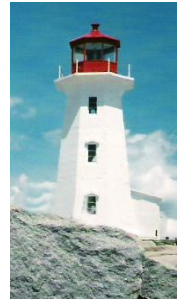




THE FOGHORN

*The Newsletter of the Maritime Division of the
Company of Master Mariners of Canada*

Submissions to Tom Kearsey
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*Any opinion or meaning you find
in this newsletter is your own

ANNOUNCEMENTS

NEXT MEETING

2000 Hours
12 JANUARY 2005
MARITIME MUSEUM
OF THE ATLANTIC

TOPICS

Phil Grandy; Consulting in Russia

Open session re :
CMMC Teleconference
Conference; Alan Knight
Seed Money for Conference
Web Site
Skills Inventory; For Boards Etc.
Newfoundland Division & CAMTI

ANNUAL DUES 2005

An increase in dues was adopted at the National AGM, \$10 for
Full and \$5 for Senior and Associate members

Full Membership \$125.00
Senior & Associate \$62.50

Senior members must be 65 years of age
as of 1 January 2005

Cheques should be made to Company of Master
Mariners of Canada and mailed to The Treasurer;
Company of Master Mariners of Canada, Maritime
Division; PO Box 315 Dartmouth; NS; B2Y 3Y5

MINUTES OF THE PROFESSIONAL MEETING

8 DECEMBER 2004
Armdale Yacht Club

We had a good meeting tonight at the Armdale Yacht Club. It was an open meeting, no formal speech-making. Capt. Ball asked the members if they would agree to our Division funding the installation of a wheelchair accessible door at the Maritime Museum. We have been meeting there, free, for at least 20 years, so there was no protest... "carried unanimously".

The other item that came up was about the National Council decision to ask each Division to do an inventory of nautical expertise because in the Company we have more knowledge of shipping and the marine industry than anyone else in Canada - or so we have been told by the National Master. Nobody said much when this was raised except one chap who is a consultant and sells his services. He was reassured that the Company was not interested in undercutting bona fide consultants who were in it for a living. Our participation would be more in the areas of regulatory or training program review, research into policy matters, appearing before commissions or serving on committees.

This will go out to all members in an e-mail, probably next week.

I read out a very amusing story which really put Nelson, before Trafalgar, in the modern context where nothing could be done because of regulatory restrictions imposed by OSH and other regimes. For example a man could not go aloft to look for the enemy because the ratlines were not safe and the ship's carpenter was not available because he was busy building a ramp to make the fo'cstle head wheelchair accessible. Nelson himself had received preferment from the Admiralty because of his disabilities, etc. etc.. The guys really got a kick out of that one.

Submitted by Captain A. McDonald

POET'S CORNER

THE SHOALS OF HERRING

Oh it was a fine and a pleasant day;
Out of Yarmouth harbour I was faring
As a cabin boy on a sailing lugger
For to go and hunt the shoals of herring.
Oh the work was hard and the hours were long,
And the treatment, sure, it took some bearing;
There was little kindness, and the kicks were many,
As we hunted for the shoals of herring.
Oh we fished the Swarth and the Broken Bank;
I was cook, and I'd a quarter sharing,
And I used to sleep standing on me feet
And I'd dream about the shoals of herring.
Oh we left the home grounds in the month of June
And to canny Shiel's we soon was bearing
With a hundred cran of the silver darlings
That we'd taken from the shoals of herring.
Now you're up on deck, you're a fisherman,
You can swear and show a manly bearing;
Take your turn on watch with the other fellows
While you're searching for the shoals of herring.
In the stormy seas and the living gales
Just to earn your daily bread you're daring;
From the Dover Straits to the Faeroe Islands
As you're following the shoals of herring.
Oh I earned me keep and I paid me way
And I earned the gear that I was wearing;
Sailed a million miles, caught ten million fishes:
We were sailing after shoals of herring.

