



Marine Safety

ISSUE 10 * AUTUMN 2002

Review

Improving Safety for Domestic Vessels

Transport Canada's commitment to improving safety at sea is the impetus behind the latest round of changes in regulations and training — most with a strong focus on small commercial vessels.

Although Canada already has an enviably low accident rate, improving safety is always a priority. However, statistics demonstrate that the majority of marine accidents and fatalities in Canada involve small vessels. Tragically illustrating the fact was the drowning of two school-age passengers when the tour boat *True North II* sank on June 16, 2000, in Georgian Bay. The incident has highlighted the need for increased safety measures and a heightened safety culture regarding small vessels.

WHAT WE ARE DOING...

A major factor in safety, the new *Canada Shipping Act, 2001* (CSA 2001), will take final shape when the current regulatory reform emphasizing small vessels is complete. The CSA 2001 will allow the entire marine community to operate in a manner that is safe, efficient, environmentally sound, and responsive to the needs of Canadians.

A project team has been hard at work consulting with clients across Canada and coordinating the development of the new Small Vessel Regulations. Amendments to existing regulations requiring passenger safety briefings and life saving equipment were recently implemented.

In the spring of 2003, Transport Canada Marine Safety will roll out a new **safety regime** for domestic vessels. The new regime applies to small commercial vessels up to 150 gross tons. This includes a significant number of vessels of 15 gross tons or less, carrying 12 or fewer passengers, which may not have been previously inspected. When fully implemented, the new safety regime will apply to more than 90% of Canada's domestic fleet.

To help in this regard, Marine Safety has delegated certain services for larger vessels to classification societies. The shift provides a greater opportunity for Marine Safety to focus on the priorities and partnerships that promote marine safety for all commercial vessels in Canada.

The new safety regime will cover such areas as inspections, vessel requirements, inspector and operator training, and passenger awareness. Development of a safety regime for fishing vessels, similar to the one for small commercial vessels, is also underway.

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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.

Submissions

We welcome any story ideas you would like to pass along, including articles, photos and suggestions. Please provide your name, address and phone number. The editorial staff reserves the right to edit all submissions for length, clarity and style.

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Remarks from the Director General

These are busy times at Marine Safety. As always, our efforts are aimed at improving safety at sea, with an ever-increasing focus on small commercial vessels and regulatory reform.

As many of you know, the *Canada Shipping Act, 2001* (CSA 2001) received Royal Assent on November 1, 2001. I'd like to gratefully acknowledge and thank Marine Safety employees, our partners, and stakeholders for their contributions towards this historic milestone.

The resulting task of revising more than 100 existing regulations is now underway. Along with our Fisheries and Oceans Canada colleagues, I am confident that the regulatory reform team is well positioned to meet the challenges that lie ahead.

I am pleased to report that significant progress has been made in the development of training programs. Marine Safety, in consultation with Fisheries and Oceans Canada and the fishing industry, are developing a Basic Safety Training Program and an Operator Proficiency Training Program for small vessels. For further information, see the article, "New Training Approach for Small Vessels."

Marine Safety's National Training Program (NTP), mandated to develop technical courses for our Marine Safety personnel, also made significant strides. Training courses recently developed and delivered include: *Marine Inspector's Introductory Course*, *Small Passenger Vessel Inspection*, and *Investigations, Phase I and II*. More accomplishments from this program are included in this issue.



Gerard McDonald

On the horizon, Marine Safety will also roll out a new safety regime for all domestic vessels — including by next year, the smaller vessels previously exempt from inspection. Notably, a new safety system for fishing vessels is also in the works.

These initiatives bring with them an optimism and excitement for the future.

