



# Marine Safety

ISSUE 7 • SUMMER 2000

Review

## Canada and the United States meet in Gananoque

On July 18<sup>th</sup> and 19<sup>th</sup>, 2000, senior marine safety representatives from Canada and the United States met in Gananoque, Ontario (Canada) to review ongoing marine safety initiatives in the two countries and to harmonize future regulatory and enforcement actions.

Heading the delegations were, for the United States, Rear-Admiral Robert C.

North, Assistant Commandant, Marine Safety and Environmental Protection, United States Coast Guard, and for Canada, Mr. Bud Streeter, Director General, Marine Safety, Transport Canada.

Discussions covered the issues of Port state control, quality shipping, aquatic nuisance species, mutual acceptance of safety equipment, standards for small commercial vessels and improved tanker safety.

At the conclusion of the meeting, a number of actions were agreed to, including:

- increased cooperation in inspections of foreign ships arriving at Canadian and U.S. ports;
- improved targeting in Port state control inspection programs to focus on ships most likely to be sub-standard (e.g., older bulk carriers) or vessels with poor safety records;
- rewards such as good publicity, certificates of merit, and less frequent inspections for quality ships (i.e., those with superior inspection histories);
- partnerships to address issues related to aquatic nuisance species through strategies such as harmonizing ballast water exchange guidelines and procedures; and
- work exchanges for Canadian and U.S. marine inspectors to help harmonize the standards of inspections in the two countries.

While no formal agreement has been signed, the two countries have agreed in principle to the above actions and plan to meet again in six to nine months to measure progress and decide on future actions. A memorandum of understanding between the two countries on these issues may also be considered at that time.

Following the meetings, it was pledged that this type of interaction would continue and that efforts would increase to make the North American marine safety system seamless and transparent, including opening a dialogue with the Mexican maritime authorities. ↘



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*Marine Safety Review* is published quarterly by the Marine Safety Directorate of Transport Canada to keep the maritime community informed about marine legislation, relevant research, projects and events.

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## Corrections

The staff of *Marine Safety Review* would like to apologize for the following discrepancies in Issue 6 – Spring 2000:

In the article entitled "Naval Architect Finds Field Work Satisfying" (p. 12) the photograph's caption listing "9. Bernard Lachance", should have read "9. Marcel Dubé".

In the feature entitled "What's New" the article "Multi-Modal Transportation Tribunal" (p. 7) should have read "...Transport Canada has been engaged in extensive legislative activity to *refine* its role in policy development and regulatory oversight." and "...enhancing its scope to encompass *various transportation modes*, in order to provide a fair and effective means for reviewing administrative decisions..."

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# Remarks from the Director General

**E**arly fall, with the summer season behind us, is always a good time to regain our focus. We must keep in mind the tenets of excellence: cooperation, communication, service and diligence. This is particularly true of our inspection activities. We must maintain a high standard of safety for the Canadian marine transportation system.

Our continuing commitment to working with the increasing small commercial vessel population remains a top priority. Continuing losses of small fishing vessels, and accidents and incidents involving small commercial vessels serve as tragic reminders of the growing urgency to increase our efforts to minimize the risk in our waters. To this end, Marine Safety has proposed a small passenger vessel initiative, which has been approved in principle. A determined effort is under way to allocate the staff and funds required to successfully implement this initiative. Updates on this pressing issue will be made available as they arise.

Our efforts to reform Canadian shipping law continue unabated and we remain focused on the Canada Shipping Act, 2000, which received First Reading in June. Furthermore, meetings with the United States Coast Guard were held over the summer



Bud Streeter

and cooperation towards harmonization of our respective standards in the areas of ballast water management, Port state control, and small vessels has been re-affirmed.

We are committed to maintaining open communication with our stakeholders and the public, and we encourage your comments, suggestions and inquiries ([marinesafety@tc.gc.ca](mailto:marinesafety@tc.gc.ca)).

Sincerely,

Bud Streeter  
Director General  
Marine Safety

...caption from page 1

*Gananoque meeting. From left to right:*

- 1) Terrance Hounsell;
- 2) Donald J. Kerling;
- 3) Capt. Jonathan Sarubbi;
- 4) Rear-Admiral R.C. North;
- 5) Bud Streeter;
- 6) Berthier Pineau;
- 7) John Clarkson;
- 8) Lt.-Cmdr. Them Lafferty;
- 9) Kathleen-Ann Desjardins;
- 10) Richard Day.



