



**THE FOGHORN**

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

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

<b>NEXT MEETING</b>	
WHEN:	2000 Hours 8 SEPTEMBER 2004
WHERE:	MARITIME MUSEUM OF THE ATLANTIC
<b>* ANNUAL GENERAL MEETING * DIVISIONAL MASTER'S REPORT FINANCIAL REPORT ELECTION OF COUNCIL &amp; EXECUTIVES</b>	
<b>COCKTAIL PARTY</b>	
1800 to 2000 Hours Saturday, 31 July 2004 H.M.C.S. SACKVILLE Cash Bar & Munchies Please contact Tom Kearsey at 464-3500 or thomask@ns.sympatico.ca if you plan to attend so caterer can be advised on numbers	
<b>MASTERS OF THE SEA</b>	
An exhibit of paintings of sailing ships at the	

**Maritime Museum of the Atlantic  
&  
Art Gallery of Nova Scotia**  
From now until 6 September 2003  
Boarding Passes available at these locations  
or get a NS Museum Pass  
To all NS Museum sites & then pay at AGNS

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**TALL SHIPS PASSES**

Passes for the Tall Ships can be obtained for  
\$ 10.00 each from the Metro Centre Box Office  
or participating Sobeys Stores  
These passes are good throughout the visit of the  
Tall Ships.  
Passes obtained after the 28 July  
are good on the day of purchase only  
Access to the wharf is free  
Some ships may charge a 'boarding fee'

**MINUTES OF THE PROFESSIONAL MEETING  
12 MAY 2004**

**Maritime Museum of the Atlantic**

The objective of the meeting was to gather insight from members into how to 'Give the Canadian Coast Guard an Effective Role in National Security.' Captain McDonald used the recommendations in the Report by the Standing Committee on Fisheries and Oceans concerning the Canadian Coast Guard and its future as the basis for discussion. I have not included the recommendations from the Standing Committee's report but I am sure members can garner the gist of them from the comments made by members.

**NOTES AS TAKEN DURING MEETING**

- ◆ Transportation workers: improve and extend security background checks, an activity, which can not be accomplished by the government, as the other six items can.
- ◆ Failed merger of CG and DFO due to different structures and separate cultures.
- ◆ Establishment of SAR services one of the reasons CG was formed in 1962. Arctic sovereignty was another reason for CG's formation.
- ◆ CG chronically under funded - money to DFO but was the money allocated to CG adequate for CG's needs? Funding provided was not for security activities.
- ◆ No plan to separate CG from DFO according to the CG Commissioner.
- ◆ The CG Commissioner is now one administrative level higher than previously so has funding control that was not there before.
- ◆ Regulatory parts of CG (Office of Boating Safety for instance) have gone back to Transport Canada.
- ◆ CG Commissioner stated CG exists to support three of DFO's five mandates, 1: protecting marine and fresh water; 2: maintaining marine safety; 3: facilitate maritime and commercial and ocean development.