On a personal note, I would like to say I look forward to continuing this important and challenging work with all of you in my new capacity as Director General of Marine Safety. I know I can count on your support as we chart the course for the future. ↘

Sincerely,

Gerard McDonald
Director General
Marine Safety

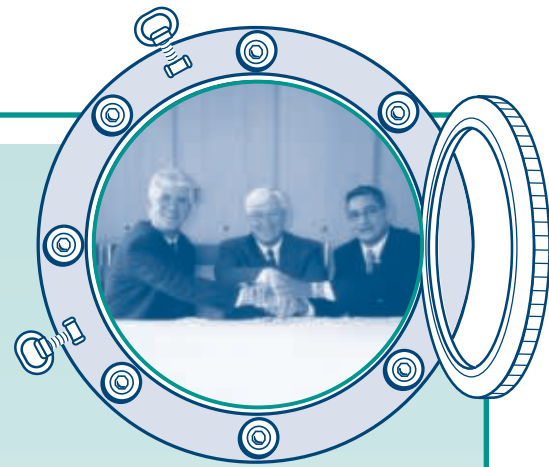


DECLARATION ON PORT STATE CONTROL FORGES STRONGER RELATIONSHIPS

A declaration signed last year will build a stronger relationship among three maritime authorities.

During the meeting of the International Maritime Organization's (IMO) Maritime Safety Committee, the maritime authorities of Canada, the United States and Mexico signed a Joint North American Declaration on Port State Control.

Under the North American Free Trade Agreement (NAFTA) initiative, the partners will work toward harmonizing procedures, and exchanging information and inspectors.



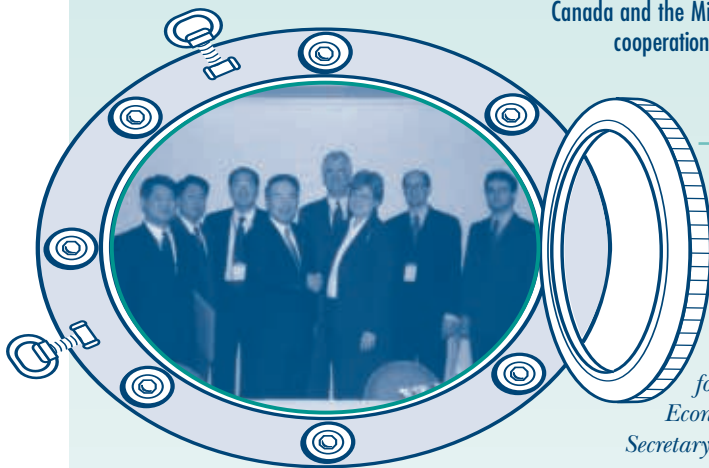
Declaration signing ceremony. From left to right: Richard Day, Director, Ships and Operations Standards, Transport Canada; Rear Admiral Paul Pluta, Assistant Commandant for Marine Safety and Environmental Protection, United States Coast Guard; and Captain Angel Suarez Vallejo, Counselor of Maritime Affairs, Embassy of Mexico in London.

INTERNATIONAL COOPERATION ON MARINE ENVIRONMENT, SAFETY AND SECURITY

Earlier this year, former Deputy Minister Margaret Bloodworth represented Canada at a Ministerial Conference of Transport Ministers in Tokyo, Japan.

Ministers from 20 developed countries issued four joint statements calling for international cooperation to combat environmental problems related to transport infrastructure. The proposals in the statements included actions to eliminate sub-standard ships that could cause marine pollution, condemnation of the September 11th 2001 terrorist attacks in the United States, and an expression of full support for international moves to enhance security for air and maritime transportation.

During the conference, Ms. Bloodworth signed a bilateral Memorandum of Understanding (MOU) between Transport Canada and the Ministry of Maritime Affairs and Fisheries of the Republic of Korea to promote technical cooperation between the two countries in marine safety and security.



MOU signing. From left to right: Mr. Eun Lee, Director General, Maritime Safety Management Bureau, Republic of Korea; Mr. Seong-ho Kim, Maritime and Fisheries Attache, First Secretary, Embassy of the Republic of Korea in Japan; Mr. Ki-Tack Lim, Director, Ministry of Maritime Affairs and Fisheries, Republic of Korea; Mr. H.E. Yu Sam-Nam, Minister of Maritime Affairs and Fisheries, Republic of Korea; Richard Day, Director, Ships and Operations Standards, Marine Safety, Transport Canada; Margaret Bloodworth, former Deputy Minister, Transport Canada; Bernard McPhail, First Secretary Economic Section, Canadian Embassy in Tokyo; and David Steuerman, Second Secretary, Automotive, Aerospace, Defence and IT, Canadian Embassy in Tokyo.

