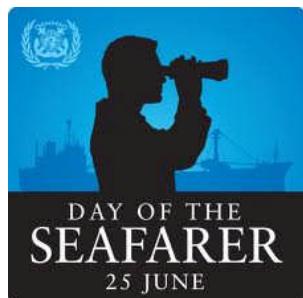
The vessel's hybrid system represents a significant step forward in realizing ISHIN-I, the concept for the next-generation car carrier that MOL announced in September 2009. MOL continues to take a proactive stance in technological development with the aim of reducing the environmental burden of its vessels and operations.

Source: Mitsui O.S.K. Lines.

29 June 2012



<http://www.hellenicshippingnews.com/News.aspx?ElementId=abbe1a90-ad66-414b-95ba-e17efbddee8e>



**Government of Canada recognizes the Day of the Seafarer:** June 25 was the Day of the Seafarer. To mark the occasion, the Honourable Denis Lebel, Minister of Transport, Infrastructure and Communities, encouraged all Canadians to show their support for those who work on ships in Canada and around the world.

"Today we honour seafarers for their contribution to international trade and the global economy," said Minister Lebel. "These men and women keep people and goods moving across the globe, often at great personal sacrifice. It is important to acknowledge how their dedication and hard work help keep Canada and other nations prosperous."

The International Maritime Organization (IMO) declared June 25 the annual Day of the Seafarer in 2011. It is an occasion for people everywhere to pay tribute to the vital role the world's 1.5 million seafarers play in the global economy. Ships carry more than

90 per cent of international trade, and it is because of seafarers that these goods are moved to market safely, efficiently and with minimal impact on the environment.

The theme of this year's campaign was "It came by the sea and I can't live without it." People around the world were invited to share their appreciation for something they rely upon that was brought to market by sea. Visit the IMO's [website](#) to see how you can join the discussion.

"Canadians are proud to participate again this year," said Minister Lebel. "Celebrating this day is an excellent way to recognize what seafarers do for us all and to express our thanks." June 25, 2012

For more information about the Day of the Seafarer, visit <http://www.tc.gc.ca/eng/marinesafety/rsqa-imo-3979.htm>

**T C becomes a Green Marine Supporter:** Transport Canada has signed a memorandum of cooperation with **Green Marine** to enhance environmental protection and performance in the marine shipping sector. Jeff Johnson, Manager, Climate Change, Environmental Policy Framework & Integration, who worked on negotiating the terms of this memorandum explained, "It serves the public interest to cooperate with Green Marine to promote environmental regulatory compliance among marine industry stakeholders, as well as encouraging additional voluntary measures."



**What is Green Marine?** Green Marine is a voluntary non-profit marine industry initiative with the goal of challenging participative companies to improve their environmental performance beyond regulatory compliance.

As part of the agreement, Transport Canada and Green Marine will work together to: -

- enhance the industry's environmental performance benchmarking;
- support efforts to promote Green marine goals and successes nationally;
- collect environmental data and develop environmental performance measurement standards; and
- identify ways to promote industry best practices, measures and strategies that can further address environmental issues in the marine sector.

<http://www.tc.gc.ca/eng/mediaroom/releases-2012-h034e-6685.htm>

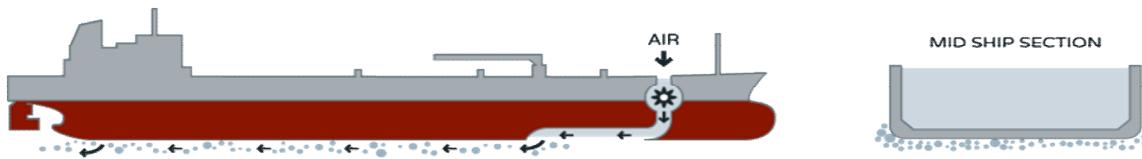
To read the Green Marine newsletter, "The Green Wave", go to <http://www.green-marine.org/home>

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**The Air Cavity System is a revolution:** Air Cavity System (ACS) technology reduces a vessel's fuel consumption and CO<sub>2</sub> emissions by up to 10% – providing huge cost savings for ship owners and reducing the shipping industry's impact on global warming. DK Group's ACS technology is one of the most comprehensively described eco-efficiency technologies to be validated by the United Nations' IMO GHG study, 2009.

