March 26, 2019

Dear Applicant:

Re: Your request for access to information under Part II of the Access to Information and Protection of Privacy Act [Our File #: TW/036/2019]

On February 26, 2019, the Department of Transportation and Works received your request for access to the following records:

I wish to receive all emails and communications that were sent and received from and to the MV Hazel McIsaac on the dates of February 11, 2019 to February 15, 2019 inclusively. Also, I would like to receive the email that was said to have been sent from the Department of Transportation to the Town of Lushes Bight-Beaumont regarding the removal of the ferry from service. I wish to have a clear understanding of when and why the MV Hazel McIsaac was informed to be removed from service and deserting our island, Long Island.

I am pleased to inform you that a decision has been made by the Deputy Minister for Transportation and Works to provide to provide access to some of the requested information. Access to the remaining records, and/or information contained within the records, has been refused in accordance with the following exceptions to disclosure, as specified in the Access to Information and Protection of Privacy Act (the Act):

Subsection 40(1) - The head of a public body shall refuse to disclose personal information to an applicant where the disclosure would be an unreasonable invasion of a third party’s personal privacy.

As required by 8(2) of the Act, we have severed information that is unable to be disclosed and have provided you with as much information as possible. In accordance with your request for a copy of the records, the appropriate copies have been enclosed.

Please be advised that you may appeal this decision and ask the Information and Privacy Commissioner to review the decision to provide partial access to the requested information, as set out in section 42 of the Act (a copy of this section of the Act has been enclosed for your reference). A request to the Commissioner must be made in writing within 15 business days of the date of this letter or within a longer period that may be allowed by the Commissioner. Your appeal should identify your concerns with the request and why you are submitting the appeal.
The appeal may be addressed to the Information and Privacy Commissioner is as follows:

Office of the Information and Privacy Commissioner  
2 Canada Drive  
P. O. Box 13004, Stn. A  
St. John’s, NL. A1B 3V8  

Telephone: (709) 729-6309  
Toll-Free: 1-877-729-6309  
Facsimile: (709) 729-6500

You may also appeal directly to the Supreme Court Trial Division within 15 business days after you receive the decision of the public body, pursuant to section 52 of the Act (a copy of this section of the Act has been enclosed for your reference).

Please be advised that responsive records will be published following a 72-hour period after the response is sent electronically to you or five business days in the case where records are mailed to you. It is the goal to have the responsive records posted to the Completed Access to Information Requests website within one business day following the applicable period of time. Please note that requests for personal information will not be posted online.

If you have any further questions, please contact me by telephone at 709-729-5351 or by email at ATTW@gov.nl.ca.

Sincerely,

Angela McIntyre  
ATIPP Coordinator
Disclosure harmful to personal privacy

40. (1) The head of a public body shall refuse to disclose personal information to an applicant where the disclosure would be an unreasonable invasion of a third party’s personal privacy.

(2) A disclosure of personal information is not an unreasonable invasion of a third party's personal privacy where

(a) the applicant is the individual to whom the information relates;

(b) the third party to whom the information relates has, in writing, consented to or requested the disclosure;

(c) there are compelling circumstances affecting a person’s health or safety and notice of disclosure is given in the form appropriate in the circumstances to the third party to whom the information relates;

(d) an Act or regulation of the province or of Canada authorizes the disclosure;

(e) the disclosure is for a research or statistical purpose and is in accordance with section 70;

(f) the information is about a third party's position, functions or remuneration as an officer, employee or member of a public body or as a member of a minister's staff;

(g) the disclosure reveals financial and other details of a contract to supply goods or services to a public body;

(h) the disclosure reveals the opinions or views of a third party given in the course of performing services for a public body, except where they are given in respect of another individual;

(i) public access to the information is provided under the Financial Administration Act;

(j) the information is about expenses incurred by a third party while travelling at the expense of a public body;

(k) the disclosure reveals details of a licence, permit or a similar discretionary benefit granted to a third party by a public body, not including personal information supplied in support of the application for the benefit;

(l) the disclosure reveals details of a discretionary benefit of a financial nature granted to a third party by a public body, not including
(i) personal information that is supplied in support of the application for the benefit, or

(ii) personal information that relates to eligibility for income and employment support under the Income and Employment Support Act or to the determination of income or employment support levels; or

(m) the disclosure is not contrary to the public interest as described in subsection (3) and reveals only the following personal information about a third party:

(i) attendance at or participation in a public event or activity related to a public body, including a graduation ceremony, sporting event, cultural program or club, or field trip, or

(ii) receipt of an honour or award granted by or through a public body.

(3) The disclosure of personal information under paragraph (2)(m) is an unreasonable invasion of personal privacy where the third party whom the information is about has requested that the information not be disclosed.

(4) A disclosure of personal information is presumed to be an unreasonable invasion of a third party's personal privacy where

(a) the personal information relates to a medical, psychiatric or psychological history, diagnosis, condition, treatment or evaluation;

(b) the personal information is an identifiable part of a law enforcement record, except to the extent that the disclosure is necessary to dispose of the law enforcement matter or to continue an investigation;

(c) the personal information relates to employment or educational history;

(d) the personal information was collected on a tax return or gathered for the purpose of collecting a tax;

(e) the personal information consists of an individual's bank account information or credit card information;

(f) the personal information consists of personal recommendations or evaluations, character references or personnel evaluations;

(g) the personal information consists of the third party's name where

(i) it appears with other personal information about the third party, or
(ii) the disclosure of the name itself would reveal personal information about the third party; or

(h) the personal information indicates the third party's racial or ethnic origin or religious or political beliefs or associations.

(5) In determining under subsections (1) and (4) whether a disclosure of personal information constitutes an unreasonable invasion of a third party's personal privacy, the head of a public body shall consider all the relevant circumstances, including whether

(a) the disclosure is desirable for the purpose of subjecting the activities of the province or a public body to public scrutiny;

(b) the disclosure is likely to promote public health and safety or the protection of the environment;

(c) the personal information is relevant to a fair determination of the applicant's rights;

(d) the disclosure will assist in researching or validating the claims, disputes or grievances of aboriginal people;

(e) the third party will be exposed unfairly to financial or other harm;

(f) the personal information has been supplied in confidence;

(g) the personal information is likely to be inaccurate or unreliable;

(h) the disclosure may unfairly damage the reputation of a person referred to in the record requested by the applicant;

(i) the personal information was originally provided to the applicant; and

(j) the information is about a deceased person and, if so, whether the length of time the person has been deceased indicates the disclosure is not an unreasonable invasion of the deceased person's personal privacy.
Access or correction complaint

42. (1) A person who makes a request under this Act for access to a record or for correction of personal information may file a complaint with the commissioner respecting a decision, act or failure to act of the head of the public body that relates to the request.

(2) A complaint under subsection (1) shall be filed in writing not later than 15 business days

(a) after the applicant is notified of the decision of the head of the public body, or the date of the act or failure to act; or

(b) after the date the head of the public body is considered to have refused the request under subsection 16 (2).