TRANSPORT CANADA AND GERMANISCHER LLOYD SIGN DEAL TO FOSTER SAFETY AT SEA

A new long-term partnership between Transport Canada and Germanischer Lloyd (GL) is designed to benefit Canada's marine industry and safety at sea.

Last year, the two organizations signed an agreement that delegates to and regulates GL in the statutory certification of vessels registered in Canada. The agreement is part of the current move to delegate some duties to classification societies to allow Marine Safety a greater opportunity to focus on priorities and partnerships pertaining to safety at sea for Canadian vessels. In addition to GL, three other classification societies have signed agreements to date – Lloyds Register of Shipping, the American Bureau of Shipping and Det Norske Veritas. Bureau Veritas is in the final stages of concluding an agreement, and Class NK has expressed an interest.

As well as signing of the agreement, there are a number of other prerequisites that have to be met for acceptance of a classification society under the associated *Delegated Statutory Inspection Programme*. 

Signing ceremony. From left to right: Hugues Mazhari, Area Manager GL Canada; Hartmut Hormann, Director GL; Fritz Grannemann, Managing Director GL Division Americas; and Victor M. Santos-Pedro, Director TC.



SHIPS' ELECTRICAL STANDARDS (2002) — TP 127

This publication, amended in 2002, sets out minimum standards of safety for electrical equipment, installations and appliances, and the requirements of first and periodic inspections. Amendments apply only to new vessel construction, vessels coming into Canadian Registry, or where substantial reconstruction or modification is carried out on existing installations.

APPROVED TRAINING COURSES (2001) — TP 10655

This publication, updated in 2001, lists all Transport Canada-approved training courses offered by institutions in Canada, the United States and the United Kingdom. Includes contact names and addresses.

SURVIVAL IN COLD WATERS (2001) — TP 13822

Currently within Canada's internal lakes and rivers, there are numerous personnel being moved over water during the winter and spring months in vessels without liferafts. Whether this is an acceptable practice is the question addressed in this research paper.

MEDICAL EXAMINATION OF SEAFARERS — PHYSICIAN'S GUIDE (2001) — TP 11343

This publication sets out the administrative procedures for issuing medical certificates, the factors to be taken into account by physicians and registered nurses in conducting medical examinations, the physical requirements for seafarers seeking a medical certificate and the tests to be used in establishing whether a seafarer meets these requirements.

PILOTAGE RISK MANAGEMENT METHODOLOGY (2001) — TP 13741

Transport Canada intends to provide each Pilotage Authority with the tools and aids to assist them in fulfilling the recommendations in the Ministerial Review of Outstanding Pilotage Issues. These include the use of this document and training courses to facilitate the conduct of future risk-based assessments in support of decisions to be made by the Pilotage Authorities.

MARINE SAFETY — PORT STATE CONTROL — ANNUAL REPORT 2001 — TP 13595

This publication focuses on the control of foreign vessels calling in Canadian ports, including Canadian and international initiatives, as well as statistical reports. In 2001 Transport Canada employed effective measures to reduce the number of foreign vessels which do not comply with established conventions and to provide improved training for port State control inspectors.

CONSTRUCTION STANDARDS FOR SMALL VESSELS (2002) — TP 1332

This revised Standard supersedes the *Construction Standards for Small Vessels TP 1332-1999*. The responsibility for its application is jointly shared by the Canadian Coast Guard, Office of Boating Safety for pleasure craft, and by Transport Canada Marine Safety for commercial vessels respectively. This Standard will further be revised for incorporating by reference into the *Small Vessel Regulations*.

