



Marine Safety

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Review

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The Little Boats of Newfoundland

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Marine Safety Review is published 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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Correction

In the article entitled "Canada and the United States meet in Gananoque" (cover article of Issue 7 – Summer 2000), the photograph's caption listing 8 "Lt.-Cmdr. Them Lafferty", should have read "Thomas Cafferty".

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Remarks from the Director General



During the last few months, Marine Safety has been heavily engaged in many issues, some of which are highlighted below.

We have continued in our commitment to work with the small commercial vessel (SCV) community. Our recent strategy, proposed to the SCV Working Group during the November Canadian Marine Advisory Council meeting, met with strong support. With this strategy, Marine Safety is endeavoring to focus on the needs of the SCV-community and to manage upcoming changes to the *Small Vessel Regulations*. We have also agreed to set up a new group with industry to address the small fishing vessel industry needs.

On the sustainable development front, Transport Canada's Year 2001-2003 strategy was tabled in Parliament on February 14, 2001, and contains several shipping elements. Marine Safety will be responsible for a number of initiatives under the strategy, including development

of a "green ship" program, examination of increasing aerial surveillance, incorporation of international regulations into the Canadian regulatory framework, and development of ballast water management regulations.

The Marine Safety management team has established a framework for regulatory reform in preparation for the new *Canada Shipping Act (CSA)*. The framework focuses on developing a short and long-term plan for the development of regulations. The intent is to communicate the overall framework to stakeholders in the next couple of months in order to re-affirm Marine Safety's strategic course and plan.

On behalf of Marine Safety, I would like to wish you all a happy, safe and prosperous new year. ✎

Bud Streeter

Singapore – Minister's Keynote Address

Early last year, Transport Minister David Collenette, gave the keynote address at the opening of the Quality shipping seminar in Singapore.

The seminar opened exactly two years after Canada convened the first ever Joint Ministerial Conference of the Paris and Tokyo Memoranda of Understanding on port State control in Vancouver, chaired by Minister Collenette.

The Minister said that the work of the seminar represents an important step in improving worldwide shipping safety. The seminar highlighted the importance of dialogue and closer cooperation between flag and port State control administrations in Europe and Asia-Pacific. At the same time, the wider shipping community was encouraged to take greater responsibility in the promotion of quality shipping.



The Minister took the opportunity to reaffirm Canada's commitment to shipping safety and the globalization of port State control: "As a natural geographic link between Europe and Asia, Canada is well placed to act as a catalyst to bring about a partnership between the two regions."

"Sub-standard ships are a threat to the safety of all seafarers, our environment and, therefore, our economy," added Minister Collenette. "It is essential that the international shipping community, including Canada, continues to work towards improving safety and developing internationally recognized standards."

The keynote address can be found on the Transport Canada web site (www.tc.gc.ca/mediaroom/speeches/2000/000324e-QualityShipping.htm).

Highlights and conclusions from the Quality shipping seminar can be obtained from Singapore's Maritime and Port Authority web site (www.mpa.gov.sg). ↗

Contributor: Richard Day, Director, Ships & Operations Standards, Ottawa

Caption of photo on page 2:

Regulatory Reform team meeting. From left to right: (Bottom Row) 1. **Francine Léger**, Director, Program Services; 2. **Doug Gillen**, Acting Director, Coordination and Consultation; 3. **Leah Carlin**, Project Manager, CSA & Regulatory Reform; 4. **Helen Pierre**, Senior Counsel, Legal Services; 5. **Joanne St-Onge**, Project Manager, CSA & Regulatory Reform; (2nd Row) 6. **Victor Santos-Pedro**, Regional Director, Prairie and Northern; 7. **Mark Gauthier**, Senior Counsel, Legal Services; 8. **Bud Streeter**, Director General, Marine Safety; 9. **Bill Nash**, Regional Director, Pacific; 10. **Bill Scott**, Regional Director, Atlantic; 11. **Bonnie Leonard**, Project Manager, CSA & Regulatory Reform; (3rd Row) 12. **Tom Lockett**, Project Manager, CSA & Regulatory Reform; 13. **John Clarkson**, Acting Director, Personnel Standards & Pilotage; 14. **Chris McDonnell**, Project Manager, CSA & Regulatory Reform; 15. **Robert Turner**, Acting Director, Equipment Standards and Special Craft; 16. **Phillip Nelson**, Regional Director, Ontario; (Top Row) 17. **Andrew Hart**, Director, Quality Assurance; 18. **Denis Galarneau**, Regional Director, Quebec.

did you know that...

