



## FROM THE BRIDGE FALL 2021



## MASTER MARINERS OF CANADA

The MASTER MARINERS OF CANADA represents command-qualified master mariners, like-minded seafarers, industry members, and cadets across the country. Our work is focused on awareness building, education and advocacy.

### September 30th, International Maritime Day

“ We all must do better to support our brave professionals who continue to deliver global trade. The dedication and professionalism of more than one and a half million seafarers worldwide deserve our great admiration and gratitude – but most importantly, immediate action. A first step would be for all countries to designate seafarers as key workers, as outlined in the United Nations General Assembly Resolution adopted in December. To date, just over 50 IMO Member States have done so. We need more Governments to step up. Key worker designation is crucial to ensure prioritization for vaccination. Once again, I strongly urge Governments to designate seafarers as key workers. “

- Kitack Lim, Secretary General, September 2021



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## FROM THE MASTER'S DESK

CAPTAIN CHRIS HALL – PRESIDENT AND NATIONAL MASTER



Dear Colleagues,

I am very pleased to address everyone in attendance at this 54th Annual General Meeting of Master Mariners of Canada. But it is with regret that we could not be in person to exchange views, ideas, and our shared experience in this great industry of ours. We are all too familiar with the many challenges that the world continues to face, yet despite those challenges, our organization, and mariners in general, continue to be resilient and always at the ready.

In keeping with our Mission and Vision statements, the organization continues to move forward, as evidenced by the activities across the Divisions and within the various committees.

From an internal operations perspective, two groups of volunteers undertook two important initiatives: modernizing our website and improving our branding and promotional materials. Other work took place to improve our sustainability by shoring up key positions.

From an external perspective, we remained active in many important issues such as the shortage of qualified mariners and maritime autonomous surface ships. MMC also continued to participate in organizations such as the Canadian Maritime Law Association, International Federation of Ship Masters, and the Canadian Marine Advisory Council. We should also recall the good work of the Foundation with its financial awards to young mariners at the various maritime training institutions across Canada. And speaking of youth and potential future mariners, it is important to note our relatively new participation with the Ships2Shores organization.

To that end, I would like to thank the many members who made these activities possible, including the committee members and chairs, and others such as the Editor of From the Bridge, and other key positions such as our Secretary, Treasurer, social media coordinators, the Foundation executive, and our webmaster. And I would make another call for other members to become engaged in a committee or initiative where they may have expertise or interest, because our success depends on your input.

I would also like to thank Capt. Jack Gallagher for his many years of service as our steadfast Treasurer, and to Capt. Chris Hearn for his service over the last two years as our Past President and Editor of From the Bridge. In closing, thank-you for your support during my term as President.

As I step back, I hope that I can help grow the membership of our great organization and look forward to many more years of collective success and growth.

Respectfully,

Capt. Chris Hall  
President, Master Mariners of Canada (Outgoing)



# GREAT LAKES DIVISION

CAPTAIN JOHN GREENWAY - VICE PRESIDENT

The Great Lakes Division of the Company of Master Mariners has remained “active” throughout 2021 with the virtual management (ZOOM format) of meetings and presentations during the continuing COVID19 challenges. To date, we have accomplished nine meetings comprising of monthly business meetings with some including guest speaker presentations to the interest of our members and guests.

Our membership currently stands at 19 full time, 24 seniors, 4 navigation cadets, 3 honorary, and 1 corporate. Similar to other Divisions and associations and volunteer groups, we continue to see a gradual decline in membership, and as a result, our Membership Committee established in 2020 will actively pursue initiatives to address this issue during 2021 and 2022.

June resulted in our Great Lakes Division Executive elections with position acclamations for Capt. John Greenway as Divisional Master. Captains Dan MacDonald (Deputy), Bret Maukonen (Secretary), Farrohk Kooka (Treasurer), and Graydon Halge, Rick Whyte, Gary Kassbaum, and Gavin Young (Council Members) rounding out our Executive to lead our Division for the next term.

Guest speakers throughout the year included presentations on the St. Lawrence Cruise Lines (passenger excursion ferry on the St. Lawrence River), Georgian College’s Centre for Marine Training and Research (marine training in Ontario), and our continuing monthly “industry update” sessions to keep members informed on activities and news from the Great Lakes. Our meeting remains open to members and guests, and anyone is welcome to join and participate at the presentation sessions. Participation at our monthly meeting via ZOOM is averaging 14 members/guest, so again, we are targeting improvement objectives in this area also.

The Great Lakes and Seaway continues as our marine transportation “highway” for the economic well being of the Canadian and U.S. heartland. Overall tonnages and transits are up from 2020 and represents nearly 21 million tonnes of cargo movement as of August 2021. While there has been a decline in grain shipments due to crop challenges in the West, other commodities such as iron ore, dry bulk and general cargo increases have improved.

Many of our Great Lakes Division members work in our Great Lakes marine industry and with overall economic contributions of 328,000 persons employed and \$100,000,000,000 annual value to the heartland of North America according to the Chamber of Marine Commerce, our industry remains vital to the wellbeing of the region.

