
	<p><b><i>THE FOGHORN</i></b> <i>The Newsletter of the Maritime Division of the Company of Master Mariners of Canada</i></p>	
<p><b>APRIL 2010</b></p> <p>Submissions to Tom Kearsy 5 Averill Street, Dartmouth, NS, B3A 2H1 <a href="mailto:Thomask@ns.sympatico.ca">Thomask@ns.sympatico.ca</a></p>		

*Any opinion or meaning you find in this newsletter is your own*

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***ANNOUNCEMENTS***

**NEXT MEETING  
2010 MARITIMES DIVISION  
33<sup>rd</sup> ANNUAL GENERAL MEETING**

**1900 WEDNESDAY 14 APRIL 2010  
MARITIME MUSEUM OF THE ATLANTIC  
(PLEASE NOTE MEETING START TIME  
ONE HOUR EARLIER THAN OUR TRADITIONAL 2000**

**FOLLOWING THE A.G.M. THERE WILL BE A TALK BY CAPT. ALAN KNIGHT,  
"AUSTRALIAN ADVENTURES - AMAZING ANECDOTES"**

**VACANCIES ON THE COUNCIL**

**THIS IS A CALL TO ALL MEMBERS OF THE DIVISION IN GOOD STANDING  
TO OFFER FOR A SEAT ON THE DIVISIONAL COUNCIL OR TO NOMINATE  
ANOTHER MEMBER FOR A SEAT. A MEMBER WISHING TO BE NOMINATED  
OR TO NOMINATE ANOTHER, SHOULD CONTACT THE CHAIRMEN OF THE  
NOMINATIONS COMMITTEE, CAPT. ANGUS McDONALD,  
TEL; 902-429-0644  
OR BY E-MAIL<[AR550@CHEBUCTO.NS.CA](mailto:AR550@CHEBUCTO.NS.CA)>**

**BATTLE OF THE ATLANTIC CEREMONY  
MERCHANT NAVY VETERANS CEREMONY**

*1100 hours Saturday 1 May 2010  
Maritime Museum of the Atlantic  
The Public is invited*

<b>MODEL MAKERS SHOWCASE</b>
Saturday, April 24 from 10 am - 5 pm Sunday, April 25 from 10 am - 4 pm Maritime Museum of the Atlantic

Nova Scotia Government take note: Maersk Line cut two billion Dollars – yes two billion US Dollars in costs in 2009 and plans to cut another 500 million US Dollars this year.

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***MINUTES OF THE  
PROFESSIONAL MEETING***

Council Meeting- Tuesday 9 March

In an experiment aimed to allow meeting flexibility, the Council met at noon in Alderney Gate the day before the main session. Capts Gates, Potts, MacAlpine, Gallagher and Connors were present which fell short of a quorum.

Nevertheless, Division business was progressed and new member applicant Cmdre Mark Sloan, RN (ret'd) was interviewed and accepted.

Main Session – MMA – Wednesday 10 March

At 1935, the Division Master, Capt Gates opened the meeting with 17 members present. Capt Angus McDonald was invited to introduce the evening's speaker, Capt Tom Kearsey. Capt Kearsey has considerable background and experience in lifesaving systems and proceeded with a presentation on the state of lifeboat safety today.

Capt Kearsey's formal presentation took over an hour and was followed by a number of questions. A précis of the session follows, reprinted with the kind permission of and thanks from the secretary to Capt McDonald.

After the lifeboat discussion, Capt Earle Wagner, well known for his work in honouring the memory of the wartime Merchant Navy Service, gave a brief update on discussions with municipal officials with regard to the possible relocation of the Sackville Landing Merchant Navy Memorial. Capt Wagner explained that although there is much municipal policy discussion on the placement of memorials in general, the Merchant Navy monument will likely remain on Sackville Landing for the foreseeable future.

Capt Gates closed the meeting at 2015.