In addition to the above publications, Marine Safety has in recent months issued a number of new **Ship Safety Bulletins**:

- 01/2002 — Defective Hydrostatic Releases
- 02/2002 — Horizontal Chart Datums and Position Accuracy
- 03/2002 — Solid Bulk Cargoes: Deviation from the Load Conditions and Limitations Given in the Approved Loading Manual
- 04/2002 — Impending Requirement for a VHF Radio Installation with Digital Selective Calling (VHF-DSC Radio)
- 05/2002 — International Management Code for the Safe Operation of Ships and for Pollution Prevention
- 06/2002 — Passenger Safety Briefings
- 07/2002 — Emergency Escape Breathing Devices
- 08/2002 — Engineering Certification — Updates
- 09/2002 — Bilge Pumping Systems: Early Detection Saves Lives

You can find these bulletins and a complete listing of all Marine Safety publications online at www.tc.gc.ca/marinesafety/menu.htm 

The Task Ahead — CSA 2001 Regulatory Reform

A major phase in the modernization of Canada's shipping legislation came to a conclusion when the *Canada Shipping Act, 2001* (CSA 2001) received Royal Assent on November 1, 2001. The changes to the *Act* have resulted in a legislative framework that has been simplified and is clear and easy to understand. The technical detail has been removed and will be transferred to regulations, standards and other relevant documents.

Attention is currently focused on reforming the regulatory regime that supports the *Canada Shipping Act*. Although CSA 2001 received Royal Assent, its official implementation is a few years away. Transport Canada, in partnership with Fisheries and Oceans Canada (Canadian Coast Guard), has mandated project teams to review and restructure more than 100 existing regulations. This project will be carried out in two phases.

Phase one, already underway, deals with regulations that are a priority to marine safety and the environment, as well as with the regulations that are required: (i) to support new concepts introduced in the reformed CSA, (ii) to cover provisions that are proposed to move from the *Act* to regulation, and (iii) to cover provisions that are inconsistent with the reformed CSA.

Phase two will focus on existing regulations that are legally consistent with the new *Canada Shipping Act, 2001*, but need to be updated and modernized. Projections are that this second phase will be completed within two years of official CSA 2001 implementation. The regulations made under the current *Canada Shipping Act* will remain in force until the new CSA 2001 is in place.



The April 2002 CMAC (Canadian Marine Advisory Council) was held at the Government Conference Centre in Ottawa.

While regulatory reform remains a top priority, it will be completed parallel to fulfilling operational obligations to the marine industry and Canadians.

It is the goal of Transport Canada and Fisheries and Oceans Canada to include the marine community in developing new regulations that reflect both the needs of the marine industry and the Government of Canada's commitment to protect persons, property and the environment. To that effect, two series of consultation meetings have been held to date. The initial round of consultations provided participants with an overview of the new CSA 2001 and was followed by discussions on rationalization of regulatory thresholds. The second round dealt with regulations for small vessels. Plans for more consultations are in the works.

"Participation of the marine community in the regulatory reform process will allow us to develop regulations

that are coherent, logical, risk-based, and responsive to the ever-changing needs of the Canadian marine community. The development of a new regulatory scheme is an enormous task. Transport Canada and Fisheries and Oceans Canada are counting on our stakeholders to help us in achieving this goal," says Bill Nash, Director, Regulatory and International Affairs, Marine Safety.

For dates and locations of future consultation meetings, visit the Consultations Calendar on the Marine Safety, Regulatory and International Affairs web site: www.tc.gc.ca/marinesafety/Reg-Inter-Aff/menu.htm

For more information on the Regulatory Reform Project, go to: www.tc.gc.ca/CMAC/cmacmain.htm ↗

*Contributors:
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Marine Safety
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Online Training Launched

A TRAINING NEED

Although marine expertise is a condition of employment for marine inspectors, they must assimilate a substantial body of knowledge to operate effectively within the complex regulatory framework administered by Transport Canada Marine Safety. It is generally accepted that newly hired marine inspectors face a steep learning curve in this regard. Among the many subjects to be absorbed are acts, regulations, conventions, standards and codes, a wide variety of safety programs, as well as responsibilities under international agreements.

To meet this need, the Marine Safety National Training Program (NTP) has developed the *Marine Inspector's Online Handbook*, a self-study package available on the Transport Canada, Marine Safety Intranet. The course, which takes about 25 hours of learning time, focuses on the knowledge base associated with the duties of marine inspectors. The Online Handbook is a prerequisite to the *Marine Inspector's Introductory Course* which completes the orientation training program. It is hoped that the handbook will also prove useful to experienced personnel as a reference or refresher manual.

WHY ONLINE LEARNING?

The handbook is the first attempt by Marine Safety to put training online. NTP staff hope that this new delivery method — which is being used increasingly by industry, government and educational institutions — will provide effective and efficient instruction, make access to training easier and reduce costs.