- ◆ Coast Guard also manages and operates DFO fleet.
- ◆ Can CG become a paramilitary force? RCMP responsible for the shoreline, RCN outside the 12 mile limit, as they can not legally do things inside the 12-mile limit. Request from RCMP for CG to provide a master and chief engineer to operate RCMP's new patrol boat. This is a 90-foot catamaran and RCMP does not want to manage or crew it, just use it as a platform as required.
- ◆ CG becoming a paramilitary force would require a cultural change / generation change. Department of Fisheries was forced to do this change twenty years ago.
- ◆ Legal use of deadly force would require training and the legal authority to use it, as well as the political support once it has been used.
- ◆ Support for families if crew killed / injured as a result of this change to use of force.
- ◆ Occupation Safety 2002; people involved to be trained to accept or refuse the risk during boarding in face of violence. CG trained to either support DFO or leave. DFO do the boarding themselves these days.
- ◆ Lack of direction given to CG from political / senior management levels.
- ◆ CG now has a large mandate (grew like Topsey). Aids to navigation; S&R; ice breaking were the traditional activities but 'war on drugs'; terrorism; illegal fishing; illegal immigrants have been added. Training and legislation to support these new activities is required.
- ◆ Parliament would make decision as to CG mandate. Commissioner has maintained CG is a civilian organisation and has to date resisted mandate creep. CG now has a roll in providing helicopters and ships in support of other agencies. If mandate is changed Commissioner would only accept it if resources to deliver the mandate are provided.
- ◆ Chartering in tugs for environmental protection such as towing disabled tankers.
- ◆ Major gaps in S&R in the Arctic, especially in regard to cruise liners.
- ◆ Charting of the Arctic, previously only government ships went there. Now commercial vessels pushing for hydrography.
- ◆ Coast Guard to be renewed as an independent agency.
- ◆ CG to report to Minister of Transport as MOT has lead role for maritime security. MOT also has responsibility for maritime traffic and CG has responsibility the safety of maritime traffic.
- ◆ Canada is a small country so has limited resources to provide for its coastal protection. Coast Guard does everything but guard the coast.
- ◆ White paper to determine CG mandate and then provide the resources and support for this mandate to be carried out.
- ◆ The security mandate belongs to who? Put everything into one organisation.
- ◆ Before CG the title was Canadian Marine Services. If it still was CMS would we be having this discussion?
- ◆ Should a Coast Guard Act set out the roles and responsibilities?
- ◆ Vulnerability of the Seaway, especially the locks. Army guards in place during WWII. Economic threats not a high priority.
- ◆ Intelligence gathering needs have priority over resources and infrastructure needs.
- ◆ New technology such as satellites and unmanned vehicles used for intelligence gathering.
- ◆ Funding for the mandate.
- ◆ Fleet renewal
- ◆ AIS is simple technology so can be used by terrorists (to identify the choice target).
- ◆ Offshore radar sees out 200 miles is now operational.
- ◆ Offshore patrol vessels capable of 25 knots
- ◆ CG given explicit authority to act on behalf of other agencies
- ◆ Some CG personnel carry out peace officer duty with appropriate training.
- ◆ Can it be done - should it be done - arming CG officers / arm ships? Should Coast Guard College be used to provide this training / all training.
- ◆ Unlicensed crew receive no specific job training and no specific security training.
- ◆ CG has 150 days to respond to the recommendations of the Standing Committee.
- ◆ Specialisation training not multitask training - specialised task ships, not expected to perform all tasks.
- ◆ Public perception of what CG does needs correcting. Captain McDonald was thanked for his efforts on behalf of the Division and the Company in this matter and for his lively moderation of the deliberations.

In other business those persons listed in the April 2004 Foghorn section of From The Bridge as having been interviewed have been accepted into the Division.

Submitted by Captain Tom Kearsey  
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**POET'S CORNER**

**THE COASTAL BOY**

By Wilbert Snow

The sea is forever quivering  
The shores forever still;  
And the boy who is borne in a seacoast town  
Is born with a dual will;  
The sun-burned rocks and beaches  
Inveigle him to stay;  
While every wave that breaches  
Is a nudge to be up and away

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**'MASTERS OF THE SEA'**

An exhibition of paintings of 'tall ships' opened at the Maritime Museum of the Atlantic and Art Gallery of Nova Scotia on 12 June 2004. The paintings are mainly from their collections and show a variety of ships and situations. The experts say the painters included much greater detail than was possible with the photographs of the time.

There were at least seven members that I spoke to at the opening, some accompanied by their spouses.

Ticket available at each location or get a NS Museum pass for all locations in the museum system & then pay at AGNS - great value for money.

The marine paintings are exceptional and well worth the price of admission to both locations. What things of beauty the sailing ships were compared to the right angle built ships of today.

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### CMMC MATTERS

On July 5 2004, two Newfoundland applicants for membership in The Company were interviewed by Capt. Ball, Divisional Master, Capt. McDonald, National Councillor and Capt. Patterson, member in St. John's. The two applicants are:

**Philip Bulman B.A. M.Sc.** who has an ON1 Certificate. Most of his sea-going experience was with Canadian Coast Guard, then he joined the staff of the Marine Institute, St. John's where he rose to a senior position. Presently he is with the Human Resources Dept. of the big international ship management company, V- Ships, which, incidentally, manages Canada Steamship Lines' domestic and international fleets.

The other applicant was **David Stone, Master Mariner and B.Sc.** He has been for many years with Shell International and is presently serving as Chief officer on a LNG carrier, and has experience in state-of-the-art ships. Between voyages he lectures at the Marine Institute.

The interviewers were very impressed with these candidates and are glad to put their names forward for acceptance as per By-law 6. The applicants' names are herewith posted for the information of members. After 30 days, there will be a vote on their membership by the Divisional Council.

It is hoped that Divisional Status may be granted the Newfoundland members at the Company's National Council meeting in Saint John NB on October 30 2004.

Capt. Kevin Flynn, who has been a mooring master at a Libyan oil terminal for several years has been appointed mooring master at a Chinese oil terminal. We wish him well and look forward to hearing about his new job when he comes on leave.