To help ship owners and operators meet this challenge, DK Group, a leading maritime technology company, has pioneered and created the Air Cavity System, the only air lubrication technology that is applicable for both new build and existing vessels. "Developed by the pioneers of air lubrication for the marine market, DK Group, the technology was originally applied to custom newbuilds, where a cavity is designed along the length of the hull into which compressed air is pumped. A retrofit version has recently become available."

DK Group's pioneering ACS technology will shortly be installed on a multi purpose vessel owned by Danish shipowner and ship management company Dannebrog Group, marking the first time that ACS technology has been installed on an international commercial vessel. This represents a landmark moment in the adoption of clean technology within the shipping industry. <http://dkgroup.eu/the-acs-technology/what-is-the-air-cavity-system>



Take a look at <http://www.youtube.com/watch?v=0ry8cpbVHAw> for a demonstration of how this works.

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**Fincantieri to build caissons for Costa Concordia salvage operation:** Fincantieri has received a contract for the construction of 30 steel caissons that will be used in the Costa Concordia salvage operation.

The contract, described as "worth tens of millions of euros" to the Italian shipbuilder, will see the caissons built at a number of Fincantieri shipyards. The 30 caissons will have a total weight of about 11,500 tons.

The bins will be installed on one side of the cruise ship and gradually filled with water to facilitate the straightening of the vessel, using a set of "strand jacks" attached to the underwater platform support. Once the ship is straightened, water-filled caissons will be installed on the other side. The caissons of both sides will then be emptied from the water, so as to float the ship and allow towing in an Italian port. JULY 5, 2012

[http://www.marinelog.com/index.php?option=com\\_content&view=article&id=2625:fincantieri-to-build-caissons-for-costa-concordia-salvage-operation&catid=83:salvage&Itemid=192](http://www.marinelog.com/index.php?option=com_content&view=article&id=2625:fincantieri-to-build-caissons-for-costa-concordia-salvage-operation&catid=83:salvage&Itemid=192)

Once floated, the wreck will be towed to an Italian port and dealt with accordingly. Meanwhile, the sea bottom will be cleaned and marine flora replanted.

An evaluation team selected the plan with specialist representatives from Costa Crociere, Carnival Corporation & plc, London Offshore Consultants and Standard P&I Club, with the collaboration of RINA and Fincantieri, because it best fulfills the main objectives of the operation — removal of the wreck in one piece, minimal risk, minimal environmental impact, protection of Giglio's economy and tourism industry, and maximum safety.

While this method has been used before to refloat ships, it has never been done on this scale. One thing is sure, however. Whatever happens, the operation to refloat and remove the *Costa Concordia* from the shores of Giglio will be a historic one and one the world will be keeping a close eye on.

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**Fednav adds six vessels to its fleet:** MONTREAL, Que. -- Fednav has added six new "environmentally-advanced" vessels to its fleet. In partnership with Sumitomo Corporation and Oshima Shipyard, the vessels – to be built in Japan – are destined to become the flagships of Fednav's fleet of over 80 ships, the company said. The six ocean-going bulker vessels will carry cargo such as grain, steel, iron ore and sugar through the St.

Lawrence Seaway to and from Great Lakes ports and around the world.

In addition to ports of call where the company operates terminals (Hamilton, Cleveland, Milwaukee and Burns Harbor), the vessels will also call into other ports on the Great Lakes such as Duluth/Superior, Thunder Bay, Detroit and Toledo.

Located near Nagasaki, Japan, Oshima Shipyard will build the 35,000-tonne bulk carriers, which are specially equipped for navigating in ice. As highly flexible vessels well suited to international trade, their size is adapted to the dimensions of the St. Lawrence Seaway.