# Marine Emergency Duties – a Hands-on Experience

The actions of a ship's crew are the most important factor during an emergency at sea. Crew members are frequently the only ones on-site when an incident occurs, and their ability to respond in the first minutes can be crucial to their safety.

It is for this reason that Marine Safety's Personnel Standards and Pilotage division ensures that adequate emergency-training facilities and equipment are available across Canada. The facilities provide Marine Emergency Duties (MED) training, such as firefighting and survival training, as well as training in emergency procedures.

A MED training centre features classroom training, hands-on training in survival craft – simulating shipboard emergency conditions, and a fire-fighting mock-up.

Provincial marine institutes use these facilities to provide Marine Safety-approved MED courses that help seafarers meet emergency training requirements specified by the *Canada Shipping Act (CSA)*, and international conventions such as the International Convention on Standards of Training Certification and Watchkeeping for Seafarers. This training is compulsory for any junior or senior marine certification issued under the CSA, and for all seafarers within six months of employment at sea.

Of the 19 MED centres across Canada that offer all or part of the approved MED courses, 14 received financial support from Transport Canada in the past year. Two of these facilities –



*A student at the Marine Emergency Duties Centre in Port Colborne, Ontario practices righting a capsized life raft.*



*Marine Emergency Duties students get hands-on experience fighting serious fires such as this one at the Justice Institute Fire and Safety Training Centre in Maple Ridge, B.C.*

in Port Colborne, Ontario and St. Romuald, Quebec – are owned by the federal government. ↘

*Contributor: Mary Lamontange,  
Program Manager, MED Facilities  
Support, Ottawa*

# Canadian Marine Advisory Council – Proposal for Change

The Canadian Marine Advisory Council (CMAC) met in Ottawa for their bi-annual meeting on May 2-4, 2000, with over 360 delegates participating. The opening plenary was co-chaired by Bud Streeter, Director General, Marine Safety (Transport Canada), and Anne O'Toole, Acting Director General, Integrated Business Management, Canadian Coast Guard (Fisheries and Oceans Canada). The closing plenary was co-chaired by Bill Elliot, Deputy Commissioner, Canadian Coast Guard, and Ron Jackson, Assistant Deputy Minister, Safety and Security (Transport Canada).

Stakeholders were informed about the progress of the Canada Shipping Act, 2000, the Regulatory Reform project, the redefinition of the Canadian Coast Guard base fleet, and the development of cost effective services. A broad range of subjects were discussed at the various standing committee and working group meetings.

A number of delegates expressed frustration with the inability to attend important standing committee and working group meetings caused by a compressed schedule. In response to stakeholder concerns, Transport Canada is proposing to start future meetings one afternoon earlier than usual. Therefore, the May 2001

CMAC meeting would start with the opening plenary on Monday, May 7 at 1:00 p.m. (EST) and finish with the closing plenary on Thursday, May 10 at approximately 4:00 p.m. (EST). This four-day extended schedule should improve the overall effectiveness of this consultative forum.

Comments are being solicited on this proposal and other suggestions for improvement are welcome,

via e-mail ([quinnn@tc.gc.ca](mailto:quinnn@tc.gc.ca)), facsimile (613) 991-5670, telephone (613) 991-3159, or the web ([www.tc.gc.ca/marinesafety](http://www.tc.gc.ca/marinesafety)).

Together, we can make CMAC work better for you! ↘

*Contributor: Elisabeth Bertrand,  
Consultations & Communications  
Coordinator, Ottawa*



## MARINE SAFETY AWARD NOMINATIONS

The Transport Canada Marine Safety Award was established to stimulate an awareness of marine safety in Canada and to recognize those who have contributed, in an exceptional way, to this objective.

Transport Canada is now soliciting nominations for the 2001 award, with a deadline for nominations of March 15, 2001. The Award will be presented at the May 2001 Canadian Marine Advisory Council (CMAC) National Meeting.

For more information please visit our web site ([www.tc.gc.ca/marinesafety](http://www.tc.gc.ca/marinesafety))

*Contributor: Ian Sherwood, CMAC Secretariat Officer, Ottawa*

## NEW SOFTWARE TO EASE STABILITY CALCULATIONS

Although determining a ship's potential stability is of vital importance, the calculations involved have always been tedious.

Since 1994, Marine Safety's mandate to approve ship plans, including intact and damage stability calculations, has been delegated to the regions. Though shipowners and their naval architects are responsible for the accuracy of the basic data, marine safety inspectors must verify final results and, occasionally, examine stability scenarios in greater detail.