We continue to see our shipowners investing in new ships and, exploring new trades, and government initiatives (new U. S. lock at the Soo) in support of the Great Lakes. We saw the “Theodore Too” transfer from the Maritimes to the Great Lakes with initiatives to promote our marine industry. So, the future of our Great Lakes maritime trade remains bright with our Great Lakes Division committed to supporting and promoting the Great Lakes/Seaway/St. Lawrence and our overall marine industry.



# GREAT LAKES DIVISION

CAPTAIN JOHN GREENWAY - VICE PRESIDENT



New Ontario Ferries for Eastern Ontario being delivered to the Great Lakes (damen.com *Nora Manthey*)



Algoma Central Corporation's M/V Captain Henry Jackman – newest addition to the fleet

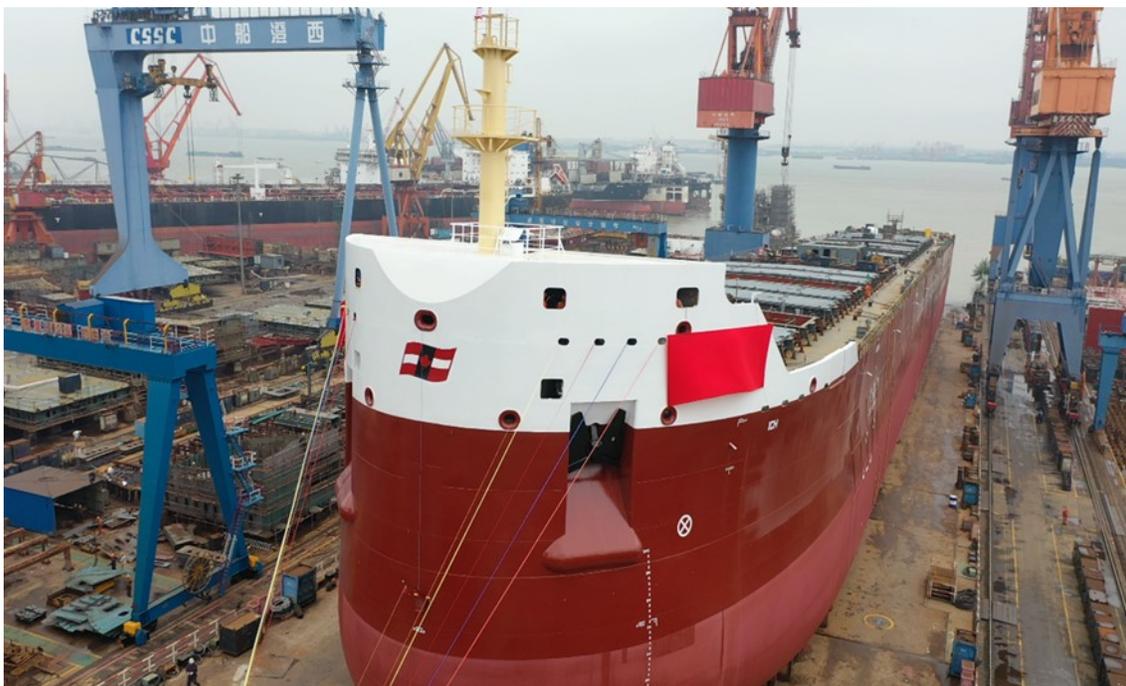


# GREAT LAKES DIVISION

CAPTAIN JOHN GREENWAY - VICE PRESIDENT



Tug Theodore Too in Toronto and promotional tour of Great Lakes (credit: Bill Jr Salton)



New CSL vessel ready for launch in China for service on the Great Lakes (CSL)



# SOUNDINGS

THIS EDITION OF SOUNDINGS COURTESY OF CAPT. JACK GALLAGHER

## **Autonomous Shipping and Ship Master Mariners of Canada - Why do we care about autonomous ships and what are we doing about it?**

Automation of tasks on board ships has been underway since the introduction of autopilot by Elmer Sperry in the 1920's. Autonomy is often cited as ideal for undertaking tedious, treacherous or time-consuming tasks. While automation has often been incremental there have been a few technologies that allowed great leaps. Arguably, the development of the electronic chart was the greatest advancement as not only did it replace the paper chart but allowed the overlay of other information and the recording (log keeping) of multitudes of information. This coupled with the positional and time information provided by satellite navigation systems allowed for a path towards total autonomy.

The term being used by IMO and other bodies is now Marine Autonomous Surface Ships (MASS). Under this rubric we consider vessels that are semi-autonomous, remote controlled, remote monitored and fully autonomous.

Surprising to many, Master Mariners of Canada has not taken the position that automation is evil and a job eliminator and must be stopped. We are in favour of a well thought out and considered approach. We also want to monitor the societal acceptance of such endeavours as they are critical to success. Aircraft are claimed to be capable of entirely autonomous operation, but people are unwilling to board an aircraft with no pilot. We expect that certain trades like passenger ships and oil cargoes will be the most difficult to achieve societal acceptance.