LIFEBOAT RELEASE SYSTEMS; PROBLEMS AND SOLUTIONS  
Presentation to Maritimes Division of CMMC, March 10, 2010  
By Capt. Thomas Kearsey, Survival Systems Training.

SUMMARY

The speaker in his presentation, provided sources of the evidence of flaws (not a few were fatal) in modern lifeboat launching systems, citing, inter alia, studies by Oil Companies' International Marine Forum (OCIMF), U.K Marine Accident Investigation Branch (MAIB), Research and Reviews, a P & I Club's view and Canada's Transport Safety Board's investigations.

Capt. Kearsey has many years of experience in working with the complex modern lifeboat launching systems and aided by illustrations, detailed many of the problems found in the launching, release and operation of modern lifeboats.

Statistics from the above reports suggested that there were three basic causes of accidents:- DESIGN MAINTENANCE TRAINING

At a conference in Norway in 2007, the P & I Club, Gard S.A., pointed the finger of blame at manufacturers. Manufacturers responded with an accusation of crews poorly trained in the operation of release systems.

There are reportedly, 85 different hook systems approved for use in lifeboats. The lifeboats are physically tested but there is no test on its operability by a ship's crew.

Manuals, presumably supplied when the equipment was newly installed on board ship, may no longer be available to crews as ships change owners and crews. A manual may not be comprehensible to crews due to its language, quality of translation or its complexity.

The inquiry into the loss of the semi-submersible flotel, "ALEXANDER L. KELLAND" in the North Sea, 1980, when 123 died abandoning the rig in enclosed lifeboats which could not be released "on load". This resulted in eventual IMO action and the requirement that ships built after 1986 should be fitted with hook disengaging gear operable, "on-load" and "off-load".

Subsequently, there followed a series of lifeboat launching accidents on ships in ports during drills or lifeboat inspections. More crew members have been killed in such accidents than died in the "KELLAND" disaster.

In response to IMO's demand, manufacturers devised a variety of different solutions. In 1994 the OCIMF analysis of incidents in members' fleets, revealed that a clear majority occurred due to equipment failure or design faults. In 1996, the SOLAS requirement for "adequate protection" to prevent accidental or premature release resulted in a variety of "on-load" release mechanisms, some incorporating hydrostatic interlocks which our speaker described.

By whom are the lifeboat release systems approved? Have they been approved by Maritime Administrations of many Flag States? Why has there not been demanded, say by IMO, for a standardized system which must meet design and material integrity and be operable safely in an emergency at sea by persons not trained (passengers, rig workers, catering personnel) or those "familiarised" as may be required under STCW or a ship's SMS regime.

In force 2004, MSC's amendment to SOLAS Chapter III, Regulation 19, (emergency training and drills) allowed that during required inspections assigned crew need not be on board the lifeboat during its launching.

### SOLUTIONS - HOOK SYSTEMS

1. Our speaker suggested that there should be only three or four designs and operating systems approved.
2. The material of construction, e.g. stainless steel, should be standardized.
3. Parts should be self-lubricating as manual lubricating routine is either easily overlooked or not understood by crews.
4. Develop a fail-safe hook system.
5. Manufacturers responsibility not to end when equipment is purchased by user but (as in the automotive industry) manufacturers must be responsible for issuing safety notices to all vessels with their equipment and responsible for recalling flawed or failed products or parts.

### SOLUTIONS - MANUALS AND TRAINING

1. Fool-proof manuals to be available in several languages and supported by videos and DVDs dedicated to the systems on ships and to be used in training and maintenance.
2. If training for maintenance is required it should be available world-wide; Manufacturer to advise industry directly.

Are lifeboat accidents caused by poor training, poor maintenance or poor design?



In this boat the window faces the bow, the coxswain faces to starboard. The coxswain's right hand can not reach the wheel when s/he is strapped into the seat. Design concept, priceless!

