
	<p style="text-align: center;"><i>THE FOGHORN</i> <i>The Newsletter of the Maritime Division of the Company of Master Mariners of Canada</i></p> <p style="text-align: center;">APRIL 2011</p> <p style="text-align: center;">Submissions to Tom Kearsey 5 Averill Street, Dartmouth, NS, B3A 2H1 Thomask@ns.sympatico.ca</p>	
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Any opinion or meaning you find in this newsletter is your own

ANNOUNCEMENTS

<p>2011 MARITIMES DIVISION ANNUAL GENERAL MEETING 1900 Wednesday 13 April Maritime Museum of the Atlantic</p>
<p>MERCHANT NAVY VETERANS REMEMBRANCE CEREMONY <u>1100 Saturday 30 April</u> Maritime Museum of the Atlantic THE PUBLIC IS INVITED</p> <p>The Naval service is on Sunday</p>
<p>Professional Meeting In May A talk on the activities of the <i>Nova Scotia Sea School</i></p>

***MINUTES OF THE
PROFESSIONAL MEETING***

Royal Nova Scotia Yacht Squadron
Ash Wednesday 2011

In some contrast to the beginning of the Christian fasting period of Lent, the Maritimes Division gathered in the hospitable facilities of RNSYS for the March Meeting. At 1845, Capt Gates, the Division Master, welcomed 13 members into the dining room. Capt Gates gave an update on our Shipping and Environmental Issues Conference set for June 7th and 8th. This international conference which leads immediately into the Halifax IFSMA conference promises to be a major marine event.

At 2015 as dessert was served, Capt Gates called on Capt Chris Conners to introduce the speaker of the evening, David DeWolfe. Mr. DeWolfe's background is as a BIO oceanographer and hydrographer and although he was there to speak to us about Tides, more recently he has branched off into the sailing yacht qualification field. Currently, Mr. De Wolfe instructs locally in the Canadian Yachting Association's (CYA) yacht master program, having earlier qualified in the British Royal Yachting Association (RYA) system. What is significant here is that these qualifications have proved robust and have come to gain recognition commercially.

At 2030, reporting on contract work he recently undertook in support of Canadian Hydrographic Service, gave an overview of bringing Canadian Tide systems into line with the prevailing International Hydrographic Organization's (IHO) Highest Astronomical Tides/Lowest Astronomical Tides (HAT/LAT) Standard. Demonstrating that he clearly understood the practical side of the business, Mr. DeWolfe showed familiar diagrams, explained the unique Canadian circumstance whereby we experience all ocean cycles of tides on our three ocean fronts, and outlined improved methods of dealing with the challenging and dreaded secondary ports.

Mr. DeWolfe finished with a fascinating story of the mysterious Brodie Rock on the West Coast which, despite the meticulous work carried out by the British surveyors centuries ago, was recently found not to exist

Mr. DeWolfe's talk was far more comprehensive than can be recounted in these minutes so he left copies with the Division Master that are available on request.

At 2115, Capt Gates thanked our speaker and adjourned the meeting.

POET'S CORNER
SAILING ORDERS
Jill Tar

See the charts are at the ready,
Double check the courses.
Will the steering wheel hold steady
Through those strong gale forces?

Does the gyro compass check
With its friend magnetic?
Get a move on. Hit the deck,
Prove you're energetic.

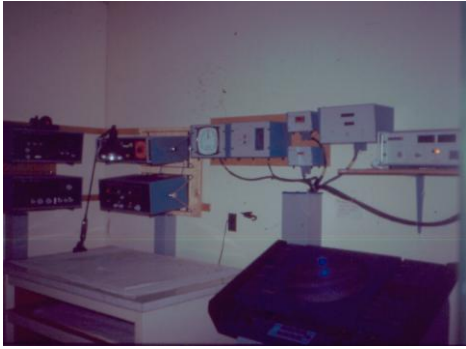
Check the lifeboat, check the raft,
Bustle all around.
Run up for'd, run down aft,
And did that echo sound?

Synchronize the clocks to-day.
Is the water stored?
Come again... what's that you say?
The hatches are secured?

