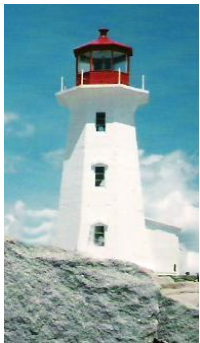




THE FOGHORN
*The Newsletter of the Maritime Division of the
Company of Master Mariners of Canada*



APRIL 2009

Submissions to Tom Kearsey
5 Averill Street, Dartmouth, NS, B3A 2H1
Thomask@ns.sympatico.ca

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

ANNOUNCEMENTS

NEXT MEETING 2009 MARITIMES DIVISION ANNUAL GENERAL MEETING
2000 hrs Wednesday 08 April 2009 Maritime Museum of the Atlantic (THIS IS A CHANGE FROM OUR TRADITIONAL SEPTEMBER AGM)
ARCTIC SEMINAR
Tuesday afternoon and all day Wednesday 21, 22 April 2009 Dalhousie University The price is right
MERCHANT NAVY VETERANS REMEMBRANCE CEREMONY
Battle of the Atlantic Saturday 1230 hrs SATURDAY 2 May 2009 Maritime Museum of the Atlantic Note this is Saturday so other ceremonies can be attended on Sunday
CHIEF EXECUTIVE, NAUTICAL INSTITUTE IN HALIFAX, APRIL 18 - 22, 2009.
Eleven members of the Nautical Institute are also members of the Maritimes Division, two are in the Fundy and two are in the Newfoundland Divisions. The Institute's Chief Executive, Philip Wake M.Sc., RD FNI, (a former Ellerman's man who has sailed to Eastern Canada) is coming over from London to meet N.I. members and to attend our Division's seminar, "ARCTIC SHIPPING; PLANNING FOR EMERGENCIES" which will be held at Dalhousie University, Halifax, April 21/22 2009. A meeting of Institute members and others interested is being planned for Sunday, April 19, 2009, possibly at the RNSYS Club over lunch or dinner. N.I. members will be contacted to confirm arrangements.
GENERAL SECRETARY OF IFSMA TO ATTEND SEMINAR
General Secretary of IFSMA, Capt. Rodger MacDonald, will be attending the Seminar. He will arrive from London on Monday April 20 and depart, night of the 22nd. Our National Master, Capt. Peter Turner will be meeting him when he arrives.

MINUTES OF THE PROFESSIONAL MEETING

Council Meeting

At 1915, four Council members and the secretary convened in the Small Craft Gallery. There was not a quorum present. However, the Division Master worked through the agenda as follows:

Membership - Capt MacAlpine reported that 60% of dues were paid to date.

Arctic Seminar - Capt Calvesbert reported that the schedule for the seminar was in the final stages and that sponsors were in place. Additional detail should appear in the April FOGHORN issue.

National AGM Halifax - Capt Gates updated the Council on plans for the National AGM to take place here in October. This looks to be a very worthwhile event with lots of opportunity for Maritimes Division members to take part. Details will appear in later FOGHORNS.

National Telecom - Capt Calvesbert advised that the national teleconference meeting would take place the next evening and advised councilors of the current issues.

Battle of the Atlantic (BOA) Merchant Navy Remembrance Ceremony- This ceremony that had been run since the early 90's by the CMNVA and taken over by CMMC two years ago will be carried out on Saturday, 02 May as opposed to the Sunday earlier announced. As experienced last year when a large Veterans Affairs contingent visited Halifax for the 65th Anniversary of the BOA, Saturday avoids conflict with the Sunday, main Navy ceremony at Point Pleasant Park while taking advantage of the larger Saturday crowd in the Museum.

The Council meeting concluded at 1955.

General Maritimes Division Session – Navy Anti Piracy Presentation

At 2010, after additional members had gathered for the main session making up 12, Navy Commander Chris Dickinson delivered a most interesting presentation on anti-piracy operations in the Indian Ocean. Last fall, Cdr Dickinson commanded Canadian frigate HMCS Ville de Quebec during a three-month operation to see UN World Food Organization shipments safely along the dangerous African coast from Mombasa, Kenya to Mogadishu, Somalia. This shuttle, escort tasking resulted in seaborne delivery of foodstuffs to that civil war-torn country that alleviated much suffering.

With photos of his ship, sailors, his cargo ships, and a perceptive commentary on the military and political issues, he gave a practical and detailed overview of the escort work. He noted the different methods necessary to handle the four cargo vessels from different countries and the working details of putting armed Canadian sailors aboard these ships as part of the escort security operation. He also explained technical challenges in keeping his frigate operationally ready.