(3) A third party informed under section 19 of a decision of the head of a public body to grant access to a record or part of a record in response to a request may file a complaint with the commissioner respecting that decision.

(4) A complaint under subsection (3) shall be filed in writing not later than 15 business days after the third party is informed of the decision of the head of the public body.

(5) The commissioner may allow a longer time period for the filing of a complaint under this section.

(6) A person or third party who has appealed directly to the Trial Division under subsection 52 (1) or 53 (1) shall not file a complaint with the commissioner.

(7) The commissioner shall refuse to investigate a complaint where an appeal has been commenced in the Trial Division.

(8) A complaint shall not be filed under this section with respect to

(a) a request that is disregarded under section 21 ;

(b) a decision respecting an extension of time under section 23 ;

(c) a variation of a procedure under section 24 ; or

(d) an estimate of costs or a decision not to waive a cost under section 26 .

(9) The commissioner shall provide a copy of the complaint to the head of the public body concerned.
Direct appeal to Trial Division by an applicant

52. (1) Where an applicant has made a request to a public body for access to a record or correction of personal information and has not filed a complaint with the commissioner under section 42, the applicant may appeal the decision, act or failure to act of the head of the public body that relates to the request directly to the Trial Division.

(2) An appeal shall be commenced under subsection (1) not later than 15 business days

(a) after the applicant is notified of the decision of the head of the public body, or the date of the act or failure to act; or

(b) after the date the head of the public body is considered to have refused the request under subsection 16 (2).

(3) Where an applicant has filed a complaint with the commissioner under section 42 and the commissioner has refused to investigate the complaint, the applicant may commence an appeal in the Trial Division of the decision, act or failure to act of the head of the public body that relates to the request for access to a record or for correction of personal information.

(4) An appeal shall be commenced under subsection (3) not later than 15 business days after the applicant
All information redacted on this page has been removed under s. 40(1)

From: MV Hazel McIsaac Long Island - Little Bay Islands
Sent: Monday, February 11, 2019 4:39 PM
To: Maddox, Miranda
Subject: FW: Gear Oil Leakage overboard from Port main Engine Thruster-Hazel McIsaac

Importance: High

Please note conditions of clearance to run reduce schedule.

Regards: DC.

-----Original Message-----
From: Grice, Simon [mailto:simon.grice@tc.gc.ca]
Sent: 11 February 2019 14:13
To: Cooper, Ches
Cc: Currie, Gerry
Subject: Re: Gear Oil Leakage overboard from Port main Engine Thruster-Hazel McIsaac

*** THIS IS AN EXTERNAL EMAIL: do not click any links or open any attachments unless you trust the sender and know the content is safe. ***

Hi [redacted],

Concur with your proposal.
Please keep us updated on progress.
Thanks, simon

Sent from my BlackBerry 10 smartphone on the Bell network.
From: [redacted]
Sent: Monday, February 11, 2019 12:54 PM
To: Grice, Simon; Cooper, Ches
Subject: Gear Oil Leakage overboard from Port main Engine Thruster-Hazel McIsaac

Good Afternoon Simon, Ches

Further to below, We propose allowing the Subject Vessel to continue her service—one run in the Morning and one Run at
Night and Emergency Runs if required, only on One main Engine –ie Stbd Main Engine / Thruster, in fair weather and at the discretion of the Master.

Owner’s also proposing to bring in Swing Vessel to replace Subject Vessel until completion of required repairs to Port Thruster unit. Vessel will be brought to NewDock, St. John’s, NL for the repairs on arrival of swing Vessel at location.

Condition of Class will be added Valid until 20/02/2019.

Appreciate your concurrence on above.

Thanks and Kind Regards

---

From: [Redacted]
Sent: 11 February 2019 11:44
To: Grice, Simon (simon.grice@tc.gc.ca); Cooper, Ches (Ches.Cooper@tc.gc.ca)
Subject: FW: Gear Oil Leakage overboard from Port main Engine Thruster-Hazel McCaissac

Good Morning Simon,
Below just received from Subject Vessel.
Will revert with Proposal Soonest.

Kind Regards

---

From: MV Hazel McCaissac Long Island - Little Bay Islands [mailto:HazelMccsaac@gov.nl.ca]
Sent: 11 February 2019 11:36
To: [Redacted]
Cc: Cuff, Greg; Hawkins, Darrell; Temple, Jennifer
Subject: Gear Oil Leakage overboard from Port main Engine Thruster

*** THIS IS AN EXTERNAL EMAIL: do not click any links or open any attachments unless you trust the sender and know the content is safe. ***

Good Morning [Redacted], Just spoke with TC. Lewisporte to report Oil leakage from Port Main Engine Thruster. Myself and Chief have confirm that out header tank is down approx. 15 litres since last topped up on February 09, 2019. We have sited oil traces on the water when the port thruster is clutching in. Seem to be no leakage when thruster is clutching out. I have copied this report to our office and will follow up with a telephone call to discuss plan of action for this circumstance, will have plan of action forwarded to you ASAP.

Regards: Capt. Dennis Colbourne.

---

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From: MV Hazel McIsaac Long Island - Little Bay Islands
Sent: Monday, February 11, 2019 6:52 AM
To: Hawkins, Darrell; Service Update LBII;
Subject: on the run off schedule long island reg run departing pilleys island at 0900 for little bay island
All information redacted on this page has been removed under s. 40(1)

From: Hawkins, Darrell
Sent: Monday, February 11, 2019 2:13 PM
To: Maddox, Miranda
Subject: Re: Gear Oil Leakage overboard from Port main Engine Thruster

Yes drop by whenever you want.

Darrell

Sent from my iPhone

On Feb 11, 2019, at 12:39 PM, Maddox, Miranda <MirandaMaddox@gov.nl.ca> wrote:

Hi Darrell,

Would you have time to chat today around 2?

Miranda

Miranda Maddox
Regional Marine Services Manager – Marine Services Division
Department of Transportation and Works
PO Box 97, Lewisporte, NL A0G 3A0
T: 709-535-4004
E: mirandamaddox@gov.nl.ca

From: Cuff, Greg
Sent: Monday, February 11, 2019 11:46 AM
To: Baker, John (TW); Maddox, Miranda
Cc: Hawkins, Darrell
Subject: FW: Gear Oil Leakage overboard from Port main Engine Thruster

Depending what comes out of this we may need the Hazel to go to dock if we find the seals we need. The ice would dictate what vessel we can use to replace the Hazel. Miranda and Darrell we need to coordinate a plan for repair and maintain service to Green Bay.

Greg Cuff
Director of Marine Services – Marine Services Division
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6210
gregcuff@gov.nl.ca

From: MV Hazel McIsaac Long Island - Little Bay Islands
Sent: Monday, February 11, 2019 11:36 AM
To: [email_address]
Cc: Cuff, Greg; Hawkins, Darrell; Temple, Jennifer
Subject: Gear Oil Leakage overboard from Port main Engine Thruster

Good Morning [REDACTED] Just spoke with TC. Lewisporte to report Oil leakage from Port Main Engine Thruster. Myself and Chief have confirm that out header tank is down approx. 15 litres since last topped up on February 09,2019. We have sited oil traces on the water; when the port thruster is clutched in. Seem to be no leakage when thruster is clutched out. I have
copied this report to our office and will follow up with a telephone call to discuss plan of action for this circumstance, will have plan of action forwarded to you ASAP.