Fednav officials say the new vessels also represent a major step forward in terms of environmental improvements, consuming 20% less fuel and producing 20% less emissions than vessels built by Oshima Shipyard for Fednav 10 years ago. This will contribute significantly to Fednav's objectives of reducing GHG emissions in its fleet on a continuous basis. All of the vessels will receive the CLEAN-DESIGN notation from the DNV classification society.

"The environment is one of our top priorities when we consider the design of a new vessel for the Great Lakes," said Paul Pathy, Fednav President and Co-CEO. "It is very important to us and our customers that our vessels not only respect but exceed environmental regulations in Canada and worldwide."



The six additional vessels will be delivered between 2015 and 2016, as part of a series of 21 new ships added to Fednav's fleet since Jan. 1. 2012.

<http://www.cti.ca/news/fednav-adds-six-vessels-to-fleet/1001627669/>      August 17<sup>th</sup>. 2012

**Equinox Class:** Algoma Central Corporation is renewing its domestic dry-bulk fleet by launching a new class of dry bulk carriers, the *Equinox Class* of vessels. The innovative new design of these *Equinox Class* vessels is a result of our project team working for nearly two years in conjunction with Deltamarin, a leading vessel design firm. The *Equinox Class* of vessels will be considerably more efficient and have a significantly reduced environmental footprint.



The first of Algoma's *Equinox Class* of state-of-the-art vessels is scheduled to enter the Algoma domestic fleet at the beginning of the 2013 navigation season. Over the following year and a half, eight new *Equinox Class* vessels will join the fleet including two gearless bulkers to be owned by the Canadian Wheat Board and managed by Algoma on their behalf. The *Equinox Class* will include both self-unloaders and gearless bulk carriers based on a common hull design. The *Equinox Class* design balances hull form, power and speed with optimal operating performance and environmental efficiency. These ships are being produced by Nantong Mingde Heavy Industries, a shipyard located in the Yangtze Delta area of China. These new vessels will improve trading capacity by 15-20 per cent, while at the same time reducing fuel consumption and other environmental impacts. The *Equinox Class* vessels will contribute significantly to reduced air and water emissions primarily through a 45 per cent reduction in emissions per tonne-kilometre and through the installation of improved wastewater treatment equipment. Fresh water, exhaust gas scrubbers will be installed on the new *Equinox Class* vessels it has on order from Nantong Mingde Shipyard. These scrubber units will remove 97 per cent of sulphur oxide emissions generated by the vessel's main engines and auxiliary generators. These scrubber systems will also allow the use of low cost, heavy fuel oils while at the same time, meet the new Emission Control Area Sulphur Limits, established by the International Maritime Organization (IMO) and adopted by Canada and the United States for the Great Lakes and coastal waters. The installation of scrubber units on our *Equinox Class* vessels fits with our stated objective of improving the efficiency of our fleet, while at the same time reducing our environmental impact.

<http://www.algonet.com/Business-Units/Domestic-Shipping/Fleet-Renewal/Equinox-Class/>

Watch the video about the *Equinox Class* vessels at  
<http://www.algonet.com/The-Corporation/Media-Room/>

**Lost yachtsman rescued TWICE after using a ROAD ATLAS to navigate the North Sea:** Furious RNLI chiefs were left with a bill of thousands of pounds after a lifeboat was sent twice in 48 hours to save the same

yachtsman – who was using a road atlas to navigate at sea. In the first drama, Andy Brown had to be saved after he got lost in the middle of the North Sea and wailed to a passing ship, 'Er, excuse me, which way is it to Hull?'

His 19ft yacht was towed to shore, but two days later he had to be rescued again when he 'missed' a harbour channel for boats and ran aground.

The skipper of the yacht *Aloysia* has received a public dressing down from the RNLI who say the cost of saving him twice over will be thousands of pounds.

They were astonished that Mr. Brown appeared to be trying to make a sea voyage using an Automobile Association style road map and without any proper marine charts, radio



communications and adequate safety precautions.

Cromer's all-weather lifeboat *Lester* was launched and found the yacht wandering forlornly.