Cdr Dickinson concluded by suggesting that here was a modern situation that harked back to the roots of navies 300 years before in providing security from pirates for commercial shipping.

Calvesbert thanked Cdr Dickinson with a certificate of appreciation and the meeting concluded at 2100.

NOMINATION COMMITTEE REPORT

On Sept. 10, 2008, Divisional Council passed a motion to move the date of the Division's Annual General Meeting from the second Wednesday in September to the second Wednesday in April. This was to ensure that the Division complied with the by-law which requires a division's AGM to be at least 30 days before the national AGM, which is held early in October. Also, an April meeting will review the division's financial statement just over three months from the year end rather than nine months. New officers and councillors will have time to settle into their duties before having to consider issues which should be brought before the national AGM and the national council meetings at that time.

Divisional councillors whose two year terms expire in September 2009 have agreed to have their terms extended until the Division's AGM in April 2010.

The by-laws allow councillors at the end of their terms to re-offer their services. The Nominations Committee has verified that the six councillors whose two year terms are up in September have agreed to extend. Members at the AGM on April 8 2009 will be asked for their approval. At this meeting, there will be a call for "any other nominations" to council.

Capt. Don MacAlpine, our trusted treasurer for many years has a treasurer-elect in Capt. Bill Denton (a Halifax pilot) who, when he returns from vacation, will be introduced to this very important position. The Division and the National Treasurer in Vancouver, commend highly, Capt. MacAlpine for his dedication and care in handling the Division's finances.

Capt. Angus McDonald,
Chair, Nominations Committee

POET'S CORNER

Continuing with the oceanographic sciences to Gilbert and Sullivan's "I am the very model of a modern major-general." The first two and last two lines are sung while the intervening lines placed in quotation are spoken.

GEOPHYSICS

I am the model of a modern geophysicist.
 The earth is like a crystal ball and I am like a mysticist,
 From looking at the outside I can see its inner mystery,
 And tell you everything about its past and future history.
 "The sediments are shifting and the mountains uplifting;
 The valleys they are rifting, and the continents drifting;
 And remember that."
 The timeliest anomaly is newsworthy most totally,
 In written form or vocally, both nationwide and locally.

MEMBERSHIP RENEWAL

Full Membership	\$140.00
Senior Membership (65 years of age as of 01.01.2009)	\$ 70.00
Associate Membership	\$ 70.00

Voluntary donations to the Baugh Memorial Scholarship Fund or the Company of Master Mariners Foundation may be included with your payment.

Please make your cheque payable to **The Company of Master Mariners of Canada** and mail to **CMMC, Maritimes Division, PO Box 315, Dartmouth, NS, B2Y 3Y5**

To keep the Company records up to date, please advise of any changes in your mailing address, telephone number, or e-mail address by contacting the **Treasurer/Membership Secretary** at the above address or phone **(902) 435-3578**, fax: **(902) 435-7539** or e-mail: don.macalpine@ns.sympatico.ca

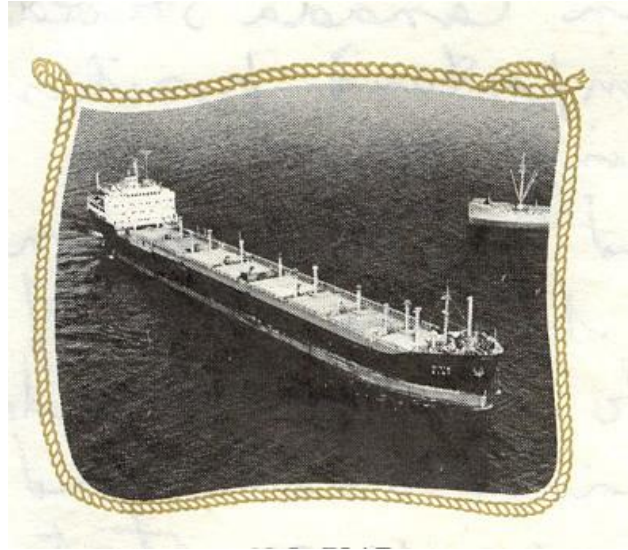
MARINE NEWS, WEATHER & SPORTS



A JUDO-CHRISTIAN PASSOVER AT SEA.

I the crew's messroom of the Israeli freighter "Elat", the multi-national crew formed a circle, joined hands and danced a traditional Jewish dance, the "Hora". It was the grand finale to our seder, the ceremonial meal taken on the night before Passover or, in Hebrew, Pesach.