Ewan MacCoil (1915 - ...) wrote this song in 1960, basing it on the life of a Norfolk fisherman, Sam Lamer. It was included in a documentary radio ballad, 'Singing the Fishing', by Ewan MacCoil, Peggy Seeger, and Charles Parker, and later issued on a record. The programme won an Italia prize and the song became widely popular, especially in Ireland, where it was quickly accepted into traditional circulation. It now has the feeling of a valediction, both for a man (Sam Lamer died in 1975) and for an industry.

Music to be found in *The Oxford Book of Sea Songs*; chosen & edited by Roy Palmer; 1986 ; ISBN 0-19-214159-7

Captain Donald Jeffrey Williams (CD), August 2, 1921 – November 21, 2004, Member and former Division Councillor, Maritimes Division, Company of Master Mariners of Canada

Capt. Williams passed away in the veteran's wing of Camp Hill Hospital, just over a week after being admitted. He had been hospitalized for some time before that in the QEII hospital.

Don first went to sea in Canadian Government Merchant Marine (CGMM), vessels. Early in World War II he was Second Officer in an Irving tanker, from there going into the Royal Canadian Navy, where he spent the duration as

Navigating Officer in Corvettes; HMCS Midland, Brockville and Canso, on the triangle run, New York, St. John's & Halifax.

After his wartime service, he served in Canadian Naval Auxiliary vessels, then in the Government Quarantine Service as Mate and Master. From there, he transferred to the Coast Guard as Assistant Coast Guard Rescue Officer. He retired in 1982, from Search and Rescue as Regional Manager.

Don was active in the RCNR, (H.M.C.S. Scotian) until 1960, retiring as Lieutenant Commander.

The Sunday, December 5, 2004 edition of the Daily News, headlined an article; "*Williams was search and rescue unsung hero*". It describes, how as regional manager, he organized a fleet of nine 44ft cutters operating out of ports throughout the Maritimes.

He was held in the highest regard, by those who had the opportunity to work with him, describing Captain Williams as one "who never bragged or was boastful".

Mr. Ken Curren, retired Regional Director of the Coast Guard, in talking about the in-shore rescue program and safe boating education program, set up and which was brought to the schools under Don's direction said "it's impossible to calculate the number of lives saved by these education programs and the work done during Captain Williams's tenure." I had a high regard for him said Mr. Curren, "he never lost his cool".

He was noted for his ability to stay with any project started, ensuring that it was successfully completed and had the quality of attention to detail in any of his undertakings.

Don enjoyed the outdoors, particularly time at his camp (shared with a cousin), located in a fairly remote location on an island in the middle of a lake in the Musquodoboit Valley area. He looked forward to days spent trolling for sea trout just off the Musquodoboit River. When it became necessary to replace his small boats, he built them in his garage, the finished product showed the careful craftsmanship he was known for and was as good as or better than those built by professional boat builders.

In addition to serving as Councillor to our Division, he was a member of the Royal United Services Institute and the Saint Vincent de Paul Society. He was a volunteer at St. Lawrence Church and the Halifax West Food Bank, showing up faithfully several times a week.

He will be missed by all of us who knew him.

Contributed by Captain J. Hurst

CAPTAIN FREDERICK W. MAUGER

The death of Captain Fred occurred on 22 December 2004. Fred served in WW2 and then with Western Union and then with the BIO until retirement in 1986. Fred was a great ship handler and could be a tough ship master when the need arose. I had the pleasure of sailing as his chief officer on *DAWSON*.

MARITIME NEWS WEATHER & SPORTS

ICE CAPABLE CREWS REQUIRED

Russian oil exports through the Gulf of Finland are expected to rise over the next few years. One prediction is for an increase from 12M tonnes to 65M tonnes by 2006. There are about 60 1A and 1B class ice ships in operation but another 120 are on order or intended for use in this trade. Assuming a crew of 20 and two crews per ship this would require 4,000 crew trained for operations in ice. Stena Bulk is concentrating its training on ice capable crews and masters. It takes as long to train someone to ice master level as it does to be a brain surgeon.