On July 8 2004, there was a National Council teleconference. Maritimes Division was represented by Capt. Ball, Master and National Councillors, McDonald and Duncan. There will be a report of this conference in "FROM THE BRIDGE". However, mention may be made here of three topics of particular interest to members.

A new membership category - "Affiliate" - has been proposed. The idea is to interest cadets at Canada's nautical schools in The Company as their professional association. When they obtain their first Certificate of Competency they will be eligible for "Associate" membership status. This would require an amendment to By-law 5 which could be done at the Company's AGM on October 30 2004.

There was a proposal that members should become involved in mentoring young seafarers which really means offering guidance in their careers. The councillor for Vancouver Island Division said that one of their members was on the Advisory Council to a nautical college on the Island. The Great Lakes Division takes an interest in the nautical school at Owen Sound. We do not have an officer cadet course in Nova Scotia, but Capt. Duncan offered to talk to high school students in the area about a career at sea. This is a good offer but mentoring

really requires contact between the mentor and the one being mentored and this really can only be done at sea. Members who are no longer at sea may be able to mentor officers studying for their certificates. Capt. Ball would be interested to hear from any member of the Division on mentoring. The subject will come up again at the next National Council meeting so we would like to have the Division's views on this proposal.

The other matter of interest to members was the Company Web-site. Capt. Tom Brooks of Capital Division, Ottawa, has put a lot of effort into setting up a web-site. Here is the address: [www.mastermariners-capital.ca](http://www.mastermariners-capital.ca) <<http://www.mastermariners-capital.ca>>. Members should check it out. However, there will be further discussions on this topic and ideas from members are welcome. It was good to hear that the National Treasurer did not think it would be too expensive if the Company were to hire the services of a webmaster.

Capt. Zaki a Newfoundland member who was Master of the old Newfoundland Division, has taken on the task of tracking down winners of Baugh Fund Scholarships since 1995. He intends inviting those whom he can contact to join The Company. This is a very good endeavour and Capt. Zaki is to be commended for his initiative.

Submitted by Captain Angus McDonald

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### OIL ON TROUBLED WATERS

Many years ago it was too rough to carry out oceanographic work from the *CSS DAWSON* so a jug of Mazola oil, with a pin prick hole in it, was streamed from the bow on the end of a long line. The oil slowly bubbled to the surface and, once spread out, prevented any breaking waves ahead of the ship. The jug lasted about five hours but a jug with two holes in it would last less than two hours, with no improvement in preventing the waves from breaking. *DAWSON* drifted stern first so was a good test platform for this unscientific experiment.

In years gone by lifeboats carried oil bags to spread vegetable oil to prevent seas breaking into the open boats. Storm oil and oil bags are no longer required but sea anchors are still carried, though the sea anchor is of little use to enclosed lifeboats as the boat continues to drift broadside on with the anchor from the bow. Some enclosed boats will ride with the wind on the quarter if the sea anchor is streamed from the stern.

Earlier this year the MEPC debated a Dutch motion to reclassify vegetable oil so they are treated as chemicals when carried by ship. If this is accepted then they will move from being a type 3 cargo to a type 2 cargo, a move which will put a strain on the availability of type 2 tankers because of this sudden increase in cargo seeking carriers. [Conversely there would be a glut of type 3 tankers causing a reduction in transportation costs of other type 3 cargoes].

A ship was recently fined in Vancouver for spilling rapeseed oil into the harbour. The pollution from a spill of, say, 15,000 tons of vegetable oil into a harbour or on a coastline would not be pleasant but is this reclassification necessary? Most class 3 tankers are reported to be double hulled.

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### SHORT SNAPPERS

- ◆ The British master who drove his dredger into Hythe pier while drunk has been sentenced to two eight-month custodial sentences to run concurrently. [Why bother with the second sentence?]
- ◆ Lloyd's Register's classed fleet reached an all time high of 13.8 million gross tons in 2003. The previous record of 113.7Mgt was reached in far off 1979. Over 75% of completions and transfers into class over the past 25 years has been tanker, bulk carriers and container ships.
- ◆ The car carrier *SEA TRUST*, 1983 built, 981gt rolled on her starboard side after the crew tried to extinguish a fire in a car. Presumably the fire went out when the sea came in.
- ◆ The John Brown shipyard on the Clyde is to be redeveloped with housing, retail, leisure, business complex with museums and educational facilities in the mix.
- ◆ Ferry traffic between Finland and Estonia declined from 1,529,500 persons from January to April 2003 to 1,429,000 in the same period in 2004. The Fins like to bring back the cheaper Estonian alcohol so maybe their drinking habits are in decline.