To keep abreast of developments, we have taken a few initiatives. The article author approached the MMC Foundation asking for financial support to be a member of the Canadian Forum for MASS Testing, Research and Development. The proposal also included setting up a MASS correspondence group as part of the MMC Views and Positions Committee chaired by Captain Chris Connor. Every division has been invited to participate and those accepting are sharing information using the Slack platform.

The Foundation support funded attendance at workshop organized by the Canadian Network for Innovative Shipbuilding, Marine Research and Training. Shortly after the seminar Covid appeared and subsequent sessions on MASS have been in the form of webinars.

Master Mariners of Canada has made connection with the Transport Canada Marine Safety group working on regulatory issues related to MASS. This connection has yet to be formalized but we are hoping to be at the forefront of discussion that develops the regulatory regime.

Sweden had developed an idea of Policy Labs as a tool for collaborative, quick method of identifying issues and solutions to address current legislative gaps or to navigate areas of legislative uncertainty. This model may serve Canada well as a tool for navigating the regulatory issues related to MASS.

Recently there was an add for a MASS control centre that asked for any commercial marine qualification: Officer of the Watch, yachtmaster or Master Mariner qualification. We must begin discussions as to what are adequate and necessary qualifications for working in a control centre. Some issues will not be determined for some time, but others may be readily apparent. A requirement for someone in a control centre to have the capability to reduce and apply star or sun sights when a MASS has no facility for taking celestial sights, as a back up to electronic positioning systems, makes the Astro-navigation examination moot. who will be responsible for loading, dis-



# SOUNDINGS

THIS EDITION OF SOUNDINGS COURTESY OF CAPT. JACK GALLAGHER

Cargo examinations will have to wait to see who will be responsible for loading, discharging, and monitoring during a voyage.

Master Mariners of Canada brings a unique focus to the MASS discussions. We are concerned with regulatory, operational, and training issues. Not that we are disinterested in the technology but those developing and promoting the technologies do not often contribute beyond the hardware and software. It is clear that MASS are coming, and they must fit into the total marine operations ecosystem. It is important that we remain at the table and be involved wherever we can.

**For More information on MASS in Canada and the MMC efforts please check with the Views and Positions Committee through your respective division. Add your voice and insights!**



Image Credit: *INTEL*



# SHIP SOURCE OIL POLLUTION FUND

INSIGHT FROM SOPF

## WHAT YOU NEED TO KNOW ABOUT THE SHIP-SOURCE OIL POLLUTION FUND

Did you know that a federal Fund compensates for damages caused by any type of oil, from any class of ships, anywhere in Canadian waters, including the Exclusive Economic Zone?

Did you also know that individuals involved in the maritime industry can benefit from the Ship-source Oil Pollution Fund (the Fund)? However, over the past 30 years, very few claims have been received from that industry, representing less than 1% of the total amount paid out from the Fund.

### DAMAGES COVERED BY THE FUND

A shipowner or operator can submit a claim to the Fund when they suffer oil pollution damage from another ship. The claim can be for:

- Property damage:
  - your vessel or boat needs to be cleaned;
  - the gear and equipment need to be cleaned, repaired, or replaced.
- Preventive measures:
  - use of sorbent materials or containment booms to protect property such as vessels, boats, equipment or infrastructure.
- Economic losses:
  - loss of revenue, profits, or having to pay extra wages or costs in the event that you cannot enter or exit a harbor;
  - extra fuel expenses incurred to avoid navigating through polluted waters.

“Mystery spills” are compensable too. If you cannot identify the ship that caused a spill, you can still submit a claim.

### WHO PAYS FOR A SHIP-SOURCE OIL SPILL?

At least 1 out of every 5 claims submitted to the Fund, was for an incident caused by commercial vessels such as tankers, bulk carriers, cargo ships, container ships, tugs, barges, or passenger ships (around 110 incidents).

The operational incidents that generated these claims with the Fund include:

- Discharges discovered around the vessel while moored, anchored, berthed, docked or in a shipyard (around 33 cases)
- Ship grounding, stranding or sinking for reasons such as engine problems, lost propulsion, bad weather (fog, ice, high winds, low visibility), or striking submerged rocks (around 26 cases)
- Spillage during or after refueling and bunkering operations such as hose breakage or overflow (around 9 cases)
- Towing operations (collision, sinking or grounding) (around 9 cases)
- Faulty equipment (such as cracks in the fuel tanks, water ballast tanks, broken pipes) or bad manoeuvres (unintentional activation of bilge pump) (around 5 cases)
- Collisions with another vessel, or striking of port structures (around 3 cases)

Polluting shipowners are liable under the *Marine Liability Act* even if they are not at fault. This is the “polluter pays principle”: When the ship is covered by a P&I club, the Administrator of the Fund recommends the claimant to explore direct settlement discussions with the club.

Once a claimant is compensated, the Administrator of the Fund takes all reasonable measures to recover from the shipowner or insurer.