THE IMOVABLE OBJECT

An Antigua and Barbuda flag vessel, with Russian crew, named *ATHINA* collided with an unmanned offshore gas platform in the Gulf of Mexico. The vessel was damaged about the accommodation and had scrapes along the hull while the platform burst into flames. The platform, *HIGH ISLAND 207*, is located 17 miles from shore and the flames could be seen from shore in the early morning. Stand by vessels managed to put out the lower level fires but upper works smouldered through out the day. The USCG is trying to determine how the vessel had an allision [that American word again] with the platform.

I believe the *ATHENIA* mentioned above is the same one that had the lead mixed in the maize cargo mentioned in the October 2004 edition of *The Foghorn*. (Get the Lead Out)

LOW COST SOLLUTION

A year ago the ITF was in negotiations with FoC ship owners on crew wages. The owners wanted to reduce the \$1,300US per month package to \$817 US which is about the level of the ILO minimum. [Not sure of the outcome]

A ship owner's representative said, "There is no justification in applying such a high benchmark level to low cost of living countries such as the Philippines." He also maintained that the wage scale had no relevance to the law of supply and demand. The ITF representative countered, "Shipping is a global industry and a global standard must apply to wages." He also pointed out a ship earned an international freight rate regardless of where it was trading. The ITF also wanted a 40 hour work week before overtime started; the owners wanted 48 hours before overtime started.

Maybe the offices of the Register for FoC flags should have to be located lock stock and barrel in the country involved, with wages equal to the local norms. Another thought would be for the ship operators to also have their offices in the flag state under the same conditions as mentioned above. This requirement would either end FoCs or it would really reduce the operating costs of the company compared to that of reducing the crew's wages. Just a thought.

WHY DO THEY KEEP FALLING?

The Australian TSB has recommended that manufacturers of lifeboat and on-load release systems promulgate design changes to all vessels fitted with their equipment, as well as instructions on operation and maintenance. Three of four accidents to lifeboats since 1999 have involved the improper resetting and or maintenance of the on-load release hooks.

I have asked a well know manufacturer of lifeboats and representative of one of the well known hook manufacturers if there was a course covering the on-board maintenance of their hooks as set out in their manual. The answer was an emphatic "NO." How does one get 'trained' as required by the manufacturer if they do not provide the training courses? [The first witness for the defence is].

The maintenance manual requires that a mariner 'Remove the cover from the clevis pin; Clean off any dust / salt; Add any grease; Oil cables connections / rods; Move release handle several times and thereby release cables / cam pin; Make sure that operation is smooth; Add on oil and clean; Refit cover for clevis pin.' Nowhere in the manual does it indicate where or what the 'clevis pin' is.

Is it any wonder there are lifeboat accidents with these mechanical systems that require constant maintenance when there are fewer people on board to conduct the maintenance and no training available for those who may have to conduct the required maintenance?

ARE WE THERE YET?

The Marine Shipping Distance Table, the second mate's Bible when a quick ETA was required for some distant or obscure port for a proposal for a charter is to be revised. It has not been revised since 1976 so additional traffic zones and changes to existing traffic separation zones, requirements to keep clear of environmentally sensitive areas, deeper drafted ships and other national and international requirements have changed the routes vessels can use. Lloyd's List commented that, "How long it took to get from A to B was once a simple question. It is not now."

BEWARE - NAMES OF MASS CONFUSION

The National Geographic Magazine has renamed the Persian Gulf the Arabian Gulf in its newest atlas. In 1994 the United Nations officially announced that a specified stretch of water was to be called the Persian Gulf. Iranian officials have complained to the International Hydrographic Organization about this unilateral decision. The Islamic republic of Iran Shipping Line has renamed one of its bulk carriers *PERSIAN GULF PANAMAX* and Iran has barred National Geographic reporters and importation of the magazine in protest.