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### LEGAL LOCKER



### CAPE AFRICA DRAMA

Efforts to transfer oil from the bulk carrier *CAPE AFRICA* off the coast of South Africa have taken on an international aspect. A Dutch tug, *SMIT AMANDLA* and Russian tug *NIKOLAI CHIKER* are working

with the South African vessels *KUSWAG IV*, *SA AGHULAS* and *UMALUSI*. The plan is to transfer 1,900 tons of bunkers from the holed bulk carrier to one or more of these vessels. The hole - 20 metres by five metres - is in the port side of number three hold and is believed to have occurred in a storm. Bad weather hampered the oil transfer operation early on, the Russian tug getting a rope wrapped around its port propeller and having to return to Cape Town to have it removed. The oil was eventually removed and the vessel towed into False Bay, South Africa. A 'keep out' zone has been established around the vessel to keep observers at a safe distance during the operations.

The 150,000-ton *CAPE AFRICA* was built in 1997 and is registered in Taiwan. The master and crew were flown off the ship on 28 April and the ship was ordered to remain at least 120 miles west of Cape Town to prevent any oil washing ashore in South Africa. The *SMIT AMANDLA* was towing the *CAPE AFRICA*.

A 26 X 11 X 1.5 metre steel cofferdam was constructed with the intention of placing it over the hole and welding it in place. It would serve as a cover over the hole and provide structural strength for the vessel to complete its

voyage and discharge its cargo before going for permanent repairs. Attempts to place the structure over the hole were hampered by the swell, which caused the cofferdam to swing as the water sloshed into and out of the hole. The cofferdam punched a 20 X 20cm hole in No 2 double bottom tank after breaking cables and chains holding it in place. The cofferdam was dropped to the seabed to prevent further damage being caused.

The plan now is to remove 80,000 tons of iron ore and take the vessel into port for temporary repairs. A second cofferdam is being constructed for repairs to No 4 hold where frames have been tripped and plates indented.

One press photo of the bow of the *CAPE AFRICA* shows water draining down the hawse pipe, the sea level in the photo being just at the crown of the anchor. The caption reads, 'Water pours from a huge hole in the hull of the bulk carrier Cape Africa.' The article refers to structural damage in hold number three. [Where are the nautical advisors to the media?]

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### DIVISIONAL ANNUAL GENERAL MEETING

You are cordially invited to the Annual General Meeting of the Maritime Division of the Company of Master Mariners of Canada. The meeting will be held at the Maritime Museum of the Atlantic, commencing at 2000 hours on 8 September 2004.

The minutes of the last Annual general Meeting are attached for your review.

### MINUTES OF THE DIVISION'S ANNUAL GENERAL MEETING 10 September 2003

#### Maritime Museum of the Atlantic

A minute's silence was observed for four members who had crossed the bar in the last year.

There were 23 members and three guests in attendance when Divisional Master Michael Duncan opened the meeting.

The minutes of the 2002 Annual General Meeting which were Printed in the September 2002 and June 2003 editions of the *Foghorn* were reviewed by the Secretary, Captain Kearsey. Captain MacArthur proposed and Captain Knight seconded the minutes be approved. The motion was carried. There was no business arising from these minutes.

The Divisional Master's Report was read.

Captain Duncan pointed out this would be his fourth Report and related the various guest speakers and social activities the Division had hosted in the past year. The year had been a relatively quiet one compared to the year before when we hosted the National AGM and the "Safe Ships - Competent Crew" conference. Captain Wagner was recognized for his continued organization of the Battle of the Atlantic and Remembrance Day ceremonies at the Memorial on the water front. Captain McDonald was recognized for his work on the Foundation, the Baugh Fund and for his drive. Captain MacAlpine was recognized for keeping the Divisional Master fiscally honest and Captain Kearsey for keeping the Division in touch with the *Foghorn*. Captain Knight was recognized for his ideas and ability to put them into effect.

The Treasurer's Report was read by the Treasurer, Captain MacAlpine (reprinted in the August edition of the *Foghorn*). Captain Ball proposed and Captain McArthur seconded the Financial Report be approved. Motion carried.

The Treasurer requested approval to retain the financial company of NcNeil, Porter and Hetu who make up the financial statement. It was pointed out that they do not do a full audit but do review the financial transactions while making up the statement. A full audit would be more expensive. Motion proposed by Captain Himmelmen and seconded by Captain McArthur. Motion carried.

The work of the outgoing Council and Executive were acknowledged by those present.