# SHIP SOURCED OIL POLLUTION FUND

INSIGHT FROM SOPF

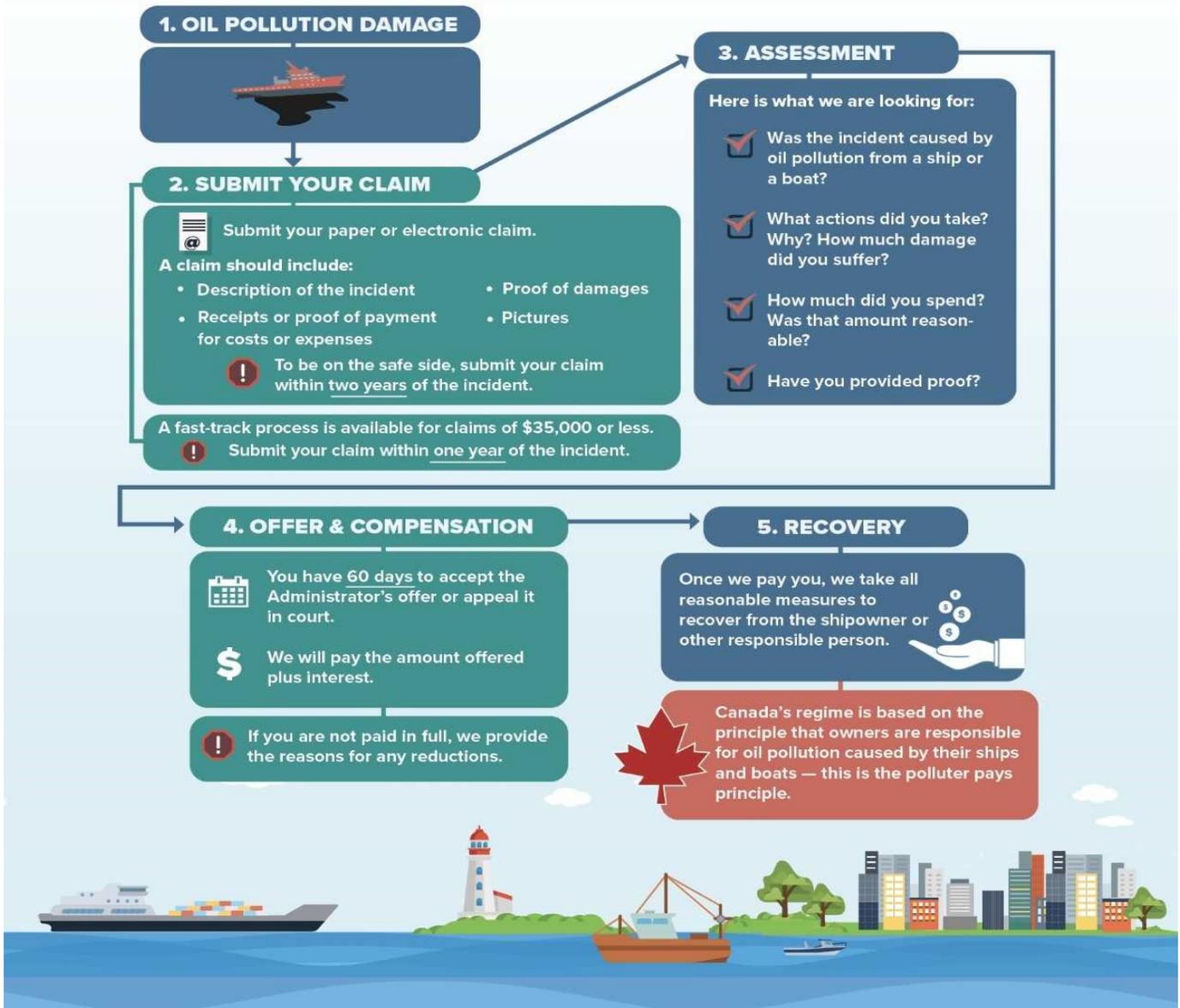
## DOCUMENTING A CLAIM

This diagram illustrates the claims process. You must describe the incident and your damages, and document with the best evidence available to you, including invoices and receipts. All costs or expenses must be reasonable.

For more information, visit: <http://sopf.gc.ca>, under: "Submit a claim".

**Jannie Bédard Guillemette, M.A.**

Communications & Stakeholder Engagement Officer | Agente de communication et d'engagement avec les intervenants  
Office of the Administrator of the Ship-source Oil Pollution Fund | Bureau de l'Administratrice de la Caisse d'indemnisation des dommages dus à la pollution par les hydrocarbures causée par les navires





# SIGNAL FLAGS

## RECENT PASSING OF CAPTAIN RICK GATES

### Editor's Note.

I had the distinct pleasure of participating in the many council meetings, AGMS, and other MMC events with Rick during my time on the national council. He was a consummate professional and a gentleman through and through, deeply knowledgeable, and always approachable on matters. I recall Rick being in St. John's and reaching out to me to attend a national council call in session. I was in my office and invited Rick to the Centre where we had a great yarn before, during, and after the meeting. We were kidding about being slipped the "Black Spot" a reference to *Treasure Island* and the use of a burned piece of paper presented by the pirates to the Captain indicating dissatisfaction and a need for change. Years later when I was elected President and National Master I replaced Rick, who moved to Past Master, and he congratulated me by saying under his breath that I slipped him the Black Spot! It certainly spoke to Rick's recall for detail and we both laughed about the joke from years ago.