Because the handbook is available on the Intranet, and therefore on everyone's desktop computer, new entrants will be able to start their orientation training immediately. Other advantages of online training — also known as e-learning — are:

- availability of instruction anytime;
- accommodation of different levels of entry knowledge — trainees don't need to spend unnecessary time on subjects they already know;
- better assimilation of information because learning is self-paced and can be distributed over time;
- consistency in content and presentation; and
- no time lost on travel.

In designing the Online Handbook, NTP staff have tried to produce a training package that is comprehensive, easy to use and flexible and that offers opportunities for supplementary learning and interaction with subject matter experts.

WORKING TOGETHER

All of the NTP's projects are collaborative efforts. This was especially true of the development of the Online Handbook. Throughout the project, NTP staff drew on the expertise of many Technical Inspectors (TIs) throughout headquarters and the regions, and frequently called on our Web Developers to keep the program running smoothly.

The NTP staff would like to say thanks to all the TIs who took the time to review and comment on various parts of the handbook as well as to the first group of new inspectors who worked through the field trial version as part of their orientation training.

It is hoped that this type of collaboration will be an ongoing feature of the handbook. The NTP plans to gather feedback from users continuously and revise the handbook periodically so that it will remain up-to-date, informative and interesting. Users can comment, raise questions or make suggestions at anytime by clicking on the "feedback form" button found throughout the handbook.

WHERE TO FIND IT

The *Marine Inspector's Online Handbook* can be accessed from the Inspector's Corner page of the Marine Safety Intranet site: tcinfo/marinesafety/inspectors/menu.htm 

*Contributor: Philip Ryan
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MARINE SERVICES ONLINE ... from front cover

We are pleased to introduce a new Web site, **Marine Services Online** (www.marineservices.gc.ca). This site provides one-stop, easy-to-find information on the marine services offered by Transport Canada, Environment Canada, and Fisheries and Oceans Canada, as well as links to useful related sites.

Check out the site and let us know what you think. Was there something you found really helpful, or is there something you would like to see added? Do you have a suggestion for what could be changed or improved? Your comments will help shape the future development of this site, so "get on board" and make a difference!

Marine Fire Protection

Phasing Out Halon and Exploring Alternatives

From the beginning of time humans have been fascinated by fire and its uses, but have not yet found a superior way to extinguish the hundreds of unwanted fires in forests, buildings, and on board ships.

Water has always been the first choice for putting the fires out, followed by other agents such as foam, dry chemicals, carbon dioxide (CO₂), and finally the wonder gas halon.

On board ships CO₂ was the gas most commonly used for extinguishing fires until the 1960's, when halon was introduced and accepted by the International Maritime Organization (IMO) and Canada. Halon was deemed more suitable than CO₂ as it needs minimum storage space, is odourless, colourless, and electrically non-conductive.

In addition, halon is a "clean agent", and safe for humans in occupied spaces at the designed concentrations. The gas is suitable for extinguishing fires in every class — Class A combustible materials, Class B flammable oils and liquids, and Class C live electrical and electronic equipment.

Unfortunately, scientists have discovered that halon, when released into the atmosphere, depletes the earth's ozone layer. For this reason, the Montreal Protocol, an international treaty to which Canada is a signatory, banned the production of halons from January 1994. IMO has also prohibited its use on Safety Convention ships built on or after October 1, 1994, and Canada has prohibited its use on domestic ships registered on or after October 1, 1995.

Ships built before these dates may continue using recycled halon from IMO-listed countries and service agencies listed by Underwriters' Laboratories of Canada (ULC). For all others, CO₂ is the only gas so far that the IMO and Canada allow for fire protection on ships.

Environment Canada has called for the phasing out of chlorofluorocarbons (CFC's) and halons in the national action plan of May 2001. The phasing out of systems for those ships still permitted to use halon will take place according to the following schedule:

- By 2003, refilling of portable halon equipment will be prohibited.
- For fixed systems, one refill will be allowed between 2005 and 2010 on condition that the system is replaced by an alternative within a year of refill.
- Beginning in the year 2010, all refills will be prohibited — a restriction that also applies to all Canadian ships.