Regards: Capt. Dennis Colbourne.
Also talked with RR and they are checking the 3 thrusters to see if one is good to go or if we may be able to get seals from one of them. Also sourcing the parts and checking White Hills as well.

Greg Cuff  
Director of Marine Services – Marine Services Division  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL  
A0G 3A0  
709-535-6210  
gregcuff@gov.nl.ca

Just talked with RR to see what accommodation we can do with the hazel. He is going to call the vessel and then call me back. Likely we will have to reduce service if he does allow two thruster operation.

Greg Cuff  
Director of Marine Services – Marine Services Division  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL  
A0G 3A0  
709-535-6210  
gregcuff@gov.nl.ca

Depending what comes out of this we may need the Hazel to go to dock if we find the seals we need. The ice would dictate what vessel we can use to replace the Hazel. Miranda and Darrell we need to coordinate a plan for repair and maintain service to Green Bay.

Greg Cuff  
Director of Marine Services – Marine Services Division  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL  
A0G 3A0
From: MV Hazel McIsaac Long Island - Little Bay Islands
Sent: Monday, February 11, 2019 11:36 AM
To: [REDACTED]@ir.org
Cc: Cuff, Greg; Hawkins, Darrell; Temple, Jennifer
Subject: Gear Oil Leakage overboard from Port main Engine Thruster

Good Morning [REDACTED]. Just spoke with TC. Lewisporte to report Oil leakage from Port Main Engine Thruster. Myself and Chief have confirm that out header tank is down approx. 15 litres since last topped up on February 09, 2019. We have sited oil traces on the water when the port thruster is clutched in. Seem to be no leakage when thruster is clutched out. I have copied this report to our office and will follow up with a telephone call to discuss plan of action for this circumstance, will have plan of action forwarded to you ASAP.

Regards: Capt. Dennis Colbourne.
From: Baker, John (TW)  
Sent: Monday, February 11, 2019 11:56 AM  
To: Cuff, Greg  
Subject: Re: Gear Oil Leakage overboard from Port main Engine Thruster

Understand

Sent from my iPhone

On Feb 11, 2019, at 11:24 AM, Cuff, Greg <GregCuff@gov.nl.ca> wrote:

Weather causing a delay

Greg Cuff  
Director of Marine Services – Marine Services Division  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL  
A0G 3A0  
709-535-6210  
gregcuff@gov.nl.ca

From: Baker, John (TW)  
Sent: Monday, February 11, 2019 11:52 AM  
To: Cuff, Greg  
Subject: Re: Gear Oil Leakage overboard from Port main Engine Thruster

We should be able to bring the SOI back to Lewisport now?

Sent from my iPhone

On Feb 11, 2019, at 11:15 AM, Cuff, Greg <GregCuff@gov.nl.ca> wrote:

Depending what comes out of this we may need the Hazel to go to dock if we find the seals we need. The ice would dictate what vessel we can use to replace the Hazel. Miranda and Darrell we need to coordinate a plan for repair and maintain service to Green Bay.

Greg Cuff  
Director of Marine Services – Marine Services Division  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL  
A0G 3A0  
709-535-6210  
gregcuff@gov.nl.ca

From: MV Hazel McIsaac Long Island - Little Bay Islands  
Sent: Monday, February 11, 2019 11:36 AM  
To: ☑️@ir.org  
Cc: Cuff, Greg; Hawkins, Darrell; Temple, Jennifer  
Subject: Gear Oil Leakage overboard from Port main Engine Thruster
Good Morning [Redacted]. Just spoke with TC. Lewisporte to report Oil leakage from Port Main Engine Thruster. Myself and Chief have confirm that out header tank is down approx. 15 litres since last topped up on February 09, 2019. We have sited oil traces on the water when the port thruster is clutched in. Seem to be no leakage when thruster is clutched out. I have copied this report to our office and will follow up with a telephone call to discuss plan of action for this circumstance, will have plan of action forwarded to you ASAP.

&bbsp; Regards: Capt. Dennis Colbourne.
From: 
Sent: Monday, February 11, 2019 11:42 AM
To: MV Hazel McIsaac Long Island - Little Bay Islands
Cc: Cuff, Greg; Hawkins, Darrell; Temple, Jennifer
Subject: RE: Gear Oil Leakage overboard from Port main Engine Thruster

Good Morning Capt,

Thanks for the Information. Will await further update as stated.

Kind Regards

---

From: MV Hazel McIsaac Long Island - Little Bay Islands [mailto:HazelMcIsaac@gov.nl.ca]
Sent: 11 February 2019 11:36
To: 
Cc: Cuff, Greg; Hawkins, Darrell; Temple, Jennifer
Subject: Gear Oil Leakage overboard from Port main Engine Thruster

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Good Morning [name],

Just spoke with TC. Lewisporte to report Oil leakage from Port Main Engine Thruster. Myself and Chief have confirm that out header tank is down approx. 15 litres since last topped up on February 09, 2019. We have sited oil traces on the water when the port thruster is clutched in. Seem to be no leakage when thruster is clutched out. I have copied this report to our office and will follow up with a telephone call to discuss plan of action for this circumstance, will have plan of action forwarded to you ASAP.

Regards: Capt. Dennis Colbourne.

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Good Morning Captain,

As per our conversation this morning regarding the reported the discharge of a pollutant from the vessel passenger MV Hazel McIsaac. Please be advised the vessel, MV Hazel McIsaac cannot sail until the source of the pollutant is located and rectified. Please notify your Classification society (LR) and Owners and report back to TCMSS Lewisporte office at your earliest.

Regards,

Vincent Gibbons
Senior Marine Safety Inspector
Transport Canada Marine Safety and Security / Government of Canada
vincent.gibbons@tc.gc.ca / Cel: 709-541-6749 / TTY: 1-888-675-6863

Inspecteur Sécurité Maritime Principal
Transports Canada Sécurité et Sureté Maritime / Gouvernement du Canada
vincent.gibbons@tc.gc.ca / Télé: 709-541-6749 / ATS: 1-888-675-6863
From: MV Hazel McIsaac Long Island - Little Bay Islands [mailto:HazelMcIsaac@gov.nl.ca]
Sent: 12 February 2019 11:00
To: [redacted]
Subject: RE: Interim Certificate-Final Attendance Report

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Good Morning [redacted] didn't receive any attachment.

Regards: DC.

---

From: [redacted]@lr.org
Sent: February 12, 2019 10:22 AM
To: MV Hazel McIsaac Long Island - Little Bay Islands
Subject: Interim Certificate-Final Attendance Report

Good Morning Capt,

Please find attached subject document with Condition of Class for the Vessel’s Port Thruster(PORT DIRP) valid until 20/02/2019.