For tho' from out our bourne of Time and Place  
The flood may bear me far,  
I hope to see my Pilot face to face  
When I have crost the bar



Captain Patrick Thomas Carne GATES March 26, 1944 – August 13, 2021. A genuine man of the seas. A rare gentle intelligent man of ideas, accomplishments, honesty and integrity ... who loved to laugh, was gracious, generous and always cheerful.

Born in Dar Es Salaam Tanganyika, he enjoyed an early schooling in East Africa prior to travelling to London, England in 1957, where he furthered his education. He led an eventful life on the sea, visiting many corners of the globe, eventually becoming Master and commanded a number of vessels.

Captain Patrick "Rick" Gates immigrated to Canada in 1978. Working days in Canada were spent both on board ship and in senior management positions with Irving Oil, Kentline and lastly The Atlantic Pilotage Authority. He continued his love of the sea, in particular, sailing his beloved *Compass Rose* on the Kennebecasis River with his best friend Brian Thorne.

He retired in 2009 to start up a new company, Gates Marine Consulting Limited. His name has recently been put forward to receive The Merchant Navy Medal for Meritorious Conduct. He married Lynn in July 2016, they lived a

fairy tale life of love and laughter where they shared/garnered many new friends sprinkled in the precious old while travelling the world, enjoying a love of cooking, fine dining and conversation, all the time sharing these loves (and Patrick's famous bread) with their many friends and family.

Some of Patrick's accomplishments include: Captain of the *Polar Duke* assisting in rescuing survivors of the *John Biscoe* in 1985; Provincial Master of Master Mariners, Fundy Division; Master, Master Mariners of Canada, Maritime Division; National Master of Master Mariners of Canada; Associate Fellow of The Nautical Institute, London, England and a member of the International Federation of Shipmasters IFSMA of London.



# BAUGH SCHOLARSHIP REPORT

REPORT FROM SCHOLARSHIP WINNER A. SIMOES RE

Dear Donors and The Company of Master Mariners:

As the recipient of the Fall 2020 Captain G.O. Baugh Memorial Scholarship, I wanted to again pass along my gratitude and thanks for bestowing me with this scholarship. I am appreciative for the support not only given to me, but also to other students as well.

I am currently on my long sea phase of the *Nautical Sciences Program* at the *Marine Institute of Memorial University of Newfoundland* and intend to finish my final year of studies in June 2021. At which point, I plan to begin my career as an Officer of the Watch, one day achieving the rank of Master Mariner. Thanks to your support, I am one step closer in reaching my education and career goals.

This past year has been difficult with the ongoing COVID-19 pandemic. The pandemic resulted in the 2019 nautical sciences cohort from missing both their first technical session and their first sea phase. This meant this spring our cohort needed to complete the technical sessions for year one and year two. Once technical sessions were completed it meant we needed to complete our first sea phase before we could begin our long sea phase. Due to this it resulted in a busy and trying time with this and online learning.

Again, I want to thank you for your continued investment in students, such as myself and our education. With your support, you provided me with the opportunity to remain focused on the most important aspect of education: learning. I hope in the future I will be able to help students achieve their goals, as you have with me. Continuation of my studies would not have been possible without charitable contributions from sponsors like yourself. Thank you for making this possible.

Sincerely,

L. André Simões Ré





# BAUGH SCHOLARSHIP REPORT

REPORT FROM SCHOLARSHIP WINNER A. SIMOES RE

## Summary

This report will outline the major learning accomplishments from the past year after receiving the Captain G.O. Baugh Memorial Scholarship. With the information below, it will help the Company of Master Mariners of Canada evaluate the value of their investment in navigation cadets.

## Progress to Date

After receiving the Captain G. O. Baugh Memorial Scholarship in the Fall 2020, I completed my second year of the *Nautical Sciences Program* at the *Marine Institute of Memorial University of Newfoundland*. During Spring 2021 I completed both first and second year technical sessions. Before joining my first vessel I also needed to complete some additional courses for the company in July 2021. I finally joined the DOF vessel *M/V Skandi Vinland* on August 5, 2021 for my first work term, which is for a 544-day work term, with the potential for the work term to be extended. The vessel is designed to perform subsea work on assets in the White Rose Field while on dynamic positioning. Major learning objectives completed since receiving this scholarship include:

- Nautical Institute Introduction to Dynamic Positioning
- Completing Required Sea Phase 1, Projects and Assignments

## Cargo Operations

- Offloading and back loading of cargo – Handling, procedures, and assessment of hazards and risks
- Securing cargo – Equipment, sea lashings, lashing points
- Placement of cargo according to load plan
- Inspection of cargo and gear

## Mooring Operations

- From the deck – Tying up, casting off, anchoring, deploying and retrieving the gangway, performing security/gangway watch, and recording draft marks
- From the bridge – approach, position, and communication

## Maintenance and Inspections

- Planned maintenance and inspections
- Unplanned maintenance and repairs
- Emergency drills – Participating and conducting as a lead
- Familiarization of Bridge Equipment and Procedures

