

MEMBER NEWS!

New Members!

Please welcome our four newest members, all of whom have joined the Council since our last bulletin.

TYMAC LAUNCH SERVICE LTD., has rejoined the Council after a period of five years away. **Tymac** is a full member bringing their many years of harbour, water taxi and Pilotage services back into the Council. The company has provided 24 hour per day, 365 days per year service to their many clients since 1930. **Tymac's** operations extend beyond the main Vancouver Harbour, into the Fraser River, Howe Sound and Strait of Georgia.

The second new company to join CMC is **Tymac's** parent company **TIDAL TRANSPORT & TRADING LTD.**, who join CMC as an Affiliate member. **Tidal Transport & Trading** is a diversified Marine Services Company based in Port Moody. In order to provide enhanced service to their principals, Tidal Transport & Trading USA Ltd, based in Long Beach, California was established in 2005. In addition to the Tymac services, **Tidal** conducts stevedore and terminal operations, Agency services, hold cleaning and marine surveying.

Our third new member, also an Affiliate Member, is familiar to many of you already - **AON REED STENHOUSE INC.** **Aon** Corporation is the leading global

reinsurance brokerage, and human capital consulting. **Aon** readily delivers distinctive client value via innovative and effective risk management and workforce productivity solutions. **Aon** Canada offers a range of sophisticated advisory and consulting services in risk control and risk management, reinsurance, and human capital.

Our fourth new member, another Affiliate member, is **CMW INSURANCE SERVICES.** **CMW** provides a wide selection of policies, options and deductibles to ensure proper insurance coverage to their Commercial and private clientele. **CMW** has many commercial clients and focuses upon providing superior quality insurance products and innovative risk related solutions.

CMC is excited about the growth of our membership and the diverse nature of our members. CMC now represents thirty-four separate companies, four of whom are Affiliate members.

Full members are those who own or operate vessels, particularly towboats or barges and who are employers. Any other individuals firms or corporations who the Directors declare to be eligible, may become Full Members.

Affiliate membership is intended for organizations without active marine businesses as described above or seagoing employees, but who may have an interest in being associated with the Council and who are declared to be eligible by the Directors.

The Safety Corner

Crisis Management:

At a meeting of the Joint Industry Safety Committee last year the issue of trauma experienced by crew when attending recovery of drowned persons was raised. The CMC Employee Family Assistance Plan, which covers most member companies and is open for all full members to join, has now addressed this and related matters by adding on-site, one-on-one and group counseling covering a range of things that may give rise to the immediate need for qualified counselors to assist employees when confronted with upsetting issues. This will form part of a member company's crisis management program.

Sports fishermen:

Sports fishermen on the Fraser River seemingly not always aware of the need to move quickly out of the way of tugs and larger vessels: This matter was raised at a Joint Industry Safety Committee Meeting. Phill Nelson spoke with Jane McIvor of BC Marine Trades about this and they ran an advisory in their summer publication to their members drawing attention to boaters on the Fraser about the need to be attentive to towboats and their tows and get out of the way. Also, Phill, at the invitation of Jane McIvor made a power point presentation which included this subject at the Canadian Safe Boating Council Conference held September 21 in Whistler. Some of the participants included delegates from Transport Canada including Jim Lawson, Regional Manager for BC, and representatives from the Office of Boating Safety.

Training:

Deckhand Training Program Development – Finalization of all of the training materials required for the planned Deckhand Training Pilot Project has been completed by Vanier Consultants. They submitted their final report in December to the Transportation Career Development Association who had engaged them initially in January 2009 for certain aspects of training materials and subsequently in March and June to develop the balance of materials. These included the Deckhand Training Program Outline, Trainee Log Book, Table of Specifications, Test Bank, Learning Resources and an Instructor Guide. With the downturn in the industry the timing of commencing the first pilot course is on hold until at least 2011. CMC owes a vote of thanks to those representatives and their employers who participated as subject matter experts in the numerous workshops which were held to facilitate input. They are, John Bowles and Brad Hughes of Harken Towing, Bill Ford, Steven Shimek and Ferdi van de Kuijlen of Island Tug and Barge, Chris Hodder of Hodder Tug, Norm Scott of Seaspan, Paul Lumsden of the ILWU, Gary Marsh with Maritime Education Associates, Peter Jonker, Ruddy Bekker and John Cross with Safer Ocean Systems and special thanks to Michael Vanden Born and Ted White of Smit Marine Canada and Bob Kitching with Maritime Education Associates and Western Maritime Institute. The CMC staff played a guiding hand in the process.

In the last Rudder we talked about the WCB COR program. There will be a full report on progress of COR in the next issue.

THE COUNCIL OF MARINE CARRIERS

SPECIAL POINTS OF INTEREST:

- CMC Scholarship Winners!
- New Question and Answer page
- ITS 2010 update
- New Members
Aon Reed, CMW Insurance, Tidal Transportation and Tymac.

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THE CMC RUDDER

VOLUME 2 ISSUE 1

JANUARY 2010

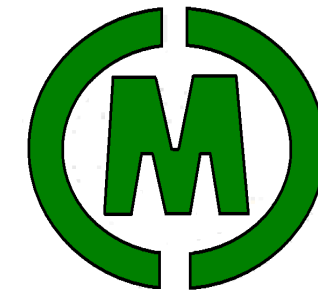
Happy New Year—2010!

Welcome to our first issue of the Rudder for 2010!

Feedback on our last issue was generally quite positive, however, we received very few suggestions from readers on what else you would like to see in the news letter. Please feel free to contact us with your ideas so we can produce the newsletter you need.

CMC would like to wish our members a prosperous and progressive 2010, We certainly hope that the new year will bring growth to the industry which will counter the devastating decline in fortunes suffered in 2009. We are constantly on the lookout

for positive news, such as the announcement lighting up the end of a very dismal 2009 by **SMIT** concerning their acquisition of Minette Bay Ship Docking in Prince Rupert.



This type of news is rare today but perhaps the analysts' predictions of a little recovery this year might prove true after all.

Due to the downturn in the economy and the need of most of our members to streamline their operations we have seen the departure of many of our friends from several member companies.

All of those folks have been strong personal supporters of CMC over the years and many have been active and valuable CMC committee members. While we would like to thank those individuals wholeheartedly for their support and although we know that the membership will continue to be aboard with committee representation, those who have left us will be missed.

Scholarship Winners Announced

One of the most pleasurable but more difficult tasks we face here at CMC is the decision as to whom amongst the couple of dozen applicants will ultimately receive a scholarship from the Tow Boat Industry Conference Scholarship fund. This year was no exception and the committee, consisting of Mike Hodder, Al Dale, of Dale Matheson Carr Hilton accountants, and Phill

Nelson had the pleasure of choosing the following deserving recipients from a field of 20 applicants:

Teresa Bens studying for a Science Degree in food and nutrition at the University of Alberta (Harken Towing); **Veronica Boyeva**, attempting a Degree in Biology at UBC (SCIC); **Kate Broadley** looking for a BSC at UBC (Seaspan); **Michael Brodie**,

Studying for a degree in Commerce, at Grand Prairie College (Seaspan); **Carlee Anne Clingwall**, studying for her Degree in Business at York University (Catherwood) and **Rebecca Staynor**, who is attempting a degree in Biology at UVic (ITB). Congratulations to all the successful applicants. We wish them success in their academic endeavours and future careers!



Above: Tymac's President, Ron Hilder in his Main Street office.

Below: The "Tymac Ranger"



Your Question page!

We are often asked questions regarding regulations or legislation and some of these are of general interest and the answers would apply to all. Each issue we will publish a selection of the questions and the answers for your information.

What are the certification requirements for dozer boat operators?