A spokesman said, 'The yachtsman was trying to get from Great Yarmouth to Hull without navigational aids and he was totally disorientated; he wasn't sure where he was.' This incident was the third in the last few weeks involving recently purchased craft that were inadequately prepared for the sea.

The second rescue happened when the *Aloysia* ran aground after missing the harbour channel at Wells, just down the coast from Cromer. The Wells inshore lifeboat was launched and the rescue services were

astounded to discover it was the same yacht.

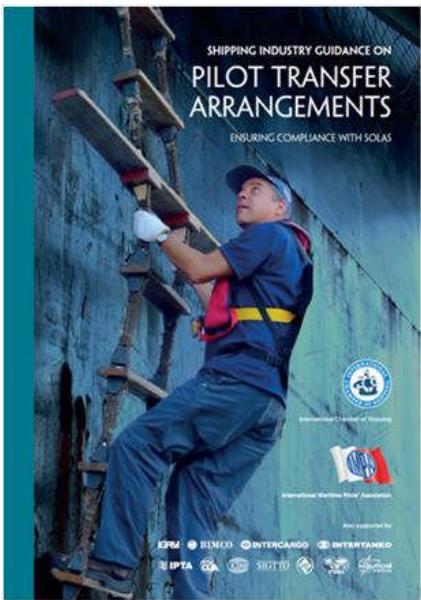
Wells lifeboat coxswain Allen Frary said the sole crewman on board, named as Andrew Brown, appeared to be 'using a road atlas to navigate rather than GPS and charts and was relying on a mobile phone to liaise with the coastguard.

He added 'I'm trying to find a printable way of putting it - I think the man was completely foolhardy, really. It is absolutely unacceptable for people to put to sea without basic navigational equipment and safety equipment.

Each rescue was reckoned to cost the charity about £3,500, Mr. Frary said.

<http://www.dailymail.co.uk/news/article-2167297/Lost-yachtsman-Andy-Brown-rescued-TWICE-using-ROAD-ATLAS-navigate-North-Sea.html>

1 July 2012 [www.rnli.org.uk](http://www.rnli.org.uk)



**Pilots and ship owners join forces on pilot ladder safety:** The International Maritime Pilots' Association (IMPA) and the International Chamber of Shipping (ICS) have joined forces to update a brochure aimed at shipping companies and seafarers, reminding them of the vital need to ensure that ladders used for pilot transfers are safe and always rigged correctly.

The revised brochure – 'Shipping Industry Guidance on Pilot Transfer Arrangements' – is supported by a wide range of other international shipping bodies. It takes account of the latest amendments to the Safety of Life at Sea Convention (SOLAS) concerning pilot ladders, which came into effect on 1 July 2012.

IMPA Secretary General, Nick Cutmore, explained, "Sadly, pilots continue to lose their lives as a result of accidents while boarding or disembarking from ships, and many more have been seriously injured. We are therefore very pleased by the support we have received from ICS, as well as from other industry organisations and unions, in helping to promote the message to seafarers and to shipping company management about the vital need to rig pilot ladders safely in accordance with SOLAS."

ICS Secretary General, Peter Hinchliffe, added, "When pilots come aboard ships it is to help seafarers during critical and demanding phases of a voyage. It is incumbent on ship operators and their crews to do everything possible to ensure safety during pilot transfer operations, which always involve a degree of risk, even when conditions are good. Some common causes of accidents

still appear to be defects in the structure of the ladder treads or ropes, or a lack of a proper securing of the ladder to the ship."

The updated guidance is being distributed throughout the industry by the national ship owners' and pilots' associations that make up the memberships of ICS and IMPA. The brochure is also supported by the International Group of P&I Clubs, BIMCO, CLIA, Intercargo, IPTA, Intertanko, OCIMF, SIGTTO, ITF, IFSMA and the Nautical Institute. An electronic copy of the IMPA/ICS brochure can be downloaded from the IMPA and ICS websites.