## Performing Proper Navigational Watch

## Dynamic Positioning During Subsea Operations

Performance has been a continuous evaluation by signing off on completed tasks in the International Shipping Federation Onboard Training Record Book, Nautical Institute Dynamic Positioning Training Logbook, and in-



# BAUGH SCHOLARSHIP REPORT

REPORT FROM SCHOLARSHIP WINNER A. SIMOES RE

## Future Progress

As of September 29, 2021, I will continue to be aboard the *M/V Skandi Vinland* until at least November 17, 2021 with the potential to be onboard until Christmas time, after which I will be moving to another vessel. During this time, I will continue to develop competency on tasks already learnt, as well as developing more. Major tasks to still learn include:

- Voyage Planning
- Stability Calculations
- Develop Stowage Plans
- Astro Navigation

Performance will continue to be evaluated on an ongoing basis by determining the level of competence of the required tasks in the International Shipping Federation Onboard Training Record Book and Nautical Institute Dynamic Positioning Training Logbook, and inspections of required work term projects.

## Conclusion

Although a progress report was requested in the Spring 2021, I was unable to complete one due to the lack of time trying to complete all required courses for technical session 1 and 2, as well as additional courses required by the company. Due to the COVID-19 the 2019 nautical sciences cohort was unable to complete their first sea phase in 2019; therefore, the 2019 cohort's first sea phase ran from July 8, 2021 until September 8, 2021. At this time the required projects and assignments for Sea Phase I were due. The report was not able to be submitted at the beginning of September due to joining the vessel at the beginning of August and the need to complete all assignments by September 8, 2021. The skills learnt prior to boarding and after boarding the *M/V Skandi Vinland* are beneficial to achieve the necessary competencies to become a competent officer of the watch. These skills have proven to increase understanding of the operations aboard a vessel while at sea and in port. A final report will be submitted once I begin my final year of studies.



# MEET THE COUNCIL MEMBERS

OUR NEW TREASURER CAPTAIN AMANDA SLADE

Amanda Slade is a Master Mariner, mother and grandmother who currently works for Transport Canada as a Marine Safety Inspector. First earning a wage at the age of 16 as a tall ship cook, she graduated from Georgian College in 1984 with a Diploma in Navigation Technology and solid experience on Great Lakes cargo ships. A big ship career took a back seat in the 90's as she juggled boats and babies; first working as a Captain on harbor ferries, then managing commercial diving operations for the city of Toronto.

With the children older Amanda joined the international cruise industry which took her to Miami, the UK and Norway. She has also worked shoreside in ship management roles as Auditor, Nautical Superintendent, Safety Manager and Company Security Officer. After returning to Canada and a short role with the Transportation Safety Board she refreshed her seagoing expertise in the Offshore Oil & Gas industry including survey work in the deep water of Newfoundland's Flemish Pass.

In 2016 Amanda began teaching during breaks from trips at sea, first with Georgian College, Camosun College and ultimately full time with Western Maritime Institute. She has written an essay for the Journal of Ocean Technology and an STCW Basic Safety Training textbook. Amanda volunteers with the Master Mariners of Canada, The Nautical Institute, the International Shipmasters Association and most recently the South Side Boularderie Volunteer Fire Department.



Photo: somewhere in the Gulf of Aden



# THE OFF WATCH COLUMN

MARITIME INSIGHTS AND MUSINGS BY CAPTAIN BARB HOWE

Off Watch No. 8

## A Man a Plan a Canal Panama

The palindrome *A Man a Plan a Canal Panama*, may be referring to Ferdinand de Lesseps whose canal construction efforts failed, or to Theodore Roosevelt whose plan to build a waterway across the isthmus was a success. It most certainly, does not refer to Richard Halliburton.

The Princeton educated, well-heeled Halliburton described himself as an adventurer with the "freedom to indulge in whatever caprice struck my fancy." His fancy included a night atop the Great Pyramid, a Hannibalesque trip through the Alps by elephant, and swimming the Nile, the Grand Canal of Venice, the reflection pool at the Taj Mahal and the like. One writer has suggested that Halliburton "seemed to find it nearly impossible to keep his clothes on in the presence of water."



Richard Halliburton at the Panama Canal

In 1928 Richard Halliburton donned swim gear, grabbed a towel and swam the Panama Canal in 10 days - all 51 miles. He set a record as the first swimmer to be locked through Gatun, Pedro Miguel and Miraflores. In accordance with a 'ton rate' at the time he paid 36 cents. In his 1929 book *New Worlds to Conquer* that chronicles some of his adventures, he titled the chapter about his Canal transit "SS Halliburton."

The Canal lured swimmers well before Halliburton. As there weren't public swimming pools, bathers were common in the Canal before it opened in 1914. On warm days employees and other Isthmusites would cannon-ball into the Canal to cool down. Conservative citizens frequently complained about the loud, raucous behavior and scanty bathing

costumes.