Many halon alternatives have undergone tests, and when they fully meet IMO and Canadian requirements, they will gain approval for use on Canadian ships. ↘

Reference Sources:

- IMO - SOLAS CH II-2
- IMO - MSC 27 (61) Resolution
- Environment Canada (CEPA)
- TP 4813 — Fire Protection, Detection and Extinguishing Equipment Regulations
- Ship Safety Bulletin 15/1995 — Halon and Halon Alternatives as Fire Extinguishing Medium on Canadian Vessels

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The Marine Safety National Training Program provides job-specific training to Marine Safety Directorate personnel in support of national objectives. Current course offerings include:

Marine Inspector's Online Handbook

Marine Inspector's Introductory Course

Small Passenger Vessel Inspection

Quality Assurance Introductory Course

Examiner's Introductory Course

Port State Control

Global Maritime Distress Safety System (GMDSS) Inspection

Marine Occupational Safety and Health (MOSH)

Pollution Prevention Officer Course

Implementing ISO 9001

Managing the Marine Occupational Safety and Health Program

Investigations – Phase I and II

A course on Ship Inspection and Certification is under development.

...continued from page 1

Over the years, Transport Canada's efforts to improve the safety of small vessels has garnered the support of external safety organizations that share a similar goal. Clearly, owners, operators, and passengers of small vessels will benefit from the current undertakings and the resulting new safety regime. Information on knowing how to keep Canada's small commercial vessels safe will be more readily available than ever through the Transport Canada Web site, public service announcements, free kits, and other media. Ultimately, the public at large benefits from improved safety on Canada's waters. ↘

*Contributor: Ross MacDonald,
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Ottawa*

MAJOR INITIATIVES OF THE 2003 SAFETY REGIME

- **Facts driving policy-making** include defining the small vessel population, analyzing incident data, and identifying risks and accident trends.
- **Regulations and Standards** will include amending or writing the safety-priority regulations for the *Canada Shipping Act, 2001* (CSA 2001), as well as updating standards and guidelines.
- **Inspection Regimes and Enforcement** involve developing inspection procedures and checklists to support the "first or initial inspection" of all small commercial vessels in Canada. Self-inspections and spot or random inspections are also critical elements. Partner agencies such as the Canadian Coast Guard, Royal Canadian Mounted Police and Ontario Provincial Police will augment the capacity of Transport Canada Marine Safety by assisting with enforcement under CSA 2001.
- **Education Directives** will be aimed at passengers, owners and operators, as well as inspectors to improve safety awareness, information, and knowledge. To support the new risk-based inspection regime, Marine Safety has already developed a Small Passenger Vessel Inspection Course and is also moving forward on new training requirements dealing with basic safety and operator proficiency for small commercial and small fishing vessels.
- **Coordination Efforts (Interfaces)** involve coordination inside and outside Marine Safety to ensure understanding, cooperation and the resulting stronger relationships. Internally, efforts will involve regulatory, registry, personnel certification, quality assurance, training, and inspection divisions of Marine Safety, while intergovernmental liaison will be with Fisheries and Oceans Canada, the Transportation Safety Board and enforcement agencies. Also, coordinating efforts with the Canadian Marine Advisory Council (CMAC) stakeholders, industry associations, foreign governments and agencies, such as International Organization for Standardization (ISO) and the American Boat and Yacht Council (ABYC), will ensure a sound, reasonable approach to change and harmony with other safety regimes.



FEATURES OF THE 2003 SAFETY REGIME

Taking a more comprehensive approach

All small commercial vessels will be subject to inspection, including some vessels currently exempted from mandatory annual inspection, such as those 15 gross tons or less and carrying 12 or fewer passengers. A newly developed database will grow as more small vessels are inspected upon entry into the program.

Working with progressive safety requirements

In addition to vessel size and number of passengers carried, new regulatory requirements will consider the activity of the vessel and the area of operation. Safety requirements, such as the life saving equipment carriage and vessel design for stability, will increase in a graduated manner according to logical safety considerations.