The magazine stated that it will continue to recognise 'Persian Gulf' as the primary name for the body of water in question but wanted people searching for the Arabian Gulf to be able to find it without confusing it with the nearby Arabian

Sea. [Why confuse them with similar names when Persian Gulf did just fine? Can we expect a Gulf of Texas within the next three years?]

POORING OIL ON TROUBLED WATERS?

The official Bahamas Maritime Authority report into the *PRESTIGE* sinking has been released. The conclusion is ‘the initial structural failure was the ship being struck by a large wave which revealed there was a source or sources of weakness in the structure of No 3 starboard wing tank.’ As these were not readily detectable using present industry survey, inspection and repair practices, the report recommends that these practices be re-examined to see where improvements can be made. BMA also recommends that a ship should not be refused entry to a place of refuge without careful consideration of alternative options and the consequences of the ship adopting these options. Another recommendation is that any decision by a coastal state to reduce the master’s ‘overriding authority and responsibility to make decisions with respect to safety and pollution prevention’ must be made clear to him and the degree of control left to his discretion spelled out to him.

The report concluded that there is no evidence as to what orders were disobeyed by Captain Mangouras, who had given them or with what authority. Captain Mangouras could not be blamed for the initial damage to his ship and he acted in a seamanlike manner during the severe weather before the incident and took the proper steps after the incident to alert shore authorities and to reduce pollution. After 51 hours of continuous activity assisting in the salvage operation, without properly prepared food, sleep or even a change of clothing, he and his chief engineer and chief officer were air lifted ashore. On arrival he was subjected to questioning by Spanish authorities until 0200 hours the next day. His detention beyond the initial court hearing appears to be in contravention of Article 73 of UNCLOS on the grounds that the size of the bail was unreasonable. The report states, “It would be unreasonable to blame him for either the initial damage or for the internal condition of the ship.” The report also states that, ‘Such actions by the Spanish (jail) ... is considered a violation of the master’s human rights.’

CALYPSO BAHAMAS BOUND

Jacques Cousteau’s ship, the *CALYPSO* has been purchased from the Guinness family by Carnival Cruise Lines for one Euro. She was built at Ballard Marine Railway, Seattle in 1942 as the *BYMS 26* (BYMS stands for British Yard Mine Sweeper, some sources have it as *BYMS 2026*) for the Royal Navy as a mine sweeper. She



sailed for the Mediterranean in February 1943 and was decommissioned in Malta in 1946. She was a car and passenger carrier for a short time then laid up in Malta. The ship was purchased by the Guinness family in 1950 and was loaned to Cousteau for his underwater photography and research work. The Guinness connection is not mentioned



in all the Cousteau related references. The vessel sank in Singapore harbour in 1996 after being hit by a barge but was raised and towed to France in 1998 where restoration was intended. Differences between Guinness and Cousteau’s widow frustrated this but now Carnival will spend \$ 1.3m US on restoring the ship for display in the Bahamas. Cousteau died in 1997 at age 87.

As Cousteau was known to say, “The sharks were very ferocious, so I sent Philippe down to photograph them.”

There were 130 of these BYMS vessels built of wood with twin screw and shallow draft. This made one very suitable for Cousteau’s needs. The *CALYPSO* was re-engined in 1986

SHORT SNAPPERS

- + Carnival Cruise Line stated it carries about 3 million passengers per year and it is rare for one to go missing.
- + At one point during the *ATHOS I* oil spill incident forty-four contaminated birds had been captured. Of these 25 had been cleaned, six were dead on arrival and seven died during treatment according to USCG.
- + Argentine and Brazilian warships were conducting joint naval exercises in the South Atlantic. An Argentine warship took things a little too seriously when it fired a live shell at the Brazilian frigate *RADEMAKER*, injuring four Brazilian sailors and an Argentine officer. Two were detained in a Rio de Janeiro hospital. The ship made it to port under its own power. [The report did not say how the Argentine officer was injured, was he on the Brazilian ship or did the Brazilian crew retaliate?]
- + A tug named *NESTOR* got into difficulty off the island of Gotland, Sweden. Five crewmen were evacuated from the grounded vessel but a 23 year old was unable to free him self from a toilet and died. [The accident investigation should

make interesting reading].