<http://www.marinelink.com/news/shipowners-pilots-forces346555.aspx> July 26, 2012

**Queen Elizabeth II Diamond Jubilee Medal:** A new commemorative medal was created to mark the 2012 celebrations of the 60<sup>th</sup> anniversary of Her Majesty Queen Elizabeth II's accession to the Throne as Queen of Canada. The Queen Elizabeth II Diamond Jubilee Medal is a tangible way for Canada to honour Her Majesty for her service to this country. At the same time, it serves to honour significant contributions and achievements by Canadians. During the year of celebrations, 60 000 deserving Canadians will be recognized. The Chancellery of Honours, as part of the Office of the Secretary to the Governor General, administers the Queen Elizabeth II Diamond Jubilee Medal program. <http://www.gg.ca/document.aspx?id=14019&lan=eng>



**Captain Alan Shard FNI, a member of the Vancouver Division has just received this Medal.  
Please tell me if you know of anyone else who has been presented with the award?**



**BIMCO** Keeping small and large craft safely apart: "Steam gives way to sail!" The shout of an enraged yacht skipper who sees a power-driven vessel bearing down on him is not uncommon during the sailing season around busy ports. The fact that he is arguing with a very large ship with limited scope for manoeuvrability, which may be navigating in a dredged channel, is really quite relevant, and yacht skippers need to know their steering and sailing rules more thoroughly.

There is a good deal of misconception about the relative perspectives of somebody viewing life from the cockpit of a small craft and that of a watchkeeper on the bridge of a big commercial ship. The former, who may be very conscious of the elements of wind and sea, probably believes that there is any number of eyes on the bridge of the big ship. The reality may be very different in that a sole watchkeeper may be very busy navigating the vessel and that the small craft may not have shown up on the big ship's radar. The navigator on the big ship, if he has actually detected the small craft, may be uncertain of its movements and may be underestimating its ability to keep clear.

At night, the situation may be compounded by the lack of visibility. A navigator on the bridge of a ship may see a white light on his starboard bow at the level of his horizon, conclude that it is far away and after checking his radar, conclude that it offers him no problems. But the light might well be the masthead light of yacht, which has not shown up on the radar, virtually under his bow.

In port waters, these problems can be properly controlled by local laws keeping small craft out of big-ship channels and operating an efficient Vessel Traffic Service. Prohibited areas can be marked on charts. At sea it becomes more



problematical, and this is why it is important for those in charge of small and large craft to understand the problems and limitations of the other.

A useful course was devised by the Master of a North Sea ferry some years ago, who would take yachtsmen to sea on his overnight crossing, during which time they would see how the big ship was operated and also be made to understand the problems of detecting small craft. The watchkeepers on the ferry also said that they gained from their yachting contacts. "Keeping a good lookout" is drummed into the minds of every mariner, whether on a large ship, fishing boat or yacht and this is still the most important job for anyone operating any sort of craft at sea. Where small craft, or fishing boats have been run down by big ships the failure of lookout on one or both vessels is invariably the cause. Knowing the limitations of the people on the other craft and making better use of radar, radar reflectors and other means of enhancing detection, and ensuring that lights are bright and not obscured, also helps.

August 6<sup>th</sup> 2012

[https://www.bimco.org/en/Education/Seascapes/Sea\\_View/Small\\_and\\_large\\_craft\\_safely\\_apart.aspx](https://www.bimco.org/en/Education/Seascapes/Sea_View/Small_and_large_craft_safely_apart.aspx)

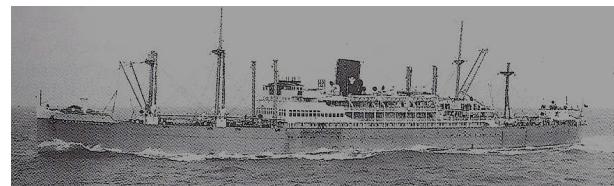
To learn the story behind the graphic on Page 14, click on:-

[http://www.dailymail.co.uk/news/9182128.Oil\\_tanker\\_drama\\_at\\_Cowes\\_Week/](http://www.dailymail.co.uk/news/9182128.Oil_tanker_drama_at_Cowes_Week/)