The coxswain mounts the seat in this boat by placing the right foot on the peg then swinging the left leg forward & over the board. The red hook release handle must be lifted up then pulled towards the coxswain's knee. Unfortunately there is no one who can do this when they are strapped in

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## CAPTAIN FRANCIS MCARTHUR A TRIBUTE

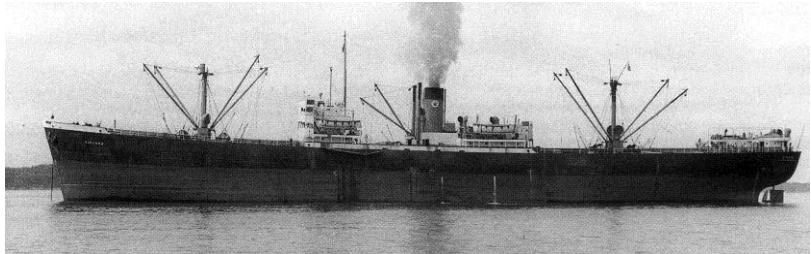
Some men leave their mark on the world by the way they live and the differences they make on the lives they touch. Captain McArthur was such a man.

He was of quiet demeanour but he was of a sterling character, the kind of man you'd be happy to sail with. By his death on March 26 '10 at his home in Chester Basin, Nova Scotia, the Maritimes Division lost a valued member who had provided wise counsel in many of our endeavours and who had contributed to the successes of our conferences and seminars. In discussions he had a knack of taking an objective view and providing seamanlike solutions. His sense of humour was never far below the surface.

His sea career seems to have reflected his character. He knew what he wanted to do and accomplished his goals by the most direct route and in the optimum manner. He was born in Dundee, a famous Scottish east coast port and from his school, he won a scholarship to the prestigious "outward-bound" college in Gordonstoun.

In 1954, he completed his four years as a cadet in two trips with Shell. He studied for 2<sup>nd</sup> Mate at the Navigation School in Dundee, passed and returned to sea with Burmah Oil where he knew he could rack up the required eighteen months watch-keeping service in one voyage then go back to Dundee for his Mate's Certificate. Two years sea-time was required between Mate and Master, so he returned to Burmah, did his two years on Articles, without leave, and came home to Dundee to take his Master's. I wonder if that is a record among Merchant Navy officers.

A master in a Hong-Kong shipping company, asked Frank to sail with him as his Mate - on a general cargo ship, Frank's first. After a year, Frank was given command in the company and the Chinese owner accorded him the privilege of having his bride with him; a honeymoon voyage. His Scottish fiancée Nancy, had flown out to Hong Kong where they were married. His first command was the "VINKON" which had been the "VINLAND" owned by Markland Shipping of Liverpool NS and originally the war-time built Park ship, s.s. "CHAMPLAIN PARK".



Captain Frank McArthur	The <i>VINKON</i> of Wallem & Co of Hong Kong. Wrecked by a typhoon 1.9.1962 in Tolo Harbour, Hong Kong. Scrap 1963
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A shore job in shipping was next on Frank's agenda and in March 1969 he arrived in Montreal to take up a management appointment with Federal Commerce & Navigation, the big Canadian international shipping company. In the early eighties he was involved with their subsidiary Seaforth-Fednav in the business of services to the East Coast off-shore oil industry. In 1990, Frank decided to switch from commercial work to government work and he joined the Transportation Safety Board and later transferred to Coast Guard's Ship Safety Branch in the Dartmouth Office, retiring in 2002.

Frank's sense of adventure never left him. He loved New Zealand and three years ago he arranged a trip to Stewart Island, a bird sanctuary south of the South Island. The next year he had a trip to Doubtful Sound, south-west of the South Island, discovered by Captain Cook. Early last summer he started training with a kayaking club along the Eastern Shore in preparation for his next adventure. He joined a small expedition ship and in the cold waters off the south east coast of Greenland he kayaked among the ice floes. Thence he sailed to Norway for more cold kayaking. That was the last of Frank's many adventures. In November he became ill. He had spells in Bridgewater hospital but was at home in Chester Basin when he died.