Marine Safety's on-line "Vessel Registration Query system" contains details of approximately 47,000 ships registered in Canada, ranging from pleasure craft to commercial and fishing vessels?

Coast Guard Ship Safety? Ship Safety? Marine Safety

WHO OR WHAT IS MARINE SAFETY?

In this day and age of fast and effective communications, we seemed to have missed the boat, so-to-speak, in letting everyone know what has happened to the Canadian Coast Guard Ship Safety Directorate of Transport Canada. There remains confusion, after five years of separation, because some of our closest clients, partners, and stakeholders still refer to us as Ship Safety and believe we are still part of the Coast Guard regime. The following is a brief summary of the evolution of our name changes.

As many of you are aware, the old **Canadian Coast Guard Ship Safety** underwent some fundamental changes a number of years ago. In early 1995, the organization was split into two separate directorates: **Ship Inspection** and **Marine Regulatory**. The two directorates allowed for a separation of roles.

- **Ship Inspection**, responsible for the application and enforcement of the regulations and standards made under the *Canada Shipping Act* and a number of other pieces of legislation affecting shipping;

- **Marine Regulatory**, responsible for regulatory and policy development.

In April 1995, responsibility for the Canadian Coast Guard was transferred to Fisheries and Oceans Canada. Until that time, **Ship Safety** had been an integral part of the Canadian Coast Guard. Although the Minister of Transport supported the transfer of Coast Guard's operational programs and resources, he felt that it was important to maintain control over the safety, regulatory,

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Small Commercial Vessel Safety in the North

A break-out meeting on small commercial vessel safety was held during the Canadian Marine Advisory Council (Prairie and Northern) meeting in Hay River, Northwest Territories, November 14-15, 2000.

Participants included representatives of the territorial governments of the Northwest Territories and of Nunavut, the Canadian Coast Guard, Environment Canada, Department of National Defence, Northern Transportation Company Limited and Raven Tours.

Transport Canada's Prairie and Northern Region took the lead in organizing the meeting, to facilitate

stakeholder discussion of small commercial vessel safety in the North. Given recent incidents involving northern vessels fishing or hauling cargo, this is a particularly timely issue that needs to be resolved.

Participants described their roles in small commercial vessel operation and discussed what is required to improve safety in the North. Many issues were raised, in particular, participants addressed communities' and vessel operators' needs for more safety information, and more accessible means to meet safety requirements. There was general agreement that governments (federal, territorial and local) must work together with stakeholders (operators,

funding organizations, and aboriginal organizations) to improve safety. Transport Canada also took the opportunity to present an overview of the Small Vessel Monitoring and Compliance Program.

Anticipated follow-up to this meeting includes working with territorial governments and other interested parties on immediate steps for the 2001 boat season as well as longer term review and planning. ↗

Contributor: Karen Bergman Illnik,
Policy Analyst,
Prairie and Northern Region

Legislative Updates

CANADA SHIPPING ACT 2000 (CSA 2000)

Owing to the government's call for a federal election, Bill C-35, Canada Shipping Act, 2000 died on the order paper.

Transport Canada is now positioning itself to reintroduce the bill. The exact date of introduction is subject to the legislative agenda of the new Government. The priorities of this agenda will not be known until the next Parliament begins in February 2001.

REGULATORY REFORM

The reformed *Canada Shipping Act* will require many regulatory provisions to be written or rewritten to support the new statute. Transport Canada and Fisheries and Oceans Canada (DFO) will distribute a strategic framework document outlining our plan for regulatory reform. The document will set out the regulatory priorities, timelines and consultation mechanisms. Our goal will be

to develop regulations that reflect both the needs of the marine community and the federal government's needs to protect people, property and the environment.