Captain Angus McDonald had undertaken to find nominations for the Council and those seeking reelection as their term was expiring. It was pointed out that the By-laws limit the Council to a maximum of ten Councilors and the Divisional Master. The situation, Captain McDonald reported was as follows: -

- Captains David Carter; Richard Cobanli; Alan Knight and Donald MacAlpine are on the Council and their term had not expired so could remain on the Council
- Captains Darryn Debruyne; Michael Duncan and John Macdonald were on Council and were seeking reelection
- Captains Claude Ball; Philip Grandy; Raymond Hunt; John McCann and Barry Scott were proposed for election to the vacant seats on Council
- Captains Francis McArthur and Alexander MacIntyre were not seeking reelection to Council. Captain Andrew Allen had unfortunately passed away during the summer.

This put twelve (12) names for eleven (11) seats. Captain Knight tendered his resignation due to pressure of work. Acceptance of this resignation was regretfully proposed and seconded by Captain McArthur and Duncan. The motion carried with deep regret. Captain Knight's contribution to the Division and the Company over the years was acknowledged.

There were eleven (11) names for Council's eleven (11) seats. The Council was therefore elected as noted below.

Those members of the Council who were present were introduced and then met in camera for the election of the Executive positions.

The Executive and Council for 2003 - 2004 is as follows:

*Executive*

Divisional Master	Captain Claude Ball
Deputy Master	Captain John McCann
Secretary	Captain Thomas Kearsy (Ex officio)
Treasurer	Captain Donald MacAlpine

*Council*

Captain David Carter	Captain Richard Cobanli
Captain Darryn Debruyne	Captain Michael Duncan
Captain Philip Grandy	Captain Raymond Hunt
Captain John Macdonald	Captain Barry Scott

The National Council members are:  
Divisional Master Captain Claude Ball  
Past Divisional Master Captain Michael Duncan  
Captain Angus McDonald (Baugh Fund and Foundation)

The new Council was introduced and the watch was handed over to the new Divisional Master.

Captain McDonald was thanked for his efforts regarding the Council membership.

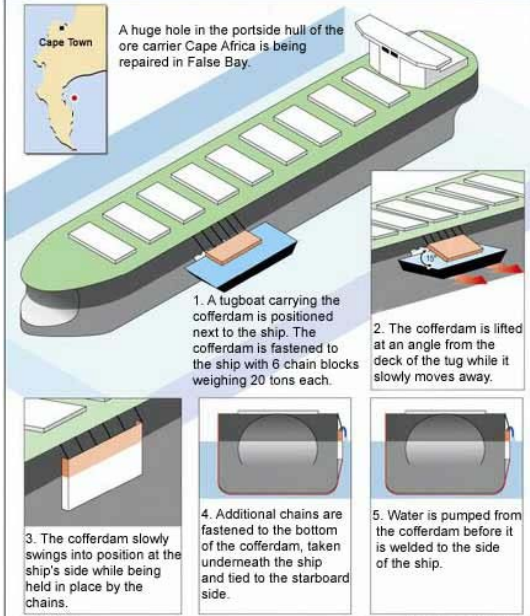
Respectfully submitted by Captain Tom Kearsy  
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**NOTICE OF THE  
MARITIME DIVISION  
ANNUAL GENERAL MEETING - 2004  
2000 Hours on 8 September 2004 at the  
Maritime Museum of the Atlantic.  
There are still good seats available on the  
Divisional Council, please consider putting  
your name forward for one by contacting  
Captain Angus McDonald at 429-0644.**

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**CALL THE MATE**

**REPAIRS ON THE CAPE AFRICA**



The proposal as to how the cofferdam was to be attached to the hole in the side of the *CAPE AFRICA*



The caption in the press read "Water poring from a huge hole in the hull of the bulk carrier CAPE AFRICA"

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**DECK LOG**

Without the dead line of the next meeting it is amazing how easy it is to put off publishing the next *Foghorn*. Things in the marine world have been a little quit of late with no items of water parting impact to report. The *Legal Locker* items appear to be getting more complex and greater in number of late. *From The Bridge* also saps some of the items from the *Foghorn*, the marine world is full of interesting little quirks and odd situations which makes it interesting.

By the time you read this, as someone once said, 'The political pack will have been shuffled but the jokers will still be in', either way.

The date of implementation of the ISPS Code will also be past. Unless there has been a miraculous typing / reading / approving / signing marathon by all involved there will be more ships and ports without documentation than those with. Will the world's commercial shipping grind to a halt, will the US ban all those without documentation, will they impound them for strict searches or sink them on sight? Or will it get the Nelson eye so the profits keep rolling in to every one but the mariners involved?

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**ISPS ALERTS**

Beware of car bombers  
Gangway watch OK but no net



**RULE OF THE ROAD**