His watch is over and it was an eventful one. The values he practiced marked him as a true gentleman.

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Thirteen members and five wives plus three non-member master mariners and an old Fedcom friend of Frank's, Jimmy Murray from Montreal, attended the funeral. Alan Knight was the designated representative of Transport Canada, Marine Safety. Frank worked for them in the nineties. Graham McBride gave Frank the "sailor's farewell" ceremony, which the Chiefs and POs are reviving. A Bluenose dime is left on the chest (or urn in this case) to pay the ferryman taking the deceased across to the other side.

"Ring finished with engines, stand down the watch."

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### ***SHORT SNAPPERS***

- In May 1870 300 sailing vessels were counted in sight of the Lizard light at the mouth of the English Channel.

The 200 meter long cruise liner *LOUIS MAJESTY* encountered freak waves on her voyage along the Spanish coast from Barcelona to Genoa. Windows at the fore end of deck 5 were stove in resulting in the deaths of two passengers and the injury of 14 others.

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### ***NAUTICAL NEWS WEATHER AND SPORTS***

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#### ***PIRATES ON THE RECEIVING END – AT LAST***

The international anti-piracy patrol has determined that being Mr. nice guy (catch and release) is not the way to go. The policy now is to hunt down and destroy the mother ships. The mother ships are tracked from Somalia and when outside the fishing grounds they are taken and sunk with the pirate crews (oops, alleged pirate crews) landed on the Somali coast. They will be handed over to the Kenyan or Seychelles authorities for trial if there is enough evidence for a conviction. Convoys, reporting to the patrol (which a third of the 25,000 vessels that transited the area last year failed to do) and taking proscribed precautions are also being advocated by the authorities.

It has been estimated that the cost to the shipping industry over piracy is \$ 100 million US a year, excluding increased insurance costs. There are reported to be 1,500 alleged pirates working in seven groups for 'owners' in Kenya, Dubai and Lebanon. [Are shares traded?]

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#### ***SOME SAY UP – SOME SAY DOWN***

The marine media is full of predictions about the immediate great financial future of the shipping industry while others predict continued turmoil. Some are predicting increases in freight rates and cargo volumes, some are predicting a glut of tonnage which will keep rates low and increase the number of laid up ships. Others predict a shortage of qualified (how about competent?) officers and crew, a perennial topic. It is hard to decide where to put one's money for investment. Ship buildings are being cancelled or delayed while other owners are jumping in on the soft market.

Maersk Container Line lost \$1.9 billion US in 2009, yes billion, compared to a \$3 billion US profit in 2008.

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#### ***ITEMS FROM THE SHOE BOX***

##### **HISTORY REPEATS ITSELF!**

In the Chronicle Herald, April 22, 2007, a column by Lorna Inness, entitled "THAT WAS THE WEEK", reports that in the week of April 16-22, 1977, the provincial Auditor General's annual report had a recommendation to have better control over government spending and that he had found "unacceptable shortcomings" for the third year in a row. He called for, "immediate changes in long-standing buying practices" and the opening of sealed tenders as they were received, ahead of the closing date.

##### **HISTORY COULD BE REPEATED!**

There was also reference to the Yarmouth/Portland ferry which was to be taken up by the m.v. "CARIBE", a West German ship of 11,500 gt., offering a 10 hour crossing, with restaurants, cabins, casino, night club, swimming pool to add enjoyment to the trip and fares at a fraction of those charged by the "COSTLY CAT".

##### **MASTER MARINERS MENTIONED!**

Then there was a paragraph on our organization, (quote)," The Maritimes Division of the Company of

Master Mariners of Canada had been formed in November 1976 and by April 1977 numbered 45 members. Capt. Angus McDonald is Master, Capt. Paul Brick, Deputy Master and other executive members are; Captains, Edgar Gold, Bob Lee, Ken Moore, Ivan Herbert and Don MacAlpine. Among the Company's aims are "to provide men, qualified and experienced in the nautical profession who may be called upon to sit on commissions, committees or boards and to be available as consultants in shipping affairs". (unquote) THIRTY-THREE YEARS AGO.