Answer: TC will require that all operators of dozer boats hold a command level certificate by November 7th, 2010. The lowest qualification acceptable to TC is either the Small Vessel Operator Proficiency training certificate (preferred) or the Pleasure Craft Operator Card. A Watchkeeping Mate Certificate is superior to the PCOC, but cannot be used in lieu of a SVOP.

Are dozer boats required to be registered?

Answer: Yes. All commercial vessels, including dozer boats, are now required to be registered. Vessels less than 15 tons may be registered in the new Small Vessel Registry. Owners can register their fleet of two or more vessels under 5 tons, for a flat rate of \$50, renewable every five years. Vessels already registered under ship registry will continue to be maintained in that registry.

What TC approved "Person over-board retrieval devices" are available?

Answer: None. Transport Canada, when they permit the fitting of a person overboard retrieval device to be fitted (usually in lieu of an approved boat), will give the attending inspector the authority to accept particular models on the spot. The Inspector therefore will advise owners individually what is acceptable for a particular vessel.

Can or will TC still give exemptions to the Oil Barge Standards?

Answer: Yes in a manner of speaking. Although the new Marine Technical Review Board, (MTRB) which has replaced the old Board of Steamship Inspection, no longer has the authority to exempt an owner from parts of Standards or TP's, Transport Canada Executive Committee has formed a Policy which permits the Regional Director to make recommendations to do so. Therefore, if an Oil Barge owner requests a departure from the standard, the Regional Director of Transport Canada can, after discussion with his colleagues on the Executive Committee, accept a departure and a Letter of Compliance can then be issued.

Does a Bridgewatch Certificate expire?

Answer: No, there are several certificates that do not expire. Generally though, Certificates of Competency, such as Master, Chief Mate and Engineers certificates are valid for five years, however, some others have either a two year expiry or none at all. Three (Oil, Chemical and LPG familiarization certificates) expire only if they are issued to an officer. Able Seafarer, **Bridge Watch Rating**, Engine Room Rating and Ship's Cook certificates do not expire. MED certificates are valid for five years when attempting exams for a certificate for which it is needed, otherwise they do not expire either.

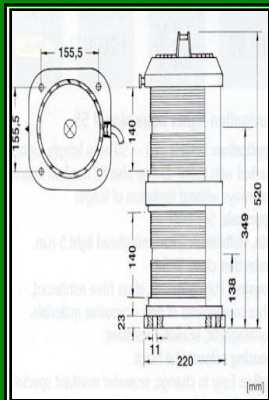
Do I have to place TC "Approved" navigation lights on my vessels?

Transport Canada no longer approves navigation lights and no longer maintains a list of the same. However, the Collision Regulations require that all navigation lights must have a certificate or label saying they meet the regulatory specifications for colour, intensity and sector visibility. The certificate, which must be carried on board, or label must be issued by a Government which is party to the Convention on the International Collision regulations, by a Classification Society or by an independent testing establishment recognized by a government party to the Convention, such as Underwriters Laboratories. The same requirement also applies to all shapes, sound signaling devices and radar reflectors required to be carried on commercial vessels.



Seaspan's new tug the "Seaspan Resolution" With 82 tonnes of bollard pull, the tug entered service in July

"Transport Canada no longer approves navigation lights"



CMC Activities

Six months have passed since the first issue of the Rudder and we at CMC have been very busy indeed during that time.

We continue our work with the new bridge construction in the lower mainland although the Golden Ears Bridge is now completed and the Pitt River Bridge is open for business. We are now meeting regularly with the contractors of the new Port Mann Bridge and are starting talks re a replacement Pattullo Bridge.

CMC represents our members on the development of a HRSDC Marine Sector Council, the purpose of which is to seek recognition of our industry by HRSDC as a significant employer and deserving of more attention from that Government Department. Working with other industry associations such as the Canadian Shipowners Association, and BCIT, we are putting together a plan to encourage more funding for marine train-

ing and support for mariners while on courses.