Kind Regards

---

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Final Attendance Report
Provisional Issue

Service details

<table>
<thead>
<tr>
<th>Ship name</th>
<th>Location</th>
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<tbody>
<tr>
<td>HAZEL MCISAAC</td>
<td>Saint-John's (CA)</td>
</tr>
<tr>
<td>IMO number 9578165</td>
<td>First visit date 11 Feb 2019</td>
</tr>
<tr>
<td>Port of registry</td>
<td>Last visit date 11 Feb 2019</td>
</tr>
<tr>
<td>Current flag</td>
<td></td>
</tr>
<tr>
<td>Canada</td>
<td></td>
</tr>
</tbody>
</table>

Class recommendation
I have carried out the surveys detailed below. All recommendations made by me have been dealt with to my satisfaction. I am recommending that class be maintained with new records as follows.

The above recommendation is made subject to any outstanding conditions of class being dealt with as previously recommended.

Surveys credited in this report

<table>
<thead>
<tr>
<th>Survey code</th>
<th>Survey title</th>
<th>Status</th>
<th>Credited date</th>
<th>Postponed date</th>
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</thead>
<tbody>
<tr>
<td>MDAM</td>
<td>Minor Oil Leakage from Port DIRP</td>
<td>X</td>
<td>11 Feb 2019</td>
<td>-</td>
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<tr>
<td>AMSC</td>
<td>Minor Oil Leakage from Port DIRP</td>
<td>X</td>
<td>11 Feb 2019</td>
<td>-</td>
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Action taken with Conditions of Class

<table>
<thead>
<tr>
<th>ID</th>
<th>Description</th>
<th>Action taken</th>
<th>Due date</th>
</tr>
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<tbody>
<tr>
<td>CoC-A-002</td>
<td>Minor Oil Leakage from Port DIRP. Leak To be rectified and Port DIRP tested to Surveyor satisfaction.</td>
<td>Raised</td>
<td>20 Feb 2019</td>
</tr>
<tr>
<td>Attending surveyor name</td>
<td>Lead surveyor</td>
<td>Issuing surveyor signature</td>
<td>Signed date</td>
</tr>
<tr>
<td>------------------------</td>
<td>---------------</td>
<td>----------------------------</td>
<td>-------------</td>
</tr>
<tr>
<td></td>
<td>Yes</td>
<td></td>
<td>11 Feb 2019</td>
</tr>
</tbody>
</table>

LR Legal entity
Lloyd's Register Canada Limited
From: MV Hazel McIsaac Long Island - Little Bay Islands
Sent: Tuesday, February 12, 2019 6:51 AM
To: Hawkins, Darrell; Service Update LBILJ
Subject: on temporary schedule due to mechanical
The SOI is reporting that the first break in the weather to depart will be after crew change tomorrow morning.

If the vessel needs to go before then, then we can arrange air service. I've been speaking with Hydro already and advised them that that may be an issue, and to move any equipment/fuel and that they may want to contingency plan in case we have air services for a few days.

(SOI estimates 45-50 hours to Burnside/St. Brendan's or 60 hours to Lewisporte)

Miranda

Miranda Maddox
Regional Marine Services Manager – Marine Services Division Department of Transportation and Works PO Box 97, Lewisporte, NL A0G 3A0
T: 709-535-4004
E: mirandamaddox@gov.nl.ca

-----Original Message-----
From: Cuff, Greg
Sent: Tuesday, February 12, 2019 11:56 AM
To: Baker, John (TW)
Cc: Hawkins, Darrell; Maddox, Miranda; Nurse, Christine; Flynn, Mark; Walsh, Jack; Cuff, Brandon; Flood, Jerome
Subject: Re: Gear Oil Leakage overboard from Port main Engine Thruster-Hazel McIsaac

Miranda can you touch base with vessel to see ETD based on weather

Sent from my iPhone

> On Feb 12, 2019, at 11:53 AM, Baker, John (TW) <JBaker@gov.nl.ca> wrote:
> 
> > What is the weather like now for the SOI to move out?
> >
> > John
> >
> > -----Original Message-----
> > From: Hawkins, Darrell <DarrellHawkins@gov.nl.ca>
> > Sent: Tuesday, February 12, 2019 11:50 AM
> > To: Cuff, Greg <GregCuff@gov.nl.ca>
> > Cc: Maddox, Miranda <MirandaMaddox@gov.nl.ca>; Nurse, Christine
> > <ChristineNurse@gov.nl.ca>; Flynn, Mark <MarkFlynn@gov.nl.ca>; Walsh,
> > Jack <walshj@gov.nl.ca>; Cuff, Brandon <BrandonCuff@gov.nl.ca>; Flood,
> > Jerome <JeromeFlood@gov.nl.ca>; Baker, John (TW) <JBaker@gov.nl.ca>
> > Subject: Re: Gear Oil Leakage overboard from Port main Engine
> > Thruster-Hazel McIsaac
> >
> > Greg,
> >
> > Ok will discuss with Captain then
> >
Darrell

Sent from my iPhone

On Feb 12, 2019, at 11:46 AM, Cuff, Greg <GregCuff@gov.nl.ca> wrote:

Darrel realize you are at the Hazel today. The vessel informed me we are still losing oil so soon will have to make the move to bring the vessel in. Work with Miranda to make sure all are in the loop. I will be travelling into St. John's this afternoon. Miranda if we have to move before a relief vessel is available we will have to look at air service.

Greg Cuff

Director of Marine Services – Marine Services Division

Department of Transportation & Works

Government of Newfoundland and Labrador

P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6210
gregcuff@gov.nl.ca

-----Original Message-----
From: Cuff, Greg
Sent: Monday, February 11, 2019 2:35 PM
To: Maddox, Miranda; Nurse, Christine; Flynn, Mark; Walsh, Jack;
Hawkins, Darrell; Cuff, Brandon; Flood, Jerome; Baker, John (TW)
Cc: Morrissey, Patrick (Financial Operations); White, David M
Subject: FW: Gear Oil Leakage overboard from Port main Engine
Thruster-Hazel Mcisaac
Importance: High

Below is the condition we can run for the hazel until we can do repairs. Will depend on arrival of SOI. Darrel ask Newdock for a quote to have the hazel dock for a prop seal/Thruster change out. Mark will likely have to be your onsite person and Jack will work with both Mark and Patrick. Hazel should only be for the thruster repair but can do the underwater hull inspection as well. Include the underwater hull painting and anode replacement as part of the quote in case it is required. We can judge that based on what we see when she comes up and how long it takes for the repair. Would prefer not to have to take the vessel back up in 2019-20 but will confirm when we have the vessel up. Patrick/Dave, included you to give you a heads up on extra costing coming for refits.