+ Kiribati, Serbia and Montenegro, Sierra Leone, Solomon Islands and Suriname have been removed from the US Coast Guard's 'Black List' Ships flying these flags will no longer be subject to heightened inspection criteria. Those still on the USCG 'Black List' are: Albania; Benin; The Democratic Republic of Congo; Equatorial Guinea, Guinea-Bissau, Liberia, Madagascar, Mauritania and Nauru. [I would have expected more]

+ There has been a rash of groundings in the Suez Canal in November.

+ Norway is looking to increase the number of Indian officers on its ships. Norway is already the largest employer of Indian seafarers.

+ Norway has taken delivery of a 74,500gt ferry, the *COLOR FANTASY*, so far the world's largest ferry.

+ Norwegian ferry operators are looking to flag out vessels

to the Faroes registry and replace Norwegian crews with crews from the Baltic States. [Good job ferry operations in Canada are not international voyages].

+ Ferry operators to / from Britain and Ireland are slashing employee numbers and or are looking to contract out manning requirements.

LEGAL LOCKER

CEO CONVICTED OF DUMPING

The 122,250dwt tanker *JUNEAU* was heading across the Pacific in 1999 after discharging a cargo of grain for relief agencies in Bangladesh. Five tons of fuel oil had got into the grain and contaminated 442 tonnes of it. The contaminated grain was pumped and shovelled overboard as the vessel crossed the South China Sea on its way to the USA. The American owners, Sabine Transportation, have been fined \$2million US after pleading guilty to charges of dumping. The chairman and CEO has been convicted of directing the dumping. He blamed corrupt and unreliable employees [why were they still in his employ if he knew this?] for the dumping which he claimed he knew nothing about. He did state he recalled rejecting one of four bids to pump out the grain in Singapore but could not recall any other conversations or communications regarding it. [Is it to be presumed it just 'went away']? If convicted he could face five years in jail and a \$250,000 fine. One of his 'corrupt and unreliable employees' reported the dumping to the US authorities on arrival in the US.

The ARCO *JUNEAU* was the first tanker to load North Slope crude oil at Valdez, sailing from there on 1st August 1977 and repeating the loading on the twentieth anniversary. In 1988 she struck the Carquinez Bridge in California

causing over a million Dollars worth of damage to it. On 31 December 1995 she was the 14,000th tanker to dock at Valdez. In 1997 she was involved in towing tests with a VorthSnider powered tug in the Straits of Georgia. On 19 January 1998 the vessel loaded her 579th cargo from Valdez, her last as she had reached her 'best before date' as a crude oil tanker. In 21 years and 4 months 18 days she carried 480 million barrels of oil from Alaska. A chief officer was charged with negligence in the death of a crew member who died while cleaning a tank. The 1974 built 120,000 tonner, the largest allowed into Valdez, was sold for scrap in 2001.

A SOLID CARGO

The Panamanian flag silo vessel *MARY NOUR* has been at anchor for over 116 days in a Mexican port. It has been told it can not unload its cargo of Russian cement. The vessel was arrested on about the 8 November 2004 but nobody is sure why. Some of the reasons for holding the vessel are suspicion of SARS among the crew and smuggling immigrants. These are just guesses as no official reason has been given. Most people believe that the Mexican company CEMEX who make, you guessed it, cement do not want the stuff let into the country and may be behind the delay and arrest of the vessel. [If the cargo has not been kept dry it may be difficult to unload].