Taking a fresh approach to inspections

A system of annual self-inspection and reporting will be implemented, augmented by random inspections and safety audits. Enforcement

agencies will undertake unscheduled and targeted inspections of critical safety equipment on behalf of Marine Safety, greatly increasing the dockside inspection capacity and promoting compliance. Field tools, such as handheld computers with access to virtual libraries, will help inspectors to be better informed and more effective on-site.

Managing risk

Marine Safety inspectors will not be able to visit every vessel every year. Nevertheless, better data about vessels and analysis of accident causes will allow inspections to focus on the vessels most at risk, and the most critical safety equipment and systems aboard them, making inspections more effective.

Focusing on operator proficiency

The basic requirements for safety training and operator proficiency for crews and operators of small commercial vessels have been identified. The full spectrum of small vessels will be covered by a certification or safety/proficiency requirement.

Building a safety culture

Safety is a shared responsibility. Supporting the Marine Safety inspectors will be classroom and e-learning programs, electronic libraries, and quality assurance programs, all geared toward improved inspections. Vessel owners and operators will be able to access information via Web sites and information kits, and other strategies are being developed to heighten public awareness of small vessel safety issues.

Valuing client and stakeholder input

Consultations across the country are gathering valuable input on the regulations and guidelines underpinning the new safety regime. The Canadian Marine Advisory Council (CMAC) will continue to provide a forum for discussing and resolving issues.

Changing together

Most people recognize that small vessel safety can be improved and changes are necessary. Consequently, Transport Canada Marine Safety, its partners, and the small vessel community are collaborating on the design of a sensible and sustainable safety regime that meets the needs of Canadians. ↘

MARINE SAFETY'S CANADIAN PORT STATE CONTROL SYSTEM A WINNER

Transport Canada's Marine Safety Directorate has received the gold medal for its Canadian Port State Control System (CPSCS).

The group received the medal at GTEC's (Government Technology Exhibition) "Ninth Annual Salute to Excellence in the Management of Information and Technology in the Public Sector". The CPSCS won in the categories **Investing Strategically in IM and IT** and **Strategic Information Management**.

The CPSCS considerably enhances the service that Port State Control Officers deliver by enabling them to carry out inspections more efficiently and helping to ensure the highest standards of vessel safety. ↘



From left to right: Said Nassif, Scott Holloway, Berthier Pineau, Suzanne Minier-Chouinard and William Henderson. Inspection and Operation Standards, Ottawa.

A Fond Farewell to Bud Streeter

Bud Streeter, Director General of Marine Safety for the past five years, left the Public Service earlier this year. Colleagues, government officials, and leaders from the shipping industry attended a gathering in Ottawa to pay tribute to Bud and wish him “bon voyage”.

Bud was acknowledged for his leadership during the many challenging and eventful times of the past five years. Said Bud of the celebration and memorable tributes presented, “I accept the accolades of my peers and I return these sentiments to all who have worked many long hours in the accomplishment of our goals. It has been a tremendous honour to be involved with such a dedicated team at Marine Safety and with people from organizations whose common goal is improving safety at sea. I look forward to watching your future endeavors and wish you every success.”

Most would agree that while changes bring with them fond memories of positive experiences of the past, they also bring optimism and excitement for the future. It is in this spirit that we in turn wish Bud continued success in his new role with Lloyds Register of Shipping. ✈



Bud and wife Carol



Warm handshake from Transport Minister David Collette.



Among the many gifts was this glass clock, presented by Bill Nash Director, Regulatory and International Affairs on behalf of the CSA Regulatory Reform Team.



Bud makes a point.



Retirement Celebrations

“Reunion-like Celebration” Marks Retirement of Émile Le Bars

Émile Le Bars was a master mariner before going on to teach and serve as director at the Institut Maritime du Québec in Rimouski. In October 2001, Émile ended his 26-year career with Marine Safety as Manager of the Cargoes and Pollution Prevention Division.

More than 125 people gathered in Ottawa to wish him and his wife, Maria, happiness and longevity in his retirement. In fact, the gathering became somewhat of a reunion, since many retirees and representatives of the marine industry attended the event.

In addition to this farewell celebration, Émile was later honoured at the national CMAC meeting, where he received the Transport Canada Appreciation Award.

Émile was greatly touched by the recognition coming from all sectors of the department and the maritime industry.