Greg Cuff

Director of Marine Services – Marine Services Division

Department of Transportation & Works

Government of Newfoundland and Labrador
All information redacted on this page has been removed under s. 40(1)

>> P.O. Box 97
>> Lewisporte, NL
>> A0G 3A0
>> 709-535-6210
>> gregcuff@gov.nl.ca

-----Original Message-----
From: [redacted]@ir.org
Sent: Monday, February 11, 2019 2:16 PM
To: MV Hazel McIsaac Long Island - Little Bay Islands; Cuff, Greg
Subject: FW: Gear Oil Leakage overboard from Port main Engine
Thruster-Hazel McIsaac
Importance: High

Good Afternoon, Capt, Greg
TC approval obtained as below.
Vessel may be in service as discussed and as below.

Kind regards

-----Original Message-----
From: Grice, Simon [mailto:simon.grice@tc.gc.ca]
Sent: 11 February 2019 14:13
To: Cooper, Ches
Cc: Currie, Gerry
Subject: Re: Gear Oil Leakage overboard from Port main Engine
Thruster-Hazel McIsaac

*** THIS IS AN EXTERNAL EMAIL: do not click any links or open any attachments unless you trust the sender and know the content is safe.
***

Hi,
Concur with your proposal.
Please keep us updated on progress.
Thanks, simon

Sent from my BlackBerry 10 smartphone on the Bell network.
From: [redacted]
Sent: Monday, February 11, 2019 12:54 PM
To: Grice, Simon; Cooper, Ches
Subject: Gear Oil Leakage overboard from Port main Engine

Thruster-Hazel McIsaac

Good Afternoon Simon, Ches

Further to below, We propose allowing the Subject Vessel to continue her service—one run in the Morning and one Run at Night and Emergency Runs if required, only on One main Engine—ie Stbd Main Engine / Thruster, in fair weather and at the discretion of the Master.

Owner’s also proposing to bring in Swing Vessel to replace Subject Vessel until completion of required repairs to Port Thruster unit. Vessel will be brought to NewDock, St. John’s, NL for the repairs on arrival of swing Vessel at location.

Condition of Class will be added Valid until 20/02/2019.

Appreciate your concurrence on above.

Thanks and Kind Regards

From: [Redacted]
Sent: 11 February 2019 11:44
To: Grice, Simon (simon.grice@tc.gc.ca); Cooper, Ches
(Ches.Cooper@tc.gc.ca)

Subject: FW: Gear Oil Leakage overboard from Port main Engine

Thruster-Hazel McIsaac

Good Morning Simon,

Below just received from Subject Vessel.

Will revert with Proposal Soonest.

Kind Regards

From: MV Hazel McIsaac Long Island - Little Bay Islands
[mailto: HazelMcIsaac@gov.nl.ca]
Sent: 11 February 2019 11:36
To: [Redacted]
Cc: Cuff, Greg; Hawkins, Darrell; Temple, Jennifer

Subject: Gear Oil Leakage overboard from Port main Engine Thruster

*** THIS IS AN EXTERNAL EMAIL: do not click any links or open any attachments unless you trust the sender and know the content is safe.

Good Morning [Redacted]. Just spoke with TC. Lewisporte to report Oil leakage from Port Main Engine Thruster. Myself and Chief have confirm that out header tank is down approx. 15 litres since last topped up on February 09, 2019. We have sited oil traces on the water when the port thruster is clutched in. Seem to be no leakage when thruster is clutched out. I have copied this report to our office and will follow up with a telephone call to discuss plan of action for this circumstance, will have plan of action forwarded to you ASAP.

Regards: Capt. Dennis Colbourne.
All information redacted on this page has been removed under s. 40(1)

From: MV Hazel McIsaac Long Island - Little Bay Islands
Sent: Tuesday, February 12, 2019 11:18 AM
To: [REDACTED]
Subject: RE: Interim Certificate-Final Attendance Report

Received, thank you.

Regards: DC.

From: [REDACTED]@lr.org]
Sent: February 12, 2019 11:01 AM
To: MV Hazel McIsaac Long Island - Little Bay Islands
Subject: FW: Interim Certificate-Final Attendance Report

Now attached. Sorry- missed out earlier.

Kind Regards

From: MV Hazel McIsaac Long Island - Little Bay Islands [mailto:HazelMcIsaac@gov.nl.ca]
Sent: 12 February 2019 11:00
To: [REDACTED]
Subject: RE: Interim Certificate-Final Attendance Report

*** THIS IS AN EXTERNAL EMAIL: do not click any links or open any attachments unless you trust the sender and know the content is safe. ***
Good Morning [REDACTED] didn't receive any attachment.

Regards: DC.

From: [REDACTED]@lr.org]
Sent: February 12, 2019 10:22 AM
To: MV Hazel McIsaac Long Island - Little Bay Islands
Subject: Interim Certificate-Final Attendance Report

Good Morning Capt,

Please find attached subject document with Condition of Class for the Vessel's Port Thruster(PORT DIRP) valid until 20/02/2019.

Kind Regards

◆This email and any attached files are intended for the sole use of the primary and copied addressee(s) and may contain privileged and/or confidential information. Any distribution, use or copying by any means of this information is strictly prohibited. If you received this email in error, please delete it immediately and notify the sender.◆
From: VTS.Labrador <VTS.Labrador@innav.gc.ca>  
Sent: Thursday, February 14, 2019 9:45 AM  
To: MV Hazel McIsaac Long Island - Little Bay Islands  
Subject: DEFECT REPORT  

GOOD MORNING,

PLEASE SEE BELOW EMAIL FROM TCMS. PLEASE ADVISE THE FOLLOWING INFORMATION AND WE WILL FORWARD IT ALONG.

REGARDS,

LABRADOR MCTS  
709-896-2252  

Good morning MCTS Labrador,

Please be advised that our Transport Canada Marine Safety Manager in LEWISPORTE has been in contact with the Master and with the vessel’s Class and has granted clearance to proceed to drydock as soon as possible.

Please disregard the previous request for a departure restriction and allow the vessel to proceed.

Please request the Master to advise the following:

- Master to inform TCMS on measures taken to the eliminate release of stern thruster oil.
- Amount of oil being released after these measures have been taken.
- ETA ST JOHN’s

Regards

Captain George M. Anderson

Marine Safety Inspector, Compliance and Enforcement
Transport Canada, Marine Safety and Security / Government of Canada
george.anderson@tc.gc.ca / Cel: 902-222-5965 / Fax: 902-426-6657 / TTY: 1-888-675-6863

Inspecteur de la sécurité maritime, Conformité et application du règlement
Transports Canada, Sécurité et Sureté Maritime / Gouvernement du Canada
george.anderson@tc.gc.ca / Cel: 902-222-5965 / Fax: 902-426-6657 / TTY: 1-888-675-6863

From: ATL TCMS Duty Officer - TCMS Officier de permanence ATL  
Sent: Thursday, February 14, 2019 8:49 AM  
To: VTS.Labrador <VTS.Labrador@innav.gc.ca>; ATL TCMS Duty Officer - TCMS Officier de permanence ATL <TCMSDutyOfficer-TCSMOfficierdepermanence@tc.gc.ca>; Balaban, Mihai <mihai.balaban@tc.gc.ca>; Stever, Ronald <ronald.stever@tc.gc.ca>; Cooper, Ches <ches.cooper@tc.gc.ca>; Whitelaw, Tywana <tywana.whitelaw@tc.gc.ca>; Grice, Simon <simon.grice@tc.gc.ca>  
Subject: RE: DEFECT REPORT

Good Morning MCTS Labrador,

Transport Canada Marine Safety (TCMS) notes the MV HAZEL MCISAAC presently reported leaking oil from the stern thruster. Please place a restriction from sailing on the vessel and advise the vessel of the following:

- Restriction in place on departing present berth.
- Measures to be immediately taken to prevent a further release of thruster oil into the marine environment.
- Confirm time when there is no further release.
- Master to inform vessel’s Class (LR) of this situation and have them attend to survey and provide recommendations.
Departure restriction to remain in place pending a review by TCMS of Class recommendations.