With the advent of computers and advances in software, it is now possible to simplify these calculations. Once the shape of a vessel has been electronically defined, it can be run through applications to test any stability condition. To assist marine safety inspectors, new software is being evaluated to possibly replace existing applications. Key to the evaluation is determining ease-of-use and the ability to handle damage stability data derived from the probabilistic method (an alternative International Maritime Organization standard). This software is being evaluated over 10 months, starting with an introductory training session in Vancouver this summer. 

*Contributor: Jerzy Trzesicki, Senior Marine Safety Inspector, Vancouver*



*A group of Marine Safety Inspectors attending an introductory training session in Vancouver. From left to right: 1. James Williamson, QC, Quebec; 2. Colin Curragh, Sarnia, ON; 3. Malcolm Buchanan, Victoria, BC; 4. Gary Totten, Dartmouth, NS; 5. Kin Tue-Fee, Ottawa, ON; 6. Terrance Hounsell, Ottawa, ON; 7. Makhan Chowdrey, Vancouver, BC; 8. Bradley Dale, Manager, Customer Service, Authoship Systems Corp.; 9. Kenneth Hardiman, St. John's, NF; 10. Guy Bussières, QC, Quebec; 11. John Haswell, Nanaimo, BC; 12. Peter Timonin, Ottawa, ON; 13. David Huston, Vancouver, BC; 14. Jerzy Trzesicki, Vancouver, BC.*

*Photograph courtesy of Jerzy Trzesicki.*



# A Century of Canadian Shipping

Much of the romance of the sea is caught up in the sails of the tall ships. When Canadians reflect on the last turn of the century, we often think of these stately vessels, which were carefully crafted by shipbuilders throughout the Maritimes. Even today, nautical buffs such as those working to restore the sailing yacht *Canada* are attracted to this part of our nautical history.

But the modern era of shipping in Canada was not meant to include the tall ships. There was a revolution taking place in shipping, a revolution that would end Canada's days as a major shipbuilding power, but would help the country in many other ways.

Some would say the revolution began when the British turbine-engine steamer ship *Turbina*, built in 1894, entered the Royal Navy regatta on the Thames River in London. The *Turbina* ran circles around every ship on the river at the then-fantastic speed of 35 knots.

In Canada, Samuel Cunard of Halifax had made a name in the shipping world with his famous transoceanic service. His service dominated the Atlantic in the mid-1800s, and by 1878 Canada ranked fourth among the shipowning nations of the world.

The new ships were a wondrous improvement on the old. Between 1800 and 1900, the time it took to cross the Atlantic dropped from 38 days to six. The change was profound.

Canadians continued to build wooden ships into the 1920s, but new kinds of ships were being developed outside Canada, and the Quebec and Atlantic shipyards had to gradually adapt to these new materials and technologies.

Even in 1900, most Canadians still travelled by boat, and most had never seen an automobile. You probably couldn't pick a better moment than 100 years ago, even in the midst of the decline of Canadian shipbuilding, to illustrate how important shipping was in building this country.

That's when Canada's wheat revolution began, a development that would provide the stimulus for Canada's industrial awakening. The Prairies were opening up. Shipload after shipload of Europeans arrived in Eastern Canada in the late 1890s and made their way west to settle the land. And it wasn't long before shipload after shipload of wheat was being transported over to Europe and other parts of the world.

Ships also carried Canadians abroad to fight during both world wars, and the heroic efforts of Canada's merchant marine sustained Britain and other allies during the Second World War.

The economic boom of the post-war period found shippers from around the world looking for new ways to transport their goods to and from the burgeoning markets of North America. Then, on June 26, 1959 – in the presence of Queen Elizabeth, President Eisenhower and Prime Minister John Diefenbaker – the St. Lawrence Seaway officially opened for business. This development provided a unique marine gateway into the vast inland markets of the continent, forever changing the face of North American trade by water and marking a new era in Canada-U.S. co-operation. The Seaway also played an important social role, acting as the point of entry for many immigrants to Canada and the U.S.

As we approach the year 2000, most Canadians probably don't think nearly as much about shipping as our ancestors did in 1900. Nevertheless, in 1998, Canadian ports handled over 376 million tonnes of cargo.



Annapolis Royal, N.S., J.F.W. Des Barres.



*One ship entering, one ship leaving flight locks, Welland Canal.*



*Merchant seamen and navy men, survivors of two torpedoings, reach St. John's, Nfld., in 1942.*



*The St. Lawrence Seaway Management Corporation (Canada)*

*The St. Lawrence Seaway opened up the continent in 1959.*

Our ports system continues to play an important role in Canada's economic success, and we shouldn't forget the importance of shipping, either to the history of the country or its current economic well-being.