Émile Le Bars



John Clarkson (at left) presents to Captain Toki Ghuman (at right) his retirement certificate.

Brian Keefe Retires after Tireless Contribution in 35-Year Career

After a 35-year career as a marine engineer, Brian Keefe has left his role as an Examiner of Engineers for the life of a “retired old salt.”

Brian started his career as a marine engineer in the UK, working his way up the experience ladder to the position of chief engineer with some of the best known shipping lines of the times. He emigrated to Canada in the 1980s as a lecturer in marine engineering. He then spent a number of years both in Newfoundland and Ontario, passing on his knowledge to those “still willing to get their hands dirty.”

Brian started his Marine Safety career at Transport Canada in 1998 as an Engineering Inspector and Examiner. In Ottawa, his years of experience and knowledge were put to work smoothing the waters of the regulatory world for the career he loved.

Brian is a tireless individual, whose contributions to the training and safety of mariners will be missed.

Outstanding Knowledge Marks 25-Year Career of Captain Toki Ghuman

Captain Toki (Tarlok) Ghuman built an outstanding corporate knowledge of personnel certification in his career of more than 25 years with Transport Canada Marine Safety.

Toki retired from his position as Acting Manager, Nautical Certification on October 30, 2001, after working in various parts of the country. Many of his colleagues in Marine Safety and several others from the marine industry were present to wish Toki a fond adieu at a farewell luncheon in Ottawa.

Colleagues wish Toki much good health and happiness in his retirement years ahead. ↘



New Training Approach for Small Vessels

Training programs dealing with basic safety and operator proficiency for small commercial and small fishing vessels moved closer to reality at the national meeting of the Canadian Marine Advisory Council (CMAC), April 29 – May 2, 2002.

John Clarkson, Chair of the Standing Committee on Personnel, presented a draft discussion paper, *Amendments to the Crewing Regulations and Marine Certification Regulations*, outlining proposals for new training programs. The document garnered unequivocal support. It was agreed that the training would include and apply to both small commercial and fishing vessels. The paper is currently available online at www.tc.gc.ca/CMAC/documents/coverdiscussion.htm

Currently, there is no mandatory training requirement for operators of passenger vessels under 5 gross tons, non-passenger vessels under 10 gross tons or fishing vessels under 60 gross tons. Marine Safety and stakeholders are working together to develop basic safety and proficiency training courses for operators of these vessels. Recognizing the need for owner/operator training, setting the standards for qualification, and working with associations to deliver this training is the cornerstone to success.

The **Basic Safety Training Program** is intended to provide small vessel operators and crew members with a

basic understanding of the hazards associated with the marine environment and how to deal with them. The program roster will include hazards due to fire, weather and sea conditions, as well as abandonment, survival and passenger safety.

The **Operator Proficiency Training Program** will focus on nautical subjects including navigation, seamanship, meteorology and stability.

Operators will be required to take one of the above training programs based on the type of small vessel they are operating. The topics covered in both training programs will encompass the Canadian Coast Guard's criteria for pleasure crafts, so no additional training will be required for this type of operation.

In regards to small fishing vessels, the CMAC working group proposed that the Fishing Master IV certificate will be required for vessels between 15 gross tons and 60 gross tons while voyaging more than 20 miles

offshore. The Operator Proficiency Training Program will be a requirement for vessels up to 60 gross tons operating within 20 miles offshore and all vessels under 15 gross tons. It is worth noting that any "cut-offs" are only proposed, as they are subject to revision as part of the *Canada Shipping Act, 2001* regulatory reform.

Both the Basic Safety and Operator Proficiency Training Programs will be mandatory and will be delivered by any organization capable of meeting Marine Safety's course approval criteria. The training provider will issue to participants, a standard training certificate, approved by Transport Canada, which will serve as proof of qualification. Marine Safety's only direct involvement in the qualification process, beyond course approval and auditing, will be to keep a database of issued Training Certificates. The above method of delivery is very similar to the current Marine Emergency Duties Program.

Under this training approach, organizations such as passenger vessel associations and fish harvester organizations will be able to deliver these programs to their own members. A number of training providers and industry organizations have already submitted course proposals based on the discussion paper. ↘

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