Regards

Captain George M. Anderson

Marine Safety Inspector, Compliance and Enforcement
Transport Canada, Marine Safety and Security / Government of Canada
gorge.anderson@tc.gc.ca / Cel: 902-222-5965 / Fax: 902-426-6657 / TTY: 1-888-675-6863

Inspecteur de la sécurité maritime, Conformité et application du règlement
Transports Canada, Sécurité et Sureté Maritime / Gouvernement du Canada
gorge.anderson@tc.gc.ca / Cel: 902-222-5965 / Fax: 902-426-6657 / TTY: 1-888-675-6863

---

From: VTS.Labrador [mailto:VTS.Labrador@innav.gc.ca]
Sent: Thursday, February 14, 2019 8:06 AM
To: Stever, Ronald <ronald.stever@tc.gc.ca>
Subject: DEFECT REPORT

GOOD MORNING,

AS PREVIOUSLY DISCUSSED OVER THE PHONE, THE HAZEL MCISAAC CALLED IN THIS MORNING FOR A DAILY CLEARANCE TO COMMENCE DAILY RUNS. THE VESSEL REPORTS A DEFECT THAT WHEN THE Stern THRUSTER IS STOPPED IT IS RELEASING 2-4L OF OIL AND WHEN RUNNING IT IS LOSING 3-5L OF OIL INTO THE WATER. CLEARANCE HAS BEEN DELAYED AT THIS TIME. VESSEL ALSO REPORTS THAT THEY HAD PREVIOUSLY REPORTED A DEFECT OF OPERATING ON ONE ENGINE.

PLEASE ADVISE,

Regards,

Labrador Coast Guard
709-896-2252
Hi Capt,

Approval obtained as below for Vessel to proceed to NewDock. Please be guided by Mr. Cooper’s e mail below.

Thanks and Kind Regards

---

From: Cooper, Ches [mailto:Ches.Cooper@tc.gc.ca]
Sent: 14 February 2019 09:02
To: [redacted]
Cc: Grice, Simon
Subject: RE: Hazel McIsaac- Stern Tube Oil Leakage

*** THIS IS AN EXTERNAL EMAIL: do not click any links or open any attachments unless you trust the sender and know the content is safe. ***

Permission granted to proceed. Please advise Master to update TCMSS upon arrival at Newdock.

Thanks.

Ches Cooper

Manager, Lewisporte TCC
A/Manager, Corner Brook TCC
Transport Canada, Marine Safety and Security / Government of Canada
7A Road to the Isles, Lewisporte, NL A0G 3A0

ches.cooper@tc.gc.ca / Tel: 709-535-0643
From: [Redacted]@ir.org
Sent: Thursday, February 14, 2019 8:59 AM
To: Cooper, Ches <Ches.Cooper@tc.gc.ca>
Cc: Grice, Simon <simon.grice@tc.gc.ca>
Subject: Hazel McIsaac- Stern Tube Oil Leakage
Importance: High

Good Morning Ches,

Reference below, appreciate if permission is granted to Vessel to proceed to NewDock, St.John’s for urgent repairs to deal with the Port thruster Oil leakage. Vessel to proceed in fair weather and at the discretion of the Master.

Thanks and Kind regards

From: MV Hazel McIsaac Long Island - Little Bay Islands
Sent: February 14, 2019 7:20 AM
To: [Redacted]@ir.org
Cc: Cuff, Greg; Hawkins, Darrell
Subject: Stern Tube Oil Leakage

Good Morning [Redacted] Developments since last message, the vessel appears to be loosing gear oil with the port shaft shut down or running, we have decreased the header tank level so as to decrease head pressure, the vessel will loose approx. 2 to 4 litres shut down and approx. 3 to 5 running. The shaft is still turning with the port engine off line while steaming. Because of design we cannot secure the shaft from turning according to Chief Engineer. The Chief Engineer have advised me that it was better to keep the Port Engine running and clutched in FORWARD so as to keep pressure on the seal. I am therefore informing our Departing that the vessel is taken out of service. The Department have informed me that I could leave for drydock St. John, NL as soon as conditions allow. Question, Do you need to get special clearance for me to proceed to St. John’s. I would like to leave as soon as possible so that the vessel is not trapped in Notre Dame Bay with descending Northern Ice.

Regards: DC.

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From: [redacted]@lr.org
Sent: Thursday, February 14, 2019 9:00 AM
To: MV Hazel McIsaac Long Island - Little Bay Islands
Cc: Hawkins, Darrell; Cuff, Greg
Subject: FW: Hazel McIsaac- Stern Tube Oil Leakage

Hi Capt,
FYI,

BR

[Contact Information]

CO2 Verifier: One simple way to comply with two regulations.

From: [redacted]
Sent: 14 February 2019 08:59
To: Cooper, Ches (ches.cooper@ttc.gc.ca)
Cc: Greene, Simon (simon.greene@ttc.gc.ca)
Subject: Hazel McIsaac- Stern Tube Oil Leakage

Good Morning Ches,

Reference below, appreciate if permission is granted to Vessel to proceed to NewDock, StJohn's for urgent repairs to deal with the Port thruster Oil leakage. Vessel to proceed in fair weather and at the discretion of the Master.

Thanks and Kind regards

From: MV Hazel McIsaac Long Island - Little Bay Islands
Sent: February 14, 2019 7:20 AM
To: [redacted]
Cc: Cuff, Greg; Hawkins, Darrell
Subject: Stern Tube Oil Leakage

Good Morning Ches,

Developments since last message, the vessel appears to be losing gear oil with the port shaft shut down or running, we have decreased the header tank level so as to decrease head pressure, the vessel will loose approx. 2 to 4 litres shut down and approx. 3 to 5 running. The shaft is still turning with the port engine off line while steaming, because of design we cannot secure the shaft from turning according to Chief Engineer. The Chief Engineer have advised me that it was better to keep the Port Engine running and clutched in FORWARD so as to keep pressure on the seal. I am therefore informing our Departing that the vessel is taken out of service. The Department have informed me that I could leave for drydock St. John, NL as soon as conditions allow. Question, Do you need to get special clearance for me to proceed to St. John's. I would like to leave as soon as possible so that the vessel is not trapped in Notre Dame Bay with descending Northern Ice.

