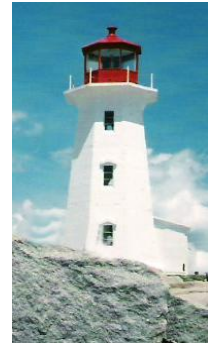




THE FOGHORN
*The Newsletter of the Maritime Division of the
Company of Master Mariners of Canada*

JULY 2008

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

ANNOUNCEMENTS

NOTICE OF ANNUAL GENERAL MEETING
2000 Hours, 10 th September 2008 Maritime Museum of the Atlantic COUNCIL SEATS AVAILABLE Please contact thomask@ns.sympatico.ca or call Captain McDonald at 902-429-0644 If you are able to serve on Council.
CONVOY CUP REGATTA 12-14 September 2008
More information in August

**MINUTES OF THE
PROFESSIONAL MEETING**

*Lunenburg Old Fish Factory
Friday 16 May*

At 1900, 28 members and guests gathered in the Old Fish Factory Restaurant overlooking historic Lunenburg Harbour. Reverend Susan MacAlpine delivered Grace and a fine dinner featuring local seafood was enjoyed by all.

At 2045, the Division Master introduced Capt Earl Wagner who in turn introduced special guest Mr. Steinar Engeset and his wife Deborah. Mr. Engeset was present to receive an Honourary Membership in the Maritimes Division of the Company. Capt Wagner described in some detail the extent of Norwegian-born Mr. Engeset's involvement in the marine industry, his public service as Honourary Norwegian Consul to Nova Scotia, and his philanthropic work in

the Camp Norway and Convoy Cup Foundations.

Capt Calvesbert then rose to present the Honourary Membership Certificate. He read the citation which highlighted Mr. Engeset's many accomplishments in marine business and emphasized his remarkably successful work in "honouring those who served" by way of the Convoy Cup Foundation. It was this work in bringing attention to the nation-building efforts of our wartime veterans that brought Mr. Engeset in line with the CMMC as this is a theme that we share. Many of our members are in fact veterans and have participated in Convoy Cup events.



Mr. Engeset holds Honourary Membership Certificate with Captain Wagner, who proposed this membership. Captain Calvasbert looks on.

In accepting this honour, Mr. Engeset expressed his respect and appreciation for our veterans based on his wartime childhood in an occupied country that was freed through Allied efforts. He related firsthand experiences of the time. Mr. Engeset went on to say how much he enjoys his work and life in Canada. In thanking the Company for this honour, he promised to work with us in the future where we have common goals.

Afterwards, recognizing that Mr. Engeset recently

acquired a large motor yacht, some members poked fun at Mr. Engeset noting that the Honourary Membership carries no force under the Canada Shipping Act.

The Dinner Meeting completed at 2130.

POSITION OF DIVISIONAL TREASURER

Captain MacAlpine has been the Divisional Treasurer for many years and is looking to be relieved of this duty. The position requires a little time to keep addresses up to date, maintain the books of membership dues paid, dues in arrears and distribution of funds to cover expenses and transmission of the appropriate funds to the national coffers as required. Please contact thomask@ns.sympatico.ca or call 902-464-3500 if you are able to support the Division by taking on this position.

POSITION OF NATIONAL TREASURER

The position of National Treasurer for “The Company of Master Mariners of Canada” becomes vacant in July and applications for this position are requested. This is the third time the position has been posted. Please consider applying for it. It is an interesting and worthwhile undertaking. For more information read Page 6 of the February FTB or contact Captain Andrew Whitelaw at **604 986-8526** or andyandbetty@shaw.ca

Applicants should be familiar with Microsoft Word and Excel, or equivalent type programs. Knowledge of “Simply Accounting” would be beneficial, but could be learned at a later date. The current space requirements are for a photocopier, one filing cabinet 15”x 29”x 32” high, 5 cardboard boxes containing old and current files and brochures and several boxes of company regalia.

The National Treasurer attends all Annual General Meetings held during October. This is an executive position and worthy of your immediate attention.

THE LATE CAPTAIN GEORGE H. GRANT SOME RECOLLECTIONS

“D. Day,” June 6, 1944, George was there, at 19, an A.B. aboard the corvette, HMCS “LOUISBURG II”. They had escorted the convoy of block ships from Methil on Scotland’s east coast to the Normandy beaches where the block ships were scuttled to create protective breakwaters. George’s C.O. said that George was the best buoy jumper he had seen and always did a great job when they nosed up to the buoys in Milford Haven. The C.O. was Lieut. Murray Knowles RCNVR and in their eighties, the two veterans met aboard HMCS “SACKVILLE”, members of the Trust which maintains the last corvette as a naval memorial.

After the War, George, the young guy from La Tuque, Quebec, by then an experienced seaman, left the Navy but determined to make a career at sea

studied for commercial certification while serving with Canadian National Steamships until 1958. Here are some recollections of George by Captain Don MacAlpine.



The Foghorn was on his bedside table

“Welcome aboard”, said the big Chief Mate in a booming voice that matched his physique. “I’m George Grant and this skeleton crew of mates, engineers and a chief steward are ship-keeping until the strike is settled.” It was September 1957 and I had just been appointed Third Mate of the “CANADIAN LEADER”, one of the eight ships of the CNS fleet at anchor in Halifax harbour. The SIU crews had gone on strike and left the ships as they returned from the West Indies in June and July. I expected to have a boring time, awaiting the outcome of the strike.

On the positive side was meeting George Grant for the first time and developing a friendship that survived over the next half-century. Although we never sailed together, we were together later in navigation school, then went our separate ways but later worked as pilots for Atlantic Pilotage Authority, I was in Halifax, George was in the Strait of Canso. Later, when he was sailing with Halco of Montreal, often I piloted his ship when he came to Halifax. George joined the Maritimes Division of CMMC in 1981. His home was then in Port Hawkesbury but we would exchange notes on our respective activities at annual dues time. When he and his wife Rose moved to Halifax we saw more of each other and often would reminisce about our CNS days and old shipmates. Sadly, most of them have “crossed the bar” as has George. George is gone but not forgotten.

George Grant, following the demise of the CNS, served in the Canadian Coast Guard from 1958 until 1961, first, aboard “AUK” then “NANOOK” as Chief Officer and finally, in command of the ice-breaker “WOLFE”. His next move was to salvage operations with the Foundation Company. He was Chief Mate of the “FOUNDATION VIGILANT” for two years followed by more than nine years as Master, “FOUNDATION VENTURE”. Another member of the

Maritimes Division, and Royal Navy war veteran, Capt. Peter Garnham, was Chief Mate with George on the "VENTURE" and has penned the following recollections.

Handing in my discharge book and signing articles on the "FOUNDATION VENTURE", the Old Man looked up when I called him "Sir". He grinned and said, "Ex- Navy, eh?". That was the beginning of a friendship that lasted from 1964 until Capt. Grant died in May 2008.

Over the winter months the "VENTURE" would be laid up at Levis, Quebec and the crew dispersed around the tug fleet. George remained on board as Master. He and his wife Rose tended every need of my wife and daughter, newly arrived from England. Their assistance and hospitality was beyond compare. That was a very endearing side of them both which sealed our friendship.

In 1967, a merchant ship had run aground on Red Reef at the mouth of the Saguenay, giving us a difficult ground-tackle job. One day the 3rde Mate yelled. "Biff (my nick-name), the Old Man's lying on his cabin deck and I can't wake him".

Dropping everything, we got George into the stretcher and lowered into the diving boat. Meanwhile Capt. Finch (the Salvage Master and former member of Maritimes Div.), called the pilot station at Les Escoumains and an ambulance was waiting at Tadoussac to transport George to hospital in Quebec. That was George's first heart attack. (He was only 42.)

We did not sail together again when he recovered. But we often visited each other socially throughout the years that followed. At sea, the VHF, on channel 16, would crackle and a gravelly voice would growl, "Hey Biff! Go up to 64, eh" and we would yarn awhile. If our ships were close enough we might use the Aldis. We will miss George and Rose - always.

Capt. Angus McDonald has this personal recollection of Captain Grant

I met up with George when I joined the Montreal shipowning company, Halco Inc., in 1980. He was one of their tanker masters. I had joined as the Company's ship safety and crew training man. This position gave me opportunities to make short trips on the ships, Great Lakes bulk carriers as well as oil and chemical tankers to do safety audits and perform crew training sessions. George was a master who was most cooperative in any such work which would improve safety and crew proficiency. I developed great admiration for George, a rugged individual, who, in my opinion, was a first-rate shipmaster. I noted how well he coped with a demanding job on the Great lakes, the St. Lawrence and down here on the coast. George became identified with the tanker "JAMES TRANSPORT". That was his baby and he knew how to handle her. George was also a good role model to his crew and all he met in his business. He could handle men as he could handle his ship, with care and cool confidence.

In 1991, I was retiring after a few years as instructor at the NS Nautical Institute which had, that year, moved from Halifax to Port Hawkesbury. George had retired from regular seafaring and I knew he lived in the neighbourhood. I invited him to come to the school and talk to the men in my Oil Tanker Safety course. They could soon tell that here was a man of great experience but cool and inspiring. One evening George invited me to his home and I had the pleasure of meeting Rose, the light, the love of his life. When Rose passed away about ten years later, George was devastated. In recent years, as we were both trustees in the Canadian Naval Memorial Trust, we would meet on some Fridays at social get-togethers in the mess. George, always well-dressed, would go from HMCS "SACKVILLE" to visit at Camp Hill. In time, he was admitted there to live out his last days among veteran seamen, kindred spirits, but, he always mourned the loss of Rose. The closest of couples is together at last.

MARINE NEWS, WEATHER & SPORTS



C.S.S. ACADIA

"One time we went five or six years without a crew change. That proves she was a happy ship" Harold Martin, 3rd Mate, 1958-61

"One time we were in Goose Bay and everyone went ashore. We had pork chops for supper that night and we decided to have a game of hockey. We had pork chops left over from supper and we used them for pucks. The bosun was in the net and we were firing the chops at him with a broom. The next morning we all got called in to the Old Man's office" William Hart, deckhand, 1949-63

"I remember one time we dropped depth charges off the stern and she is not a fast boat. Anyway, we dropped one and it went off too soon - it lifted the stern right out of the water." Vincent Currie, Radio Operator, 1940

The engine room wasn't noisy. It was quiet as a lamb. When she was steaming it was beautiful." Milton Hemphill, Seaman 1950-52.

The ACADIA's triple expansion steam engine was surrounded by the accommodation for the engineering officers who had to be close at hand in case of emergencies. The mess for the Captain and officers was adjacent to the engine room.

A Likely Story.

During World War 1, the Chief Hydrographer and four of the crew were arrested near Halifax, suspected of being German spies. They had gone

ashore and become lost in a blizzard. They arrived at a farm where they were detained because of their bizarre appearance and (telling an) unlikely story.

Head Line

Mitsui OSK Line have 53, yes 53, ore carriers on order for delivery by 2014. Their combined tonnage is 9,360,000 tons.

NUMBER	TONNAGE
4 of	300,000
2 of	250,000
7 of	230,000
1 of	200,000
27 of	170,000
10 of	110,000
2 of	80,000
<hr/> 53	<hr/> 9,360,000

This will bring the MOL fleet up from 125 to 160 vessels in 2014 accounting for expected disposals etc. Forty percent of these new ships have fairly definite charters from Chinese steel makers and it is expected 60% will be on medium to long term charters. MOL made a profit of \$ 1.8 billion in 2007.

Keep in mind that the number of ships and the tonnage involved in just one purchase.

In September of 1969 the ten largest shipping companies flying the red ensign are shown in the table below, together with the number of vessels and the tonnage.

COMPANY	VESSELS	TONNAGE
P&O	190	2,107,910
BP	133	2,063,227
SHELL	90	1,192,186
FURNESS WITHY	117	873,774
OCEAN FLEETS	104	820,459
ESSO	29	712,722
B & C	77	611,378
Blue Star / Port	55	604,844
Texaco	?	498,295
Inver Forth	76	475,660
<hr/> TOTAL	<hr/> 871	<hr/> 9,960,455

It shows the changing size of ships, the capital involved and the size of companies when a purchase of 53 ships provides a little less capacity than the combined fleets of biggest ten British shipping companies of forty years ago.

For the suck, squeeze, bang and blow people. MAN B&W had 100 of their 12 cylinder K98 main engines built in 2007. These engine put out 68,000 kilowatts and measure 20 meters long, 4.5 meters wide and stand 12.5 meters high. There is an 8 cylinder version and now a 10 cylinder version, sales of these engines would be in addition to the 100 mentioned above. The 12 cylinder engine puts out over 84,000 megawatts of power and eight of these engines are on order for APL container ships. MAN B&W have an as yet unsold engine with a bore of 1,080 mm named the K108 ME-C. This little thing

puts out 83.4 MW in the 12 cylinder version and 97.3 MW in the 14 cylinder version. The weight of parts going up and down must be as much as older ships could carry as cargo.

SHORT SNAPPERS

- Unknown to most students of psychology, Pavlov's first experiment was to ring a bell and cause his dog to attack Freud's cat.
- The brains trust in Brussels has redrawn the European map. The southern part of England will join Northern France to become the Manche region. Western parts of England will join Portugal, Wales and Spain as the Atlantic region. The North Sea region will comprise Eastern England, Denmark and the Netherlands. The English Channel will be renamed the Channel Sea. I am not making this up!
- The British Maritime Accident Investigation Board has stated the *MSC NAPOLI* had "a fundamental design flaw, was being sailed too fast and was loaded to the limit." In addition there were miss-reported hazardous goods onboard. Understated container weights caused structural problems with weight distribution.
- There is a new and improved edition of the International Medical Guide for Ships published by the World Health Organization available. It appears to cost about \$90.



LEGAL LOCKER

IS IT A BOAT OR A CAR?

On 15 August 2002 a British family were enjoying some time on a Bahamian beach when a power boat jumped into the air from the water and landed on a two year old sleeping child on the beach. The child died of head injuries five days later.

A trial of negligence against the boat owners and the operator has just ended with a verdict of 'not guilty.' It appears the boat was involved in a 'banana boat ride' when some people fell off the banana. The boat operator put the throttle to full and went aft to 'assist a woman in the water' when his feet became entangled in a rope (one report had him dangling over the side) as the 19 foot long 200 HP engine boat headed towards the beach and landed on the child.

It would appear the boat operator was alone in the boat and there is no word of what happened to the banana boat, those on the banana boat or in the water as the boat sped up the beach.

The boat operator had no operator license and the boat was not licensed for this activity, both of which are required. The owner is charged with perjury for

stating the operator was licensed and that the boat was also licensed. There are also news articles that police reports indicate the boat's operator had cannabis in his system at the time of the accident.

If the child had been run over by a car on land the car's operator and owners could (would?) have been guilty of the charges laid in this case.



The boat that landed on the child

Apparently Bahamian boats on land do not come under any law, which resulted in the acquittal.

Those with internet connections may enjoy looking at the case of **Rumpelheimer v. Haddock: Port to Port**. Have a large drink ready, google the above case, then sit back and enjoy the legal twists and turns of a case involving a collision between a car and a boat on the flooded Embankment in London. Also have an old version of the collision rules close at hand for reference purposes (& to stir the grey matter).

CALL THE MATE



Professional driver, closed course, do not attempt Results they do not show on the advert, priceless!



A very explicit instruction



Inspector standing on right checking on workers to ensure they have PPE (personal protective equipment) on properly at a chemical spill

DECK LOG

I hope the summer is both providing a respite from the winter and not too hot and humid for those who are not Snowbirds, yet.

TTFN

Come out whoever you are
Stowaway finds a new place to hide



Why the oil rig is in Halifax undergoing repairs
Hurricane Katrina pushed it under a bridge



Maersk container ship looking for a quick turn-a-
round



The bow of the tanker FLORENCE after her
encounter with the starboard side of the tanker
SPYRIDON off the pilot station at Escoumains
in the 1970s.



The accommodation and engine room damage to
the tanker SPYRIDON, which was loaded with
grain,

Tragedy in Eastern Canada

Gander NLFD (CP) Canada's Worst Air Disaster
occurred earlier today when a Cessna 152,
a small two-seater plane, crashed into a
cemetery early this morning in central
Newfoundland.

Newfie search and rescue workers have
recovered 826 bodies so far, and expect
that number to climb as digging continues
into the evening.



Liferafts used as a fender
Ship left, rocks right