PUFFING, POTTY & PETROLEUM PROBLEMS

US FINES ITS OWN

An unqualified mate on the tug *EVENING TIDE* has resulted in the largest fine for pollution levied in New England. The tug veered out of a channel and the barge it was towing ran into rocks in Buzzard's Bay in 2003. About 330 tons of a stick oil [no idea what this is but that is what was in the report], number 6, was spilt out of 13,600 tonnes on the barge. The oil washed ashore into a watershed area where migratory birds visit. The tug's owner, Bouchard Transport of New York were fined \$10 million Dollars US, \$7 million of it will be spent on the damaged wetlands. One million of the fine has been suspended provided the company complies with conditions in its probation that includes several remedial measures to prevent it happening again. [One million would go to pay the difference in wages between a qualified and unqualified mate for a very long time. It would also go a long way to assist personnel obtain their certificates.]

PIPE FOUND

A 0.9m diameter x 4.9m long curved pipe has been matched to paint scrapes on the hull of the *ATHOS I* that polluted the Delaware River in November / December. The pipe was found 213 metres from the Citgo terminal but where it came from or how it came to damage the ship is under review by the USCG. It is expected it will take months to get



answers to these questions.

FRENCH COURT ACTIONS CONTINUE

The 1971 built 3,455dwt tanker *PANAREA PRIMO* has been fined \$91,000 US for pumping out 22 tons of sunflower oil left from a discharged cargo. The slick was discovered while the vessel was off the French coast in the Mediterranean.

The 3,950dwt Italian tanker *NANDO* was spotted by aircraft with a 'silver slick' in its wake in May. The master stated the slick was sunflower oil but the prosecution have pushed for a EUR500,000 (\$ 666,000 US) fine, \$10,000 against the master. The ship was ordered to port and detained for a week until EUR500,000 bail was posted. The observer in the aircraft had not seen sunflower oil on the water before so may have been confused. The 1979 built ship has been sold and is now the *VINLANDIA* under the Panamanian flag.

The LPG tanker *GAZ VENEZIA* was spotted in June leaving a 13-km slick in its wake about 120 miles off Brittany on a voyage from Libya to the Netherlands. The French have requested a fine of \$320,000US with the owner paying 90% and the master the remaining 10%. The tanker was built in 1995 and is 7,515dwt.

A guilty verdict against the LPG tanker *MORITZ SCHULTE*

this was also ignored.

DECK LOG

The Christmas season is upon us and I think I have my new computer under control. The graphic program does not have the features of the old one to add captions to the graphics, rub out sections or clone in things from other parts of the graphic. Odd how 'new and improved' turns out to be 'less than before'.

My old computer (6 years old almost to the day) had a mechanical breakdown about two hours after I purchased the new one. I had backed up the files on CD Re-Wright discs which can only be read by the program that wrote them. The CD writer would not work so I took it to Future Shop and they took the hard drive and the CD writer out and they worked so I had them make disks with all the data so I could download it to the new machine. Needless to say some files in the old machine could not be read by the new one.

I had sent a copy of From The Bridge to work so while my home system was all messed up I could work on it there. Then the server at work went pffut and my machine there was one that had trouble getting reconnected to the new one. Then, for some reason, the computer at the printer would not delete the spaces that appeared in the printed copy (and possibly in some email copies). My computer showed a line that could not be deleted but no indication

CALL THE MATE



The mall car park as the Boxing Day sales are about to start

REMINDER ANNUAL DUES

**Full Membership \$125.00
Senior & Associate \$62.50**

Senior members must be 65 years of age as of 1 January 2005

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of a space appeared. Rather than delay distribution to correct this printing went ahead.

Then the email version of FTB bounced back from nearly all the west coast Shaw and Telus server addresses and some others so the printed edition was more numerous than usual. The printed version was also a sheet larger so the envelopes were overweight so additional stamps were required. It was not the easiest of editions to publish.

will be appealed. The prosecutor's evidence included a photograph placing the edge of the oil sheen well ahead of the vessel. The French had conducted an oil spill exercise in the area two days earlier that included the voluntary spilling of oil. The master requested oil samples be taken by the patrol craft that escorted the tanker to port but this was refused. The owners also requested samples be taken but