Regards: DC.

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Good Morning.

Developments since last message, the vessel appears to be losing gear oil with the port shaft shut down or running, we have decreased the header tank level so as to decrease head pressure, the vessel will lose approx. 2 to 4 litres shut down and approx. 3 to 5 running. The shaft is still turning with the Port engine off line while steaming. Because of design we cannot secure the shaft from turning according to Chief Engineer. The Chief Engineer have advised me that it was better to keep the Port Engine running and clutched in FORWARD so as to keep pressure on the seal. I am therefore informing our Departing that the vessel is taken out of service. The Department have informed me that I could leave for drydock St. John, NL as soon as conditions allow. Question, Do you need to get special clearance for me to proceed to St. John's. I would like to leave as soon as possible so that the vessel is not trapped in Notre Dame Bay with descending Northern Ice.

Regards: DC.
Sent from my iPhone

Begin forwarded message:

From: MV Hazel McIsaac Long Island - Little Bay Islands <HazelMcIsaac@gov.nl.ca>
Date: February 14, 2019 at 7:22:48 PM NST
To: "Cuff, Greg" <GregCuff@gov.nl.ca>
Cc: "Hawkins, Darrell" <DarrellHawkins@gov.nl.ca>, "Walsh, Jack" <walshj@gov.nl.ca>, "Maddox, Miranda" <MirandaMaddox@gov.nl.ca>

Subject: Hazel McIsaac Status Report

Hi Greg, Hazel McIsaac arrived at Change Island at 7:00PM Feb. 14, 2019, Departure from Change Island Pending updated Forecast tomorrow morning, Will advise on Departure and ETA St. Johns tomorrow.

Regards: DC.
Good Morning Capt,

Just received.

Kind Regards

---

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---

Good Morning [First Name],

Developments since last message, the vessel appears to be loosing gear oil with the port shaft shut down or running, we have decreased the header tank level so as to decrease head pressure, the vessel will loose approx. 2 to 4 litres shut down and approx. 3 to 5 running. The shaft is still turning with the port engine off line while steaming. Because of design we cannot secure the shaft from turning according to Chief Engineer. The Chief Engineer have advised me that it was better to keep the Port Engine running and clutched in FORWARD so as to keep pressure on the seal. I am therefore informing our Departing that the vessel is taken out of service. The Department have informed me that I could leave for drydock St. John, NL as soon as conditions allow. Question, Do you need to get special clearance for me to proceed to St. John's. I would like to leave as soon as possible so that the vessel is not trapped in Notre Dame Bay with descending Northern Ice.

Regards: DC.

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Ok let me know the outcome.

Thanks

Sent from my iPhone

On Feb 14, 2019, at 7:51 AM, Cuff, Greg <GregCuff@gov.nl.ca> wrote:

Greg Cuff  
Director of Marine Services – Marine Services Division  
Department of Transportation & Works  
Government of Newfoundland and Labrador  
P.O. Box 97  
Lewisporte, NL  
A0G 3A0  
709-535-6210  
gregcuff@gov.nl.ca

Good Morning [REDACTED]. Developments since last message, the vessel appears to be loosing gear oil with the port shaft shut down or running, we have decreased the header tank level so as to decrease head pressure, the vessel will loose approx. 2 to 4 litres shut down and approx. 3 to 5 running. The shaft is still turning with the port engine off line while steaming. Because of design we cannot secure the shaft from turning according to Chief Engineer. The Chief Engineer have advised me that it was better to keep the Port Engine running and clutched in FORWARD so as to keep pressure on the seal. I am therefore informing our Departing that the vessel is taken out of service. The Department have informed me that I could leave for drydock St. John, NL as soon as conditions allow. Question, Do you need to get special clearance for me to proceed to St. John’s. I would like to leave as soon as possible so that the vessel is not trapped in Notre Dame Bay with descending Northern Ice.

Regards: DC.
Hi Dave, Departed Change Island at 14:00 LT, enroute to ST. Johns NL, ETA 05:00 LT

Regards: DC.
We have been looking into the shaft lines on the Grace and Hazel now for a couple years, Mark was leading that project. The vessels recommended speed was set at 1400 from 1600 on both vessels. The oil leak and the shaftline are likely unrelated as this would be present on both vessels. Mark has the history and can bring you and Jack up to speed on the progress. This needs to be documented in the program, Darrel best if you touch base with PM Mechanical on the issue rather than me being the contact and see what we need to order in the new fiscal.

Greg Cuff
Director of Marine Services – Marine Services Division
Department of Transportation & Works
Government of Newfoundland and Labrador
P.O. Box 97
Lewisporte, NL
A0G 3A0
709-535-6210
gregcuff@gov.nl.ca

From: Hawkins, Darrell
Sent: Thursday, February 14, 2019 11:18 PM
To: Cuff, Greg; Walsh, Jack; Flynn, Mark; Eveleigh, Patrick; Cuff, Brandon
Subject: Fwd: Hazel MacIsaac #4 Bearing Temp.

This oil leak is starting to sound like a bent shaft.

Darrell
Sent from my iPhone

Begin forwarded message:

From: "Walsh, Jack" <walshj@gov.nl.ca>
Date: February 14, 2019 at 11:05:41 PM NST
To: "Cuff, Greg" <GregCuff@gov.nl.ca>, "Hawkins, Darrell" <DarrellHawkins@gov.nl.ca>, "Flynn, Mark" <MarkFlynn@gov.nl.ca>, "Eveleigh, Patrick" <PatrickEveleigh@gov.nl.ca>, "Baker, John (TW)" <JBaker@gov.nl.ca>
Subject: Fwd: Hazel MacIsaac #4 Bearing Temp.

FYI
Sent from my iPhone

Begin forwarded message:

From: P.M.Mechanical<pmmehanical@EastLink.ca>
Date: February 14, 2019 at 10:36:16 PM NST
To: Jack Walsh <walshj@gov.nl.ca>
Subject: Hazel MacIsaac #4 Bearing Temp.

Good evening Jack
Hope all is well. Earlier this afternoon I received a telephone call from the Hazel informing me that the temperature on #4 bearing, Port side had increased to just over 100 degrees centigrade on the housing after running for two hours on the way to St. John's. I asked at what speed they were running and was informed they were running at full RPM. I told the Chief Engineer that the boat had at one point was supposed to limit the engine RPM to around 1400 rpm because of the excessive vibration on the #4 bearing which at 1600 rpm can exceed one inch per second. The ship had reduced speed to around 1300 rpm and the temperature began to drop. I called later this evening and the temperature had dropped to around 70 degrees centigrade. We are currently looking at ways to resolve the 2x vibration at full rpm and have currently got recommendations on a CV joint that would work in this application pending some measurements that have to be confirmed on the vessel as well as looking at modal analysis on the structure to see if stiffening the structure could resolve the issue.. I called Greg this afternoon actually before I received the initial call from the Hazel to discuss this issue but did not get in touch with him. It is recommended that the engine rpm be maintained around the 1300 area to keep temperatures below 85 degrees centigrade as if it runs above 100 degrees the grease will lose its viscosity and could cause bearing damage. The bearing temperature is usually higher than the temperature being seen on the housing so it should be kept below 100 centigrade. Will check in the morning to see how the vessel made out.