The regulatory reform plan will include both a short and long-term plan. The short-term plan will focus on the regulations that are:

- required to support new concepts introduced in the reformed *Canada Shipping Act*;
- required to cover provisions that are proposed to be moved from the *Act* to regulation;
- required to cover provisions that may be inconsistent with the reformed *Canada Shipping Act*;
- identified as posing a higher risk to marine safety or the environment.

The long-term plan will address the remaining regulations that are legally consistent with a new *Canada Shipping Act* but need to be updated and modernized.

In order to advance the renewal of marine safety regulations, Transport Canada and DFO are proposing to launch both internal and public consultations across Canada beginning in 2001.

Without question, the development of a new regulatory scheme will be an enormous task. We are counting on our stakeholders to remain committed to achieving both legislative and regulatory reform. The marine community's participation in the regulatory reform process will allow us to develop regulations that are coherent, logical, understandable, risk-based, and responsive to the changing needs of the Canadian marine community.

For further information on the Regulatory Reform Project, and on upcoming consultations, please visit our web site (www.tc.gc.ca/marinesafety). 

Contributor: Linda Brazeau,
Consultations & Communications
Officer, Ottawa

did you know that...

Ship Registration in Canada started in 1854 under the *Imperial Merchant Shipping Act*. All Canadian built inland vessels were registered in Montreal; foreign going ships were registered in London (UK).

CMAC – a student's perspective

How can you learn about the Canadian marine industry in three days? I can tell you: attend a meeting of the National Canadian Marine Advisory Council (CMAC).

My name is Robert Clément and I am a commerce student from the University of Ottawa working on a cooperative education assignment with Transport Canada, Marine Safety. Through this assignment, I had the opportunity to participate in planning and organizing the CMAC meeting held November 7-9, 2000. Nearly 400 stakeholders from across Canada took part in this biannual meeting held at the Government Conference Centre in Ottawa.

As an outsider, I was surprised to see how strong the collaboration is between the federal government and the marine community. Even in the face of passionate disagreement, making discussions very intense, the level of cooperation remains high. To the great majority of participants, CMAC is the best way to develop safety requirements that consider the interests of both the federal government and the marine community.

The opening plenary was co-chaired by Bud Streeter, Director General, Marine Safety, Transport Canada, Anne O'Toole, Acting Director General, Integrated Business Management, Canadian Coast Guard (CCG), Fisheries and Oceans Canada and Debra Normoyle, Director General, Marine Programs, CCG. The closing plenary was co-chaired by Bill Elliott, the new Assistant Deputy Minister Safety and Security, Transport Canada, and John Adams, Commissioner of the Canadian Coast Guard.



CMAC, November 2000, Closing Plenary. From left to right: Bud Streeter; Bill Elliott; John Adams; Debra Normoyle.

During the opening plenary, CMAC participants were provided with an update on a variety of items, including the former Bill C-35, the Regulatory Reform project and the Transportation Appeal Tribunal of Canada (TATC). Bud Streeter also announced the creation of a new Standing Committee on Small Fishing Vessels.

During the remaining two and a half days, many interesting subjects were discussed at the various standing committee and working group meetings.

For details, please visit the CMAC web site at: (www.tc.gc.ca/cmhc).

Contributor: Robert Clément, Ottawa

Proposal for Change – Update

Based on your feedback, the next National CMAC meeting will begin Monday, May 7, 2001 at 13:00 hours.

List of Ships on-line

Effective use of web technologies makes ship registry searches convenient for clients and cost effective for the taxpayer.

Marine Safety's Vessel Registration Query System provides access to information about Canadian registered ships 24 hours a day, seven days a week from anywhere in the world. The web site (www.tc.gc.ca/ShipRegistry) contains information, updated weekly, for about 47,000 ships registered in Canada, ranging from commercial and fishing vessels to pleasure craft. Clients can use the system to do routine searches and need only refer more difficult requests to Marine Safety staff.