Ship safety has never been better: the accident rate for Canadian vessels is at its lowest level in over a decade. The safety of our sea-faring vessels has truly come a long way in a century that saw one of the biggest marine disasters in history – and certainly the most famous – the 1912 sinking of the *Titanic*.

In a land bounded by three oceans, 20<sup>th</sup> century efficiency on the seas was a godsend to a country that relied on exports and needed new citizens to help build a dynamic new economy.



But with the exception of the *Bluenose*, the famous racing schooner featured on Canada's dime, the ships of the 20<sup>th</sup> century do not muster up the adventurous image of their 19<sup>th</sup> century ancestors. Let's just say they had a tall act to follow. ↘

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**Extracted from a Transport publication entitled: "A millenium of transportation in Canada" – (TP 13526E)**

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# Key Documents for Seafarers

**M**arine Safety's Personnel Standards and Pilotage division ensures Canadian seafarers have a number of key documents so they can establish their identity and provide a record of their service.

## SEAFARER'S DOCUMENT IDENTIFICATION NUMBER

Everyone meeting the requirements for the issue of marine documents must have a seafarer's number, also commonly called a CDN number. Seafarers can obtain a CDN number from Marine Safety offices across Canada (see our web site at [www.tc.gc.ca/marinesafety](http://www.tc.gc.ca/marinesafety) for a list of contacts and addresses), or contact Personnel Standards and Pilotage, 10th Floor, Tower C, 330 Sparks Street, Ottawa, ON K1A 0N8 (Telephone: (613) 998-0616, (613) 998-0614, and (613) 998-0635).

## DISCHARGE BOOK

This book consists of a cover, personal information about the holder (including a seafarer's CDN number), and a record of service. Shipping masters issue the book to anyone who is pursuing or about to pursue employment at sea. The captain of the vessel keeps the book during the holder's term of employment and returns it at the end of service with an updated record of service.

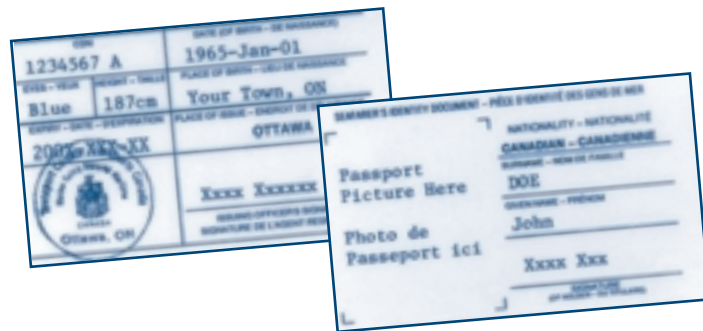
## SEAFARER'S IDENTIFICATION

This special identification card is issued to Canadian seafarers travelling to foreign ports in accordance with the International Labour

Organization's Seafarers' Identity Documents Convention. This identification card does not replace the need for a seafarer to carry a Canadian passport when travelling abroad.

**Future improvements** – the seafarers' identity document will be tied in to an upgrade in our Automated Certification and Examination System (ACES) which will create a central electronic database for all seafarer functions. A feasibility study will be undertaken in the near future for this purpose. ✎

*Contributor: Mary Lamontagne,  
Program Manager, MED Facilities  
Support, Ottawa*



# Regulatory Reform Project

**O**n June 8, 2000, the Honourable David Collenette, Minister of Transport, introduced Bill C-35 in the House of Commons. Bill C-35, the Canada Shipping Act, 2000 (CSA 2000), is a rejuvenated *Canada Shipping Act*, reorganized, modernized and streamlined through the assistance and participation of stakeholders.

CSA 2000 is an enabling act meaning much of the detail will be expanded upon through regulations. Consequently, a significant

amount of work lies ahead to update, reorganize and improve upon those regulations that will make up the new CSA 2000 framework.

The goal of the regulatory reform project is to develop regulations that are reasonable, efficient, clear and easy-to-understand. To this end, the Department will draw upon the expertise and knowledge of stakeholders through a series of consultation meetings. The first round of consultations will commence shortly and will focus on issues that underpin most regulations.

For the most up-to-date news and information regarding CSA 2000, log on to the Canada Shipping Act and Regulatory Reform web site ([www.tc.gc.ca/marinesafety](http://www.tc.gc.ca/marinesafety)). ✎

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