New Yorkers Alfred Brown and Elaine Golding were given permission in 1913 to make a partial transit that excluded Culebra cut. She complained that the odor of the water in some parts of the Canal were "troubling." In spite of getting badly sunburned it's reported that she was "cheerful" most of the time. To date, Miss Golding is the only woman to attempt the canal swim.

Three days after the Canal opened, two employees completed the first ocean-to-ocean swim. They swam on Sundays or when business was slow - completing their steady crawl stroke transit in a modest 26 hours and 34 minutes. However, instead of being locked through they climbed down and up ladders at the ends of the chambers.

Albert Oshiver plunged on the scene in 1962 and set a record by swimming the Canal non-stop in 29 hours. Like Hero and Leander, the escort boat operator had a white light to guide Oshiver's course. Spectators noted that on the home stretch, like a racehorse he exhibited a remarkable burst of speed. Oshiver explained his increased RPMs were because he was getting cold.

World adventure swimmer Simon Murie, like Halliburton, has a penchant for water. A few of his many swims include the English Channel, across Gibraltar Straits, the River Volta in Ghana, and the Strait of Galipoli that separates Europe from Asia.

Unfortunately, Murie missed an opportunity to swim the Suez Canal when the *Ever Given* was wedged across the waterway for six days. It would have been a bit tricky though, swimming past the stern of the behemoth 20,000 TEU container ship with the tugs, excavators and suction dredges working to free the ship.

Imagine, Murie crawling the full length of the Suez Canal - 120 miles unfettered by shipping. That would most certainly have been *A Man a Plan a Canal Suez*.



# FLOTSAM AND JETSAM

## Trivia Questions

1. An aircraft circles your vessel three times while gunning its engine, and then heads off in a northwesterly direction. What is the pilot signalling?
2. What is the name of the law used to determine the center of a low-pressure system from wind observation? (when facing the wind, the center of low pressure is to your right in the Northern Hemisphere)?
3. What is a gnomon?

### *Answers to Last Edition's Questions*

1. *Napier's Diagram is used to plot deviations of a compass against headings, and to convert compass and magnetic headings.*
2. *On a chart "fly indicates a Flinty bottom—certainly poor holding ground!*
3. *CQR Anchor..Coastal Quick Release or Clyde Quick Release. However if said fast enough sounds like "secure", a great marketing tool.*

### Upcoming Maritime Events, Forums, and Seminars

North Atlantic Fish and Workboat Show—St. John's, NL, Nov 5-6

Marine Renewables Canada 2021—Halifax, NS, Nov 24-26

<https://marinerenewables.ca/event/marine-renewables-canada-2021-annual-conference-november-24-25-2021/>

Propelling the Blue Economy: Connecting Our Oceans, Our People, Our Future—A virtual online Event  
Marine Institute of Memorial University Nov 23—25

For more information contact [connect@mi.mun.ca](mailto:connect@mi.mun.ca)

National fall CMAC (Canadian Marine Advisory Council)- A virtual online event Nov 23-Dec 2

[Transport Canada CMAC Webpage](#)



# MMC PROFESSIONAL DEVELOPMENT PROGRAM

CAPTAIN JIM CALVESBERT— CHAIR, EDUCATION AND PROFESSIONAL DEVELOPMENT COMMITTEE

With the rapid pace of innovation and development in the maritime industry, and the need to operate at the current level of knowledge and expertise, the Company of Master Mariners of Canada has created a professional development program for its Members, both at sea and ashore.

Your Certificate of Competence, as we are all aware, is just the start of not only our career, but also of our learning path. As the industry progresses, new challenges arise, and new professional requirements are added and the journey of “life-long learning” leads us down the path of continuous learning and professional development.

We have defined two categories of recognition as follows:

- Practicing Maritime Professional – Three (3) months full time employment in maritime industry in past 12 months AND 20 professional development credits.
- Non-Practicing Maritime Professional – 20 professional development credits

You will be surprised at how quickly these qualifying credits accumulate.

## **I’m a Professional Working Seafarer – What Will This Do for Me?**

As mentioned, your CofC is just the beginning. Our PD Program can help to prepare you for additional learning. It will provide credibility to peers, your employer, and Transport Canada that you are maintaining currency in the industry. Your crew depends upon you to assist with their learning through mentoring which will be greatly aided by your demonstration of continued learning and the knowledge that you gain.

## **I’m Retired – What Are the Benefits To Me?**

Seafaring is a fast-changing industry and keeping track of the changes can be a daunting task. As an experienced retired seafarer, your skills and learning can be of benefit to cadets and new officers through mentoring. There is a great satisfaction in staying current and helping the upcoming new officers in a profession which has provided us with some wonderful experiences.

## **Where Can I Get More Information?**

The PD Program is on our website at <https://mastermariners.ca/cpd> . Contact your Divisional Master or Secretary for clarification.