Approximately 400 people a day use the system. Simple searches can be done using a ship's name or official number. The site's advanced search feature allows searches using an owner's name, IMO number, vessel type, length, gross tonnage — just to name a few. Also, a "wild card" feature allows searches using partial information such as one word of a ship's name.

A BIT OF HISTORY...

Ship registration started in Canada in 1854. Official registry for a ship is something like a deed or title to a piece of land. As with a land title, the registry can be used to establish ownership

of a ship to obtain a mortgage against it. Registry is essential for many other processes, such as transfer of ownership, establishing or changing a ship's name and appointing an authorized representative for a commercial ship. The marine industry regularly use this information; for example, shipyard officials, builders, bankers and lawyers.

All vessels of more than 15 gross tonnage must be registered. Owners of other vessels may register them voluntarily to obtain the advantages registry brings.

Information regarding a registered ship was available only on paper for the first 144 years. Since 1998, Marine Safety has also provided the information on CD-ROM; however, to offset costs, there is a charge for both the paper and CD-ROM versions. Although publishing on CD-ROM was an improvement, the information continued to quickly become outdated.

...A STEP INTO THE FUTURE

Future plans for the system include adding historical data such as previous owners and mortgages. Due to potential privacy concerns, clients will be required to apply for this information at a port of registry. Authorized regional Marine Safety employees will then look up the information on their local computer. ✎

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and policy aspects of the marine transportation industry. Therefore, the Ship Inspection Directorate, the Marine Regulatory Directorate and the Marine Pilotage Branch, along with Harbours and Ports, were retained as part of Transport Canada. For a brief period, we were known, unofficially, as Transport Canada **Ship Safety**.

Transport Canada then had a marine component of three separate entities: **Ship Inspection**, **Marine Regulatory**, and **Marine Pilotage**. So, in November 1996, it was decided that the name **Ship Safety** did not sufficiently and accurately represent the current and future vision of the Department's marine safety mandate. The result — **Marine Safety**. ✎

*Contributor: Bill Nash, Regional Director,
Pacific Region, Vancouver*

The Little Boats of Newfoundland

“The little boats of Newfoundland” is an expression made popular by a Newfoundland ballad about inshore fishing vessels. This collective description encompasses a variety of boat types including punts, trap skiffs, flats, dories, and rodneys.

For centuries the cod fishery was the backbone of the Newfoundland economy. The setting and retrieving of cod fishing gear such as longlines, cod traps, and gill nets – dangerous and back-breaking work – has instilled a special type of determination and resilience in the people who fondly call their island home “The Rock”. These characteristics are reflected in the no-nonsense toughness built into their little boats.

The use of open boats is limited to day trips within twenty miles of the shore while larger closed-in boats, such as longliners, make trips of several days often venturing into

the waters of Labrador. These boat forms have evolved in response to technological changes such as the development of inboard and outboard motors. Only the rowing types remain unchanged since the era of sail.

Traditional wooden boats are being replaced by mass-produced fiberglass models. With the advent of the cod fishing moratorium, sadly, the little boats of traditional form are rapidly disappearing.