**Rules and Regulations for Officers in the Service of the Company:** *I recently inherited a booklet containing the "Rules and Regulations for Officers" of a now defunct British Shipping Company. I cannot tell when it was printed but the most recent amendment to it was issued in 1931. However some of the Clauses give an indication to its age.*

For instance:-

- "Courses to be in Degrees."
- "When loaded the ship should be upright; when on the voyage it should be seen that the ship does not take a list through the careless consumption of coal and fresh water."
- "At least once a voyage the spare sails, sailcovers, separation cloths, awnings etc. should be got on deck and aired."
- "During bad weather an Officer and an Engineer must examine the steering gear every watch."
- The Master and Officers are expected to be courteous and affable, but are not allowed to assist in the amusement of passengers. Passengers' interests are best served by the Master and Officers devoting their time to the navigation of the ship."



One clause that perhaps should be included in any Rules written for today states:-

**Stellar observations:** No opportunity should be lost of determining the ship's position, etc., by stellar observations, and the results must be recorded in the Log Book.

**Canadian comedian Stewart Francis** has won the award for the funniest joke of the Edinburgh Fringe. He won for the joke: "You know who really gives kids a bad name? Posh and Becks."

(Of course, you have to know who Posh & Becks are; David and Victoria Beckham have children called Brooklyn, Romeo, Cruz and Harper Seven). The winning joke was taken from Francis's current Edinburgh show, *Return of the Lumberjacks*, featuring fellow Canadians Craig Campbell and Glenn Wool.

**Francis has a second joke, one with a nautical flavour, in the list of top 10 jokes:-**

**"I saw a documentary on how ships are kept together. Riveting!"**

Well, I thought it was funny.

<http://www.cbc.ca/news/arts/story/2012/08/21/edinburgh-top-jokes.html>

**This concludes the August 2012 edition of From the Bridge",  
except for details of the Saint John seminar shown on the next page.**

Remember that the Company's AGM takes place on October 13<sup>th</sup> in St. John, N.B.  
Please take time to use the **Proxy Form** to vote if you, like me, are unable to attend the meeting.

Do you have anything to contribute to this newsletter? If so please send it to me  
via e-mail to [whitknit@telus.net](mailto:whitknit@telus.net) or by post to 13375 14A Avenue, Surrey, B.C. V4A 7P9  
The next edition is in November. The deadline for submissions is November 16<sup>th</sup> 2012.

**I hope your summer is going well. Sincerely, David Whitaker FNI**



The Canadian Maritime Law Association  
the Company of Master Mariners of Canada



## offering a Legal Seminar

**Topic** The New Administrative Monetary Penalties Regime (AMPS)

**When** Friday October 12th, 2012 from 10.00 am to 4.00 pm

**Where** Diamond Jubilee Cruise Terminal, Water Street, Saint John NB

**Confirmed Panelists** Come hear our Distinguished Speakers present their views and participate in the Panel Discussion

Richard Hall • Chairman, Transportation Appeal Tribunal of Canada, Vancouver BC

Sylvain Lachance • Executive Director, Regulatory Services & Quality Assurance  
Transport Canada, Ottawa, ON

M. Robert Jette, Q.C. • McInnes Cooper, Saint John, NB

J. Paul Harquail • Stewart McKelvey, Saint John

David Henley • Stewart McKelvey, Halifax, NS

### Who Should Attend

Master Mariners • Legal Professionals • Shipping Companies & Owners • Classification Societies

**Free** Registration & lunch provided (Limited to the first 50 applicants and pre-registration is required)

Register by contacting one of the following

Capt. John McCann	Saint John Port Authority	506-636-4883	jmccann@sjport.com
M Robert Jette Q.C.	McInnis Cooper	506-633-3824	bob.jette@mcinnescooper.com
Capt. Peter Turner, MM		506-849-3565	peter.turner@rogers.com
Capt. Chris Hall, MM	Atlantic Towing	506-648-2750	hall.chris@atlantow.com