Regards

s. 40(1)
From: MV Hazel McIsaac Long Island - Little Bay Islands  
Sent: Friday, February 15, 2019 11:57 AM  
To: Walsh, Jack  
Subject: RE: Hazel McIsaac Status and Requested preparations upon arrival at St. Johns. NL.

Thanks Jack.

From: Walsh, Jack  
Sent: February 15, 2019 11:33 AM  
To: MV Hazel McIsaac Long Island - Little Bay Islands  
Subject: RE: Hazel McIsaac Status and Requested preparations upon arrival at St. Johns. NL.

Good Day,
I am going to forward your e-mail and ask them to respond to you.

Regards,

Jack (John) Walsh  
Project/Refit Coordinator  
Transportation & Works  
Marine Service  
GNL

Mobile: (709) 687-3480  
E-Mail: walshj@gov.nl.ca

From: MV Hazel McIsaac Long Island - Little Bay Islands  
Sent: Friday, February 15, 2019 11:13 AM  
To: Walsh, Jack  
Subject: RE: Hazel McIsaac Status and Requested preparations upon arrival at St. Johns. NL.

Hi Jack, Do you have any contact number/numbers with someone at Newdock that I can make contact with when I enter the traffic zone to put them on standby with this boom and to catch our lined, we should be getting up around there by 5:00am.

Regards: DC

From: Walsh, Jack  
Sent: February 15, 2019 9:45 AM  
To: MV Hazel McIsaac Long Island - Little Bay Islands  
Subject: RE: Hazel McIsaac Status and Requested preparations upon arrival at St. Johns. NL.

Good Morning Captain,
Newdock have been advised of your approximate arrival time and will have two men and a boat to put out the oil slick boom upon your arrival. You are to dock at #34 so that at proper tide your vehicles can be removed. Have a safe trip in and we will talk then.

Regards,

Jack (John) Walsh  
Project/Refit Coordinator  
Transportation & Works  
Marine Service  
GNL

Mobile: (709) 687-3480  
E-Mail: walshj@gov.nl.ca

From: MV Hazel McIsaac Long Island - Little Bay Islands  
Sent: Friday, February 15, 2019 9:18 AM  
To: Cuff, Greg  
Cc: Hawkins, Darrell; Cuff, Brandon; Walsh, Jack; Maddox, Miranda  
Subject: Hazel McIsaac Status and Requested preparations upon arrival at St. Johns. NL.
Hi Greg, Secured at Chang Island Ferry Wharf awaiting improve weather conditions to depart for St. Johns. Will update Jack Walsh on ETA. If New Dock cannot receive us and take us out upon arrival, we need to have dock crew on standby to erect a oil boom around the vessel.

Regards: DC.
From: MV Hazel McIsaac Long Island - Little Bay Islands
Sent: Friday, February 15, 2019 10:01 AM
To: Walsh, Jack
Subject: RE: Hazel McIsaac Status and Requested preparations upon arrival at St. Johns. NL.

Thankyou Jack, Will let you know when we depart and issue ETA.

Regards: DC.

From: Walsh, Jack
Sent: February 15, 2019 9:45 AM
To: MV Hazel McIsaac Long Island - Little Bay Islands
Subject: RE: Hazel McIsaac Status and Requested preparations upon arrival at St. Johns. NL.

Good Morning Captain,
Newdock have been advised of your approximate arrival time and will have two men and a boat to put out the oil slick boom upon your arrival. You are to dock at #34 so that at proper tide your vehicles can be removed. Have a safe trip in and we will talk then.

Regards,
Jack (John) Walsh
Project/Refit Coordinator
Transportation & Works
Marine Service
GNL

Mobile: (709) 687-3480
E-Mail: walshj@gov.nl.ca

From: MV Hazel McIsaac Long Island - Little Bay Islands
Sent: Friday, February 15, 2019 9:18 AM
To: Cuff, Greg
Cc: Hawkins, Darrell; Cuff, Brandon; Walsh, Jack; Maddox, Miranda
Subject: Hazel McIsaac Status and Requested preparations upon arrival at St. Johns. NL.

Hi Greg, Secured at Chang Island Ferry Wharf awaiting improve weather conditions to depart for St. Johns. Will update Jack Walsh on ETA. If New Dock cannot receive us and take us out upon arrival, we need to have dock crew on standby to erect a oil boom around the vessel.

Regards: DC.
Thanks so where are they holding for tonight?

Sent from my iPhone

On Feb 15, 2019, at 9:07 PM, Cuff, Greg <GregCuff@gov.nl.ca> wrote:

Fyi

Sent from my iPhone

Begin forwarded message:

From: MV Hazel McIsaac Long Island - Little Bay Islands <HazelMcIsaac@gov.nl.ca>
Date: February 15, 2019 at 9:05:42 PM NST
To: "david.guinchard@dfo-mpo.gc.ca" <david.guinchard@dfo-mpo.gc.ca>
Cc: [Redacted] <[Redacted]@hr.org>, "Cuff, Greg" <GregCuff@gov.nl.ca>, "Hawkins, Darrell" <DarrellHawkins@gov.nl.ca>, "Maddock, Miranda" <MirandaMaddock@gov.nl.ca>
Subject: Hazel McIsaac Status Report.

Good Evening Dave, for general information, the Hazel McIsaac did not get through the Hamilton Sound area today because of current Ice Pressure. Our vessel was under escort with the Earl Grey but abandon the attempt to get around Cape Freels. Ice Operations is forecasting that the pressure should come off the Ice Floe over the Weekend and that we may be able to navigate the Ice floe to open water. Please acknowledge if you get this email.

Regards: DC.
All information redacted on this page has been removed under s. 40(1)

From: Guinchard, David W <David.Guinchard@dfo-mpo.gc.ca>
Sent: Friday, February 15, 2019 9:15 PM
To: MV Hazel McIsaac Long Island - Little Bay Islands
Subject: RE: Hazel McIsaac Status Report.

Got it!

From: MV Hazel McIsaac Long Island - Little Bay Islands [HazelMcIsaac@gov.nl.ca]
Sent: February 15, 2019 8:35 PM
To: Guinchard, David W
Cc: greg.cuff@ir.org; Cuff, Greg; Hawkins, Darrell; Maddox, Miranda
Subject: Hazel McIsaac Status Report.

Good Evening Dave, for general information, the Hazel McIsaac did not get through the Hamilton Sound area today because of current Ice Pressure. Our vessel was under escort with the Earl Grey but abandon the attempt to get around Cape Freels. Ice Operations is forecasting that the pressure should come off the Ice Floe over the Weekend and that we may be able to navigate the Ice floe to open water. Please acknowledge if you get this email.

Regards: DC.

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