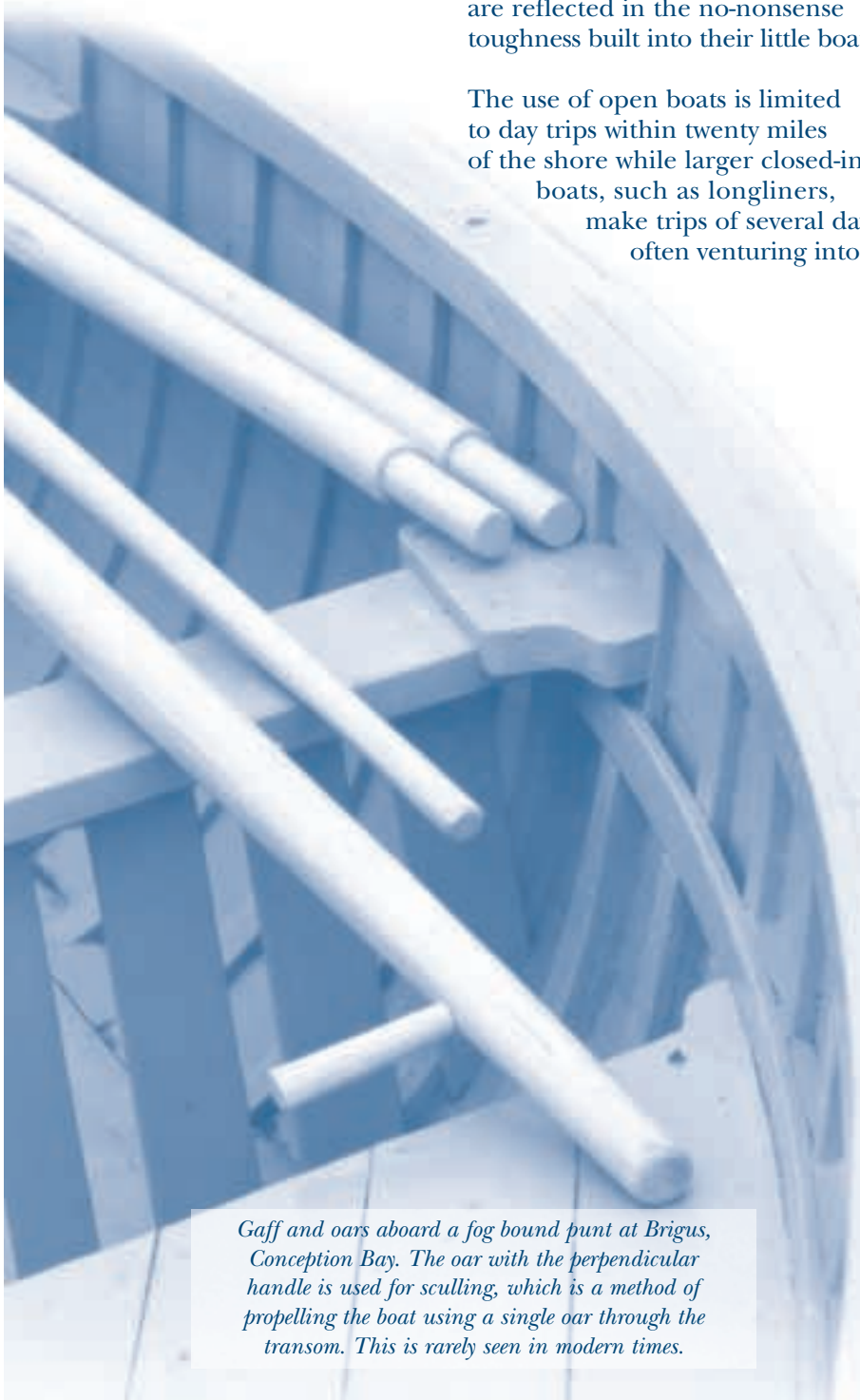
*Contributor:
Terrance Hounsell, Ottawa*

ABOUT THE PHOTOGRAPHER

Terrance Hounsell has been producing photographs for over twenty years. He also teaches small, medium, and large format camera techniques.

His interest in boats is not accidental. Terrance is a Newfoundlander, an avid sailor, and a Naval Architect with Transport Canada, Marine Safety in Ottawa. He has a special affinity for boats of traditional form, built using traditional wooden boat building techniques.

The two photos presented in Marine Safety Review (the cover and back-fill) form part of a thirty photograph exhibit, produced by Terrance as a tribute to the traditional wooden boats of Newfoundland. ↗



Gaff and oars aboard a fog bound punt at Brigus, Conception Bay. The oar with the perpendicular handle is used for sculling, which is a method of propelling the boat using a single oar through the transom. This is rarely seen in modern times.

Cover photo:

Punts and flats moored along the breakwater in Port de Grave, Conception Bay.