



# ***THE FOGHORN***

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

**AUGUST 2008**

Submissions to Tom Kearsey  
5 Averill Street, Dartmouth, NS, B3A 2H1  
[Thomask@ns.sympatico.ca](mailto:Thomask@ns.sympatico.ca)



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

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## ***ANNOUNCEMENTS***

<b><i>ANNUAL GENERAL MEETING</i></b>
2000 hrs, 10 September 2008 Maritime Museum of the Atlantic Election of Council Financial Statement
<b><i>MARK YOUR CALENDAR</i></b>
<b>Dates of meeting this year</b> 9 October 2008 12 November 10 December 14 January 2009 11 February 11 March 8 April 13 May 10 June
<b><i>MERCHANT NAVY DAY</i></b>
11:00 A.M., Sept 3, 2008 Sackville Landing Memorial

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## ***MINUTES OF THE 2007 ANNUAL GENERAL MEETING***

Before the AGM, the Division Council met at 1910 in the MMA conference room to prepare. Capts Calvesbert, Gates, MacAlpine, Stockdale, Hutchins, McDonald, Pitts and the Secretary were in attendance.

At 2005, with 12 members present, the Division Master (DM), Capt Calvesbert, called the AGM to order in the MMA theatre. On a historical note, the

DM observed that a Halifax Herald column referring to events 30 years ago reported that the CMMC held its first Halifax AGM in 1977. The then National Master, Capt Allan Cabot, chaired the meeting from our Master's Chair, formerly of the Halifax Master Mariners Club and still in use for this 2007 AGM. Records indicate that current members Capts McDonald, MacAlpine, Stockdale, Spinelli, Wagner, Herbert, Lee and Honourary Member Capt Gold attended that evening in 1977.

The DM then proposed a minute's silence to honour members who have died since the previous AGM. Capt John Hurst, Capt Wilson Stuart, Capt Ronnie Morris and Capt Peter Heathcote were named.

Capt Calvesbert declared the 30<sup>th</sup> AGM open and the Secretary read the minutes of the 2006 AGM. After acceptance was proposed by Capt MacAlpine and seconded by Capt McArthur, the 2006 minutes were adopted as read.

The Secretary then delivered his Report, a summary of the Division's 06/07 schedule with some attendance details. There were 8 regular meetings including 4 dinner meetings. The latter were better attended with an average of 22 members present while an average of 15 made it out to regular meetings at the MMA. Additionally, there were 5 special events which were well attended and later commented upon in the Master's Report. Capt Gates moved that the Secretary's Report be accepted, Capt Potts seconded, and the motion was carried.

Capt Calvesbert delivered the Division Master's Report, which overviewed the highlights of the past year.

Capt MacAlpine presented the Treasurer's Report, copies of which were handed out to all present. He reported on membership and financial activities for 2006. Membership remained steady at 112. The bank balance increased over 2006 to a year end \$12,365, primarily due to revenue from the very successful 2005 conference. An internal audit was carried out on the Treasurer's 2006 Financial Statement by Capts McArthur and Stockdale who also agreed to conduct the 2007 audit. Capt Gates moved and Capt Potts seconded that the Treasurer's Report be accepted. Motion carried.

### COUNCIL ELECTIONS

The DM called on Capt McDonald, longstanding Chairman of the Nomination Committee, to present the list of candidates for election. Councillors completing their two year term were Capts Gates, MacAlpine, Grandy and Barry. However, Capts Gates and MacAlpine agreed to stand for re-election. Capts Barry, Grandy and Ball did not re-offer.

Capt Hall and Cormier resigned from Council due to changes in their employment circumstances.

Capt Peter Stow, Anthony Potts, Christopher Conner, Randy Pitts and Alan Knight have offered to serve on Council and Capt McDonald read a brief biography on each. Capt McDonald then solemnly intoned three times whether there were any more nominations. No more nominations were made.

As the number of sitting members and nominees made up a full Council of 10 members, balloting was not necessary but only AGM approval. This was given.