We are also involved in the development of a marine industry business resumption plan which is being led by Transport Canada and the Port Metro Vancouver.

The DSM project is proceeding as planned, although it is suspected that some of the participants are shaking their head and wondering what they have gotten themselves into! The DSM project is a national pilot project, preparing the way for an Alternative Compliance Program planned for the whole of the Canadian Marine Industry. The CMC pilot project companies are fortunate in that they are leading the nation in this and beside helping write the program will be two years ahead of the pack once the pilot project is over.

Phill Nelson is the Chair of the BCIT marine campus Program Advisory Committee and as such has been able to influence the decision of the school in the establishment of a new tow-boat simulator in North Vancouver. This state of the art machine will interact with the existing full bridge and engine room simulators to

round out the package at the institute.

As one of the two organizations who are members of both the Pacific and National Coast Guard Marine Advisory Boards, CMC has attended meetings of these groups both here on the West Coast and in Ottawa. These groups offer advice to the Senior management at CCG on such issues as the effectiveness of Search and Rescue, the positioning and appropriateness of navigation aids and other Coast Guard mandated navigation and safety related programs.

We also attended Regional and National CMAC meetings (see below).

Yet other meetings we attended included a series of such to try to assist Burrard Clean and the Pacific Marine Advisory Council in developing a process to deal with soiled wildlife in the event of an oil spill. This included wrestling with the concept of what is reasonable when it comes to rehabilitation costs vs. euthanasia of these unfortunate animals.

November CMAC report

The last National CMAC meeting convened in Ottawa between November 2nd -5th 2009 at the Government Conference Center. In the opening Plenary session, Mr. Donald Roussel, the DG of Marine Safety, touched on all the aspects of work of Transport Canada Marine, one of the highlights of his speech for us, being the recognition of the progress of the DSM project. This was accompanied by the announcement that TC is considering changing the Safety Management Regulations to make them applicable to domestic shipping as well as the International trade. In respect to Regulatory Reform, TC has five regulatory initiatives that are anticipated for final approval and publication in Part II of the *Canada Gazette* early in 2010 and another nine that are moving towards pre-publication in Part I of the *Canada Gazette* as well during this same period. The five pending Gazette Part II are 1) Fire and Boat Drills Regulations, 2)

Long-Range Identification and Tracking of Vessel Regulations, 3) Maritime Occupational Health and Safety Regulations, 4) Regulations Amending the Vessel Operation and Restriction Regulations and 5) Small vessel Regulations. The Gazette I publications will include, the AMP regulations and the Voyage Data Recorder Regulations. The DG of Marine Security announced that since January 2007, 13,370 applications for transportation security clearances by marine workers have been processed. Of these applications, only 64, or one half of one percent, have been refused or cancelled. TC advised that they are moving towards an agreement with the US for reciprocal recognition of the TWIC and the Canadian Transportation Security Clearance. This CMAC had a lot of focus on the Arctic including discussion on the new construction rules for the Polar Class ships, the IMO Arctic guidelines and the Polar Code, notice of a new STCW Ice Navigator's course, discussion of over-wintering of oil barges in the Arctic and the

new NORDREG regulations. The Tug and Barge Working Group met on the first day of the CMAC week. Of significance there, was a tentative agreement for new wording for the Collision Regulations respecting composite units. This will clear up the issue regarding a "rigid connection" between the tug and barge, something that has been quite contentious for many years. A new National working group was established. This is the Canadian Domestic Vessel Regulatory Oversight working group. Phill Nelson was proposed as the Industry co-chair for this group which will address three issues 1) Delegated Inspection and Alternative Compliance programs 2) SMS implementation on domestic vessels and 3) Development of a Canadian Marine Service Supplier Network that would recognize and assess persons and companies with competencies and skills in marine industry who could be certified to perform work such as vessel repairs in the absence of TCMS Inspectors. This would be essential for DSM to be a complete success.