## MMC NATIONAL COUNCIL FOR 2021

### 2021-2022 MMC Board of Directors

**Chris Connor** - Maritimes - **President**

**Eben March** - Newfoundland and Labrador - **Vice President** & Divisional Representative

**Marshall Dunbar** - Maritimes - **Assistant Vice president** & Divisional Representative

**Chris Hall** - Fundy - **Past President** & Divisional Representative

**Amanda Slade** - Vancouver Island - **Treasurer**

**Cynthia Brown** - Maritimes - **Secretary**

**David Dyke** - Vancouver Island - **Divisional Representative**

**Don Rose** - Vancouver - **Divisional Representative**

**John Greenway** - Great Lakes - **Divisional Representative**

**George Iskandar** - Capital - **Divisional Representative**

In addition, the following are serving as Committee Chairs :

**Farrokh Kooka** - **Membership**

**Jim Calvesbert** - **Education**

**Jim Parsons** - **Foundation**

**Chris Connor/TBA** - **Views and Positions**

**Stephanie Connor** - **Webmaster** [m](#)



# MMC PROFESSIONAL DEVELOPMENT PROGRAM

## What is the Professional Development Program?

Participating in the Professional Development program is voluntary and is free for all Members in Good Standing.

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**Non-Practicing Maritime Professional** – 20 professional development credits

A letter will be issued each year to Members participating in the program confirming that they have met the requirements of the program.

## How to Earn Professional Development Credits?

Listed below are some examples. A more complete list is provided on the Master Mariners of Canada website.

### Educational Activities

- Completed marine related courses (10 credits)
- Attending marine related conferences (5 credits)
- Attending Divisional PD seminar (1 credit)

### Contribution to Knowledge

- Publishing a peer reviewed paper (20 credits)
- Judge at Nautical Skills Competition (10 credits)
- Delivering a Guest Lecture (5 credits)

### Community Participation

- Organizing a marine conference (20 credits)
- Serving on an advisory body for a nautical school (5 credits per meeting attended)
- Attending a Divisional meeting (2 credits per meeting attended)

## More Information on how to Participate

<https://www.mastermariners.ca/cpd/mastermariners.caedpdcommittee@gmail.com>

Attn: Chair Education and Professional Development Committee



**MASTER MARINERS  
OF CANADA**

**THE COMPANY OF MASTER MARINERS OF CANADA**

Représente les capitaines et les officiers maritimes au Canada et internationalement via des adhésions avec "International of Federation Shipmasters Associations".

<http://www.mastermariners.ca>

Siège social: 904-5959 Spring Garden Road Halifax, Nova Scotia B3H 1Y5

Président: Captain Christopher Connor

Pour nous rejoindre par courriel: <http://www.mastermariners.ca/contact-us/>

**Déclaration de nos objectifs:**

- Offrir aux capitaines une association professionnelle et nationale;
- Encourager et maintenir une conduite professionnelle de haut niveau parmi les membres;
- Développer les cours, l'entraînement et les programmes de mentorat pour les marins et les cadets;
- Développer, à un niveau national et international, des projets afin d'améliorer la sécurité, les opérations et les lois, tant pour les navires que pour les équipages;
- Organiser des conventions et des réunions de discussion sur des sujets d'intérêt pour les membres et les marins.
- Promouvoir une coopération saine et amicale entre les flottes commerciales, gouvernementales et militaires du Canada.

THE COMPANY offre les catégories d'adhésion suivantes:

Membre régulier	300,00\$ / année
Membre associé	150,00\$ / année
Membre corporatif	325,00\$ / année
Membre cadet	20,00\$ / année

**THE COMPANY OF MASTER MARINERS OF CANADA** est une organisation professionnelle représentant les officiers qualifiés à commander de même que les marins professionnels; elle représente aussi les membres de l'industrie maritime ainsi que les cadets partout au Canada. Notre travail avec et pour nos membres s'appuie sur trois piliers, soit la conscience, l'éducation et la promotion de nouvelles idées.



**MASTER MARINERS  
OF CANADA**

**THE COMPANY OF MASTER MARINERS OF CANADA**

Represents the interests of Shipmasters and senior deck officers in Canada and internationally through membership in the International Federation of Shipmasters Associations.

<http://www.mastermariners.ca>

Head office: 904-5959 Spring Garden Road, Halifax, Nova Scotia B3H 1Y5

President: Captain Christopher Connor

To find our email addresses:

<http://www.mastermariners.ca/contact-us/>

**Statement of Purpose:**

- To provide senior, command-level mariners in Canada with a representative central body;
- To encourage and maintain a high and honourable standard of ability and professional conduct among mariners;
- To develop education, training and mentoring programs for seafarers and cadets;
- To provide input into national and international groups in matters concerning the safety, operation and regulation of ships and their crews;
- To organize conventions and seminars for the discussion and considerations of topics of interest to members and mariners;
- To promote and foster efficient and friendly cooperation between the commercial, government and military fleets in Canada.

THE COMPANY offers these categories of membership:

Full Member	\$300.00 / year
Corporate Member	\$325.00 / year
Associate Member	\$150.00 / year
Cadet Member	\$ 20.00 / year

**THE COMPANY OF MASTER MARINERS OF CANADA** is a professional organization representing command-qualified mariners as well as like-minded seafarers, industry and government members, and cadets across Canada. Our work with and for our members is organized around three pillars: awareness, education and advocacy.