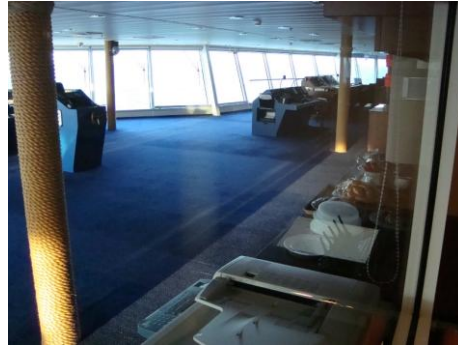
Are the signal lamps all right?
The steering gear O.K.?
Does every light shine clear and bright?
Will the anchor safely 'weigh'?

The jobs are done? That's great – that's
great;
Then quickly under way.
We'll miss the tide if we are late
In foggy Fundy Bay.

So engine room – it's "slow ahead"
And we'll pull out to sea.
For one thing, seadogs, must be said:
IT'S THE DARN BEST PLACE TO BE



Some may remember the 'own ships' of the Radar simulator at Pier 21



Wheel house or dance floor?



RUN! Charleston, SC Stevedores were physically fit back then



Man handling wood pulp bales into the wings in Charleston, SC. 1960s. Hard work lifting under the wings at the end of the day.



A deck load of wood pulp from Sweden to the UK in the 1960s.



MARGARET BOWATER leaving Holmsund loaded to the marks with wood pup

CAPTAIN PETER J. ADY - A TRIBUTE

The Maritimes Division lost a good man when Peter Ady died in a Halifax hospital on March 26, 2011. He had 82 years of an eventful life but latterly, he endured health problems. However, he devoted himself to caring for his ailing wife of over sixty years.

In 2001, five years after Peter retired from his position as Chief Registrar of Shipping in Ottawa, he came to live in the Halifax area and transferred his Company membership from Ottawa to the Maritimes Division and remained an active and valued member. Peter will be missed and well remembered.

Born in Scotland in 1928, his sea career started in 1944, when, after a cadetship in the Nautical College, HMS "WORCESTER", he got his sea time in with the tanker fleet of the Athel Line (United Molasses Co. Ltd.). With his new 2nd Mate's Certificate, he joined P & O Company and served with them until he passed for Master F-G. in 1954. He spent the next five years working in East Africa, sailing on ships in passenger/cargo service on Lake Victoria and even spent some time as an assistant Game Warden in Kenya. In 1959 he decided to resume his deep-sea career and served for five years with the South Africa Marine Corporation (SAFMARINE). In 1964 he joined Black Star Line of Ghana, sailing in the West Africa trade for two years. In 1966 he and his wife decided to emigrate to Canada and they, with their two children, set up home in Saint John NB.

Peter served as Master in Kent Line tankers, but in 1969, he moved to Montreal where he worked ashore in the shipping industry. In 1972, he returned to Saint John to operate, as President and General Manager, a new service to St. John's, with two ships converted as automobile carriers. At that time there was a Ford assembly plant in Saint John. When this service ended, Peter joined Irving's Kent Line, first on the ships, then as Personnel Manager. In 1979 he joined Transport Canada and was appointed Chief Registrar of Shipping in Ottawa. He found this to be a very interesting job which entailed representing Canada at several United Nations conferences and at IMO as certain conventions were being prepared for implementation.

Peter had been an advocate for recognition by the Government of Canada of Merchant Navy veterans and we thank him and others for the recognition we enjoy today.

A real gentleman has crossed the bar and now is at peace



Captain Ady after laying a wreath at the Cenotaph in Ottawa

NAUTICAL NEWS WEATHER AND SPORTS

RULE OF THE NAUTICAL ROAD

As a public service to those men who have made the fruitless search for the correct answer to that "unanswerable question" that characterizes the 'Rule of the Road' examination at Transport Canada examinations, we have include the correct answer. We hope that it will release some of the frustrations of those who have had the misfortune to have already taken the course and that its public exposure will render it useful for those whom the subtle beauty of the course is still in the realm of the future tense.

And the answer, please.