The ship, owned by Zim and flying the Star of David national ensign, was not commanded by a master with a typical Jewish name but, a Scotsman, Angus McDonald. On April 4 1966, at anchor outside the port of Tampa waiting to load a cargo of phosphate for Montreal it was a good opportunity to celebrate Passover, although only one third of the crew were Jewish. I told the Israeli Chief Steward to ensure there was no unleavened bread; to have matzos and other traditional elements to go with the seder.



The ELAT; Built 1960; 19234 tons; 676 feet long; 74 feet wide; 16 Knots

With just the minimum of crew members on watch, we gathered in the crew's big mess-room for the traditional feast. Although our Israelis were not of a religious bent, they knew the custom of the seder from childhood. The 2nd Engineer was the most senior of the Israeli crew so he read, in Hebrew, from the Haggadah. A junior Israeli seaman asked the traditional question, "Why do we do this each year? The answer was, a recounting of the deliverance of the Jews from bondage in Egypt.

After the feast, there was a call for singing and someone in the crew asked that the officers set the tone. The Australian navigating officer got up and sang "Waltzing Matilda", the Italian Chief Engineer sang "O Sole Mio", the Spanish Chief Mate, self-consciously warbled a couple of verses of a Spanish song. A junior engineer solved my problem by suggesting I sing, "I Belong to Glasgow", an easy ditty, calling more for mime than vocal skill.

After hearing a couple of songs in Hebrew, I invited the crew to charge their lasses, with Israeli wine of course, and toast, "The State of Israel", before we launched into the finale - the jubilation of the traditional Hora! It was good fun.

To round off the evening, I had ordered a launch to come out at 2000 for crew members who wished to go ashore. I had learned from experience that Mediterranean crews could usually be relied upon to return to the ship, happy, reasonably sober and on time, unlike British crews I remembered.

Four months before this event, the Company had flown my wife and three children to Israel, so that we could have Christmas together, at sea aboard one of their smaller ships taking potash from Haifa to Antwerp. generous gesture indeed, much appreciated and not forgotten.

This year Passover is on April 9 and Easter Sunday is April 12, that is, the first Sunday after the first full moon following the vernal equinox.

SHORT SNAPPERS

- Captain Woodes Rogers set sail in command of five British vessels to suppress piracy near the Bahamas; the date was 11th April 1718. He most likely had sweeping powers to deal with the vessels he encountered conducting this trade as well as dealing with the people on these vessels. Here we are nearly 300 years later and governments send war ships with no teeth to stop piracy in another part of the world.

OWNER CONVICTED

The *AL SALAM BROCCACCIO 98* sank with the loss of over 1,000 lives in 2006. Last summer the trials of the owner and various officials of the company was conducted with the only sentence being given to the master of the ferry *SAINT CATHERINE* which did not rescue any of those in the waters as this might have endangered those on the *SAINT CATHERINE*. The officials and owner were acquitted of all charges in 2008. In March of this year, on appeal, the owner has been found guilty of involuntary manslaughter and negligence and has been given a seven year sentence with hard labour. It is doubtful he will serve any of this time despite his protestations of his innocence and his wish to defend his honour in an Egyptian court. Mr. Ismail was taken by the authorities to an airport where he boarded a waiting plane bound for London where Egypt does not have an extradition treaty shortly after he explained to the Egyptian President and public how he organized the rescue. Mr. Ismail is a government appointed member of the Egyptian upper house of parliament and a strong supporter of Mubarc's chief of staff. Two of the

other officials are on long term vacations outside Egypt but it is unclear if they have been convicted of anything at the appeal. The master of the *SAINT CATHERINE*'s conviction was upheld at the appeal. The three sisters of the *AL SALAME BOCCACCIO* 98 were to have been scrapped in 2010 but went to the breakers very shortly after the sinking. Another sister was burnt out some years before and was scrapped.



AL SALAME BOCCACCIO 98

The four added decks above the wheelhouse clearly be seen
The blister along the hull, across which the lifeboats would have had to slide, is not so visible

DECK LOG

Just a short 'toot' to get all the announcements in and allow for the seminar schedule to be included in the Canada Post version. Ship lay ups are accruing thick and fast and new building orders are non-existent while many are trying to cancel orders. At least the crew shortage issue will be considered 'solved' for a while, then it will be worse than ever.

NOTE

Battle of the Atlantic Saturday

1230 hrs 2 May 2009

Maritime Museum of the Atlantic

Note this is Saturday so other ceremonies can be attended on Sunday

TTFN