Others in our current membership who were members when the Division held its first Annual General Meeting, September 7, 1977 are; Captains Charles Maginley, Archer Turnbull, Alan Stockdale, Jim Munro and Greg Spinelli. Our meeting was held in the Gunroom at the Naval Reserve's HMCS "SCOTIAN" on South Street, Halifax (opposite the IWK Hospital). One of our members, Capt. Peter Heathcote, was a Reserve officer. His being on duty on meeting nights saved us the duty officer's fee of \$15.00. We paid the Wardroom barman, \$25.00. From our first meeting as a Division, members put \$2.00 in the kitty which covered these expenses. This had been a Montreal custom. LLOYD'S USED TO MEET IN A COFFEE HOUSE!

An extra-ordinary meeting of the Divisional Council at the Piccadilly Tavern on Grafton St., was called on June 17, 1977 to approve the election of eleven master mariners resident in Newfoundland. Paul Brick moved and Don MacAlpine seconded their election as members of our Division and therefore, of the Company. This decision was communicated to the National Council in order that the Newfoundlanders' petition for Divisional Status would be considered by the Council at their meeting, June 21 1977. Divisional status was duly granted. The candidates' nomination fees were sent to Capt. John Thompson, the new division's Master, who had been a member of the Canadian Institute of Master Mariners which joined The Company of Master Mariners, Vancouver. COUNCIL QUARTERS – BY GRACE AND FAVOUR.

Council meetings were not held on general meeting nights and serious business could be attended to between 1930 and 2200 in comfortable quarters. Capt. Gold, then a law professor, accorded us the privilege of holding the meetings in the Dalhousie Law Faculty premises on Henry St. The meeting on Sept. 21, 1977, was the first since the Council was expanded from seven to ten members with the election of Captains Stockdale, Heathcote and Turnbull. Council heard a report of the regional MSAC meeting attended on our behalf by Capt. Peter Heathcote, then, a law student.

Master's examinations had been discussed, also, Transport Canada's proposed "Deep Sea Passage", a scheme to help "home trade" men qualify for "foreign-going" certification. Our view put forward by Peter, was that, "at least 12 months watch-keeping service on F.-G. Articles should be experienced before a candidate could be examined for a certificate as "Master Mariner". This "M.M." title was due to be introduced in Sept. '78. Council agreed to study the Ottawa proposals and IMCO's Code of Navigating Practices and Procedures and prepare a comparative report. Capt. Heathcote advised that the Division should send written briefs to Ottawa, with copies to delegates to the National MSAC conference. Council agreed to do this. The Divisional Master stated that he would telephone the National Master to inform him of our position. SOME FAMOUS AND RESPECTED MASTER MARINERS JOIN.

Another item on the agenda was the scrutiny of applications from worthy candidates such as; Captains, Paul Fournier, James Cuthbert, Bill Dancer, (CCG), Angus Campbell, (Imperial Oil), John Barkhouse, (DND/CAV), Murdoch Fudge (CN Marine) and John Samson (Principal, NSNI).

Under "Other Business" and on a lighter note, Capt. Gold suggested that our division hold a Christmas Party or, join with the Canadian Institute of Marine Engineers (CIME) in holding a Christmas dance. Eventually, we participated with the engineers in the annual Marine Ball.

The Division's first NEWSLETTER was produced in Sept. 1977. Items were assembled by Angus McDonald, typed by Edgar Gold's secretary, Mrs Thompson, and printed at the University. Addresses were typed by Angus's daughter, envelopes stamped "Printed Matter" using a rubber stamp borrowed from the engineers, then mailed to members, Head Office in Vancouver and the other divisions. It was labour-intensive in those days but with good collaboration it worked.

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TTFN