“A nuclear-propelled attack garbage barge when underway but not making way upon international waters and when towing or pushing ahead more than seven but not more than ten water-skiers shall carry where it can best be seen but not above the gunwale, a white light so constructed as to show a red light over an arc of the horizon of two degrees, and so fixed as to show the light from right forward to right aft the midships Vang post topping lift winch support connecting corrector, so however not to be visible at all. In border line cases, the jurisprudence rule shall apply except where a definite decision must be made, in which case a fine of note close to \$ 500 shall be levied against whomsoever shall be left afloat. Under no circumstances shall a white light be shown inside a red light unless of course the white light is inside a blue flashing light or the red light is opposed to a green light without the blue light underneath a white light in which case the vessel should drop the pilot and proceed immediately to sea unless she is a seaplane in which circumstance she should go full astern and sound three blast on her steam whistle.”

WORLD HAS LOST CONTROL OF PIRACY

In the fast changing world of piracy and diplomacy there are now reported to be 800 mariners held hostage by alleged pirates. Two have been killed recently and another drowned while others are routinely threatened with death. Torture is also being used to press their demands for cash. Keelhauling has been used. “The world has lost control of piracy,” according to ITF seafarer’s section chair, David Heindel.

The ITF is considering a boycott of the Gulf of Aden, Arabian Sea and the wider Indian Ocean. With over 40% of the world’s seaborne oil movement passing through this area such a move would have grave economic effect. On the other hand the cost of piracy is estimated to be seven to twelve BILLION Dollars per year so stoppage for a day or longer must be weighed against this ongoing and escalating cost.

What responsibility does the owner have for the safety of the crew? Would a seafarer’s death by piracy constitute corporate manslaughter as the owner put the seafarer into harms way? Do wages continue while the seafarer is held hostage? What medical and psychological assistance is provided to family and seafarer during and after being held? Are costs incurred by seafarers to attend the trial [if any. Ed] of alleged pirates covered by someone other than the seafarer?

ENGLISH TASTY TREATS

A councilor for Dudley in the UK has been censored for ‘offensive language’ in a blog (or is it a twitter?) between his good self and another person, although he did not tweet or blog the offending word. There is a Black Country dish named a faggot, which is offal (it may also be awful). Apparently the US security software being used in Dudley picked this up as being an offensive word.

In another food related matter the EU has proclaimed the Cornish pasty a dish that can only be called by that name if it is made in that county. It joins such other culinary delicacies as Melton Mobery Pie, Arbroath Smokies, Parma Ham, champagne, Kentish Ale and Cornish clotted cream which can only come from the place named. Who would have guessed the UK cuisine would outstrip the combined epicurean delights of the continent.

SHORT SNAPPERS

- A primary school in Liverpool, England, is only allowed to use sponge balls for football (soccer). The health and safety department stated it has safety as a ‘top priority’ to protect the children. From what, one may ask, are they being protected?
- The International Transport Federation represents 201 maritime trade unions and 720,000 seafarer’s world wide. Even with that clout piracy and criminalization continues to grow.
- Some comments I have heard about the election. Elections are like shuffle a pack of cards, unfortunately the jokers have not been taken out. Elections and changing diapers are done for the same reason, one, however is done too often and the other not often enough. At least the election gives us a home grown disaster to worry about.

SOME COMMENTS ON AUSTRALIAN HOSPITAL CHARTS

- She has no rigors or shaking chills, but her husband states she was hot in bed last night.
- Patient has chest pains if she lies on her left side for over a year.
- On the second day the knee was better and on the third day it disappeared.
- The patient has been depressed since she started seeing me in 1993.
- Discharge status: Alive but without my permission.
- Healthy appearing decrepit 69 year old male, mentally alert but forgetful.
- The patient refused autopsy.
- The patient has no previous history of suicides.
- Patient has left white blood cells at another hospital.
- Patient had waffles for breakfast and anorexia for lunch.
- She is numb from her toes down.
- While in ER she was examined, X rated and sent home.
- The skin was moist and dry.
- Occasional, constant infrequent headaches.
- Patient was alert and unresponsive.
- Rectal examination revealed a normal sized thyroid.
- He stated he was constipated most of his life, until he got divorced.
- Both breasts are equal and reactive to light.
- Examination reveals that he is circus sized.
- The lab results indicate abnormal lover function.
- The patient was to have a bowel resection. However he took a job as a stock broker instead.

CALL THE MATE



CSS MAXWELL anchored for'd and tied to a tree aft pumping in fresh water from a stream in Labrador



LAKE ONTARIO in the Great Lakes

TTFN