The DM then read the names of the entire new Council as follows:

Capt Calvesbert	Capt Gates
Capt Potts	Capt MacAlpine
Capt Rae	Capt Stockdale
Capt Stow	Capt Pitts
Capt Conner	Capt Knight

The DM welcomed the new Council then invited them to adjourn for the election of the executive councillors for the upcoming year.

At 2015, the DM reconvened the meeting for the announcement of the new executive. The elected officers were:

Capt Calvesbert, Division Master re-elected  
 Capt Gates, Deputy Master re-elected  
 Capt Potts, Assistant Master newly-elected  
 Capt MacAlpine, re-elected

Capt Calvesbert welcomed the new Council and thanked the outgoing councillors for their active support to the Division.

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### ***POET'S CORNER***

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#### **HOME TRADE**

Before Containers damaged our roads,  
 And big trucks groaned with heavy loads,  
 Sea transport was leisurely and sedate,  
 Small coasters carried break-bulk freight.  
 From around six hundred, to a thousand tons,  
 Fifteen men crewed the home-trade runs,  
 Cradled in steel, lumped close together,  
 Signed on for wind, and wave, and weather.  
 You'd see them berthed in every creek,  
 Toiling incessantly, seven days a week,  
 To feed the big ships, who sailed away,  
 For Singapore, Capetown, and Bombay.  
 Loaded deep to Samuel Plimsoll's guard,

Three tarps with wedges hammered hard,  
 Locking bars, screwed athwart the coaming,  
 To stop the hatch boards undue "roaming".  
 At the very first hint of a pending 'blow',  
 Its extra lashings for deck cargo,  
 Tractors chained and bottle screwed tight,  
 In case the sea casts them to flight.  
 Coir nets stretched o'er boxes and crates,  
 Lashed through ring-bolts and angle plates,  
 "Spanish Windlass'es, twisted hard, with a will,  
 Mast gantline frappings, completed the "Bill".  
 Nine knots of" maritime splendour" sublime,  
 She always arrived, but not often on time,  
 What was revealed, when, with tarps stripped away,  
 Ten Supermarkets, just could not display.  
 Off came the beams, followed by wooden hatches,  
 Hoist the cargo out in batches,  
 Shifted, lifted, under slung,  
 Roped, and hooked, and steel wire hung.  
 Came trucks and lux and tools of trade,  
 Clothes pegs, tyres, and lemonade,  
 Breakfast pills, and patent wringers,  
 Pastilles for the throats of singers.  
 A drum of oil, a case of books,  
 "This side up, and use no hooks",  
 A bale of silk from overseas,  
 Bangles from the Bengalese.  
 Cases of tea, machinery parts,  
 A box of buttons, sets of darts,  
 Things for Farmers, things for Charmers,  
 A keg of staples, silk pyjamas.  
 Tons of spuds, a crate of marrows,  
 Electric jugs, and special harrows,  
 Sacks, flax, saddles for hacks,  
 Scenic pins for Almanacs.  
 Nuts, bolts, woolen rugs,  
 Bags of barley bathroom plugs,  
 Butchers skewers, a stove or two,  
 And malt, for those who make "home brew".  
 A catalogue of general trading,  
 Written into the 'bill of lading',  
 It all goes in the hold together,  
 Tightly stowed, against the weather.  
 The humble "Rock Dodger" whether motor or steam,  
 Very much maligned, and of low esteem,  
 But without her, countries could not survive,  
 And Global trading would cease to thrive.  
 Power stations, factories, their hungry maw,  
 That swallowed up, materials raw,  
 Like a bottomless pit of endless greed,  
 The Coaster attended their every need.  
 A nondescript work-horse, that boasted three  
 hatches,  
 Belching out smoke, in great thick black swatches,  
 Plodding on tirelessly, some with no radar,  
 Where would we be, without the Home-Trader.  
 By J. Morrison, (ex-Merchant Navy)  
 Mount. Maunganui,, New Zealand.  
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**MARINE NEWS, WEATHER & SPORTS**



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**WHERE HAVE ALL THE MARINERS GONE?**

There is a report that by 2012 there will be a shortage of about 90,000 ship's officers which will lead to people being promoted above and beyond their skills, experience and knowledge level, qualification notwithstanding.

India's shipping regulator decided to relax temporarily, their manning requirement on bulk carriers from four to three officers. Relaxing is not the word the master would use now he has only two officers to stand watch and perform the same amount of paperwork for safety and anti-terrorist inspired work placed on him and this dynamic duo. This will save shipping companies an estimated \$ 5,000 per ship per month in salaries. Savings vs. safety, what a choice. Does the company get to pocket this money or do the officers get it as overtime (Oh yes, overtime not allowed under hours or rest legislation) for each individual's increased workload. Is it just me but in days gone by, with less paperwork and 'big brother' there was about 40 hours of navigator work per day, including the master's work load. (4 people X 10 hours each). 40 divided by three = 13.3 hours each.

DNV has come up with a brilliant idea, give ships that reach the criteria a 'COMF- VI notation. COMF-V1 being the highest and V3 being the lowest but it is not clear how bad a V3 ship has to be to get the notation. Noise and vibration make up some of the items included in the survey for the notation.

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**RECOGNITION**

Veterans Affairs, Canada held a presentation and luncheon at the Barrington Delta Hotel on the 30 May 2008. Seven Nova Scotians and Prince Edward Islanders received Commendations from the Minister of Veterans Affairs, The Honourable Greg Thompson.

Captain Earl Wagner was honoured for his work on behalf of merchant navy veterans. His work included donating two scale models of Canadian built World War II commercial vessels to the Canadian War Museum, a wartime service medal for merchant navy personnel, the memorial on the Halifax Waterfront and a tree in the Halifax Public Gardens and the more than 50 commemorative plaques to cenotaphs throughout Canada.

Congratulations, Earl.

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**H.M.C.S. SACKVILLE**

Democracy 250 presents a free concert series

aimed at encouraging youth to celebrate 250 years of democratic government in Nova Scotia. The concert series will run every Saturday till Sept. 13 from 7 to 8:30 p.m. aboard the HMCS Sackville and will feature D250 youth ambassadors Dwight d'Eon, Jordan Croucher and Stephanie Hardy. There will be dockside viewing with limited seating. All ages are welcome to attend.

271 Radar Back in Business

A wartime 271 Radar (Go to the Tour page for full details) has been rebuilt and is installed to provide a realistic presentation of its wartime capability. The Dartmouth company, Cobham Tracking and Locating, generously donated their services to completely refurbish the radar enclosure and they recreated the radar trace on the A Scan ( A type of display screen) to resemble the picture as it might have appeared for various targets and sea states. An audio narrative, featuring the voices of Trustee operators, Guy Ouellette and Sid Gould, is synchronized to the display.

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The Togo Bobsled team preparing for 2012

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**MERCHANT NAVY DAY SERVICE**

"The Canadian Merchant Navy Veterans Association (CMNVA) Halifax / Dartmouth Branch will conduct a memorial service commemorating Merchant Navy Day, 11:00 A.M., Sept 3, 2008 at Sackville Landing, Halifax, NS. It will honour Canadian merchant navy veterans who served in World War I and World War II as declared by Act of Parliament of Canada, June 19, 2003."

"The CMNVA represented most WW II Canadian merchant seamen for the past 26 years. In 2000, membership was over 3000 when the government legislated veterans benefits and recognition of

merchant seamen for war service, their average ages now are mid 80's. Within a few years the association will cease to exist, because there will be no more merchant navy veterans and very few active seamen, because of Canada's small merchant fleet."

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Gangway on the *EMMA MAERSK*  
All 75 steps, or so, of it.  
Gangway net or parachute?

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**SHORT SNAPPERS**  
*& not so short snappers*

- Shanghai had an increase in container TEUs moved in July 2008 over 2007 of 3.5%. As Shanghai is reported to have moved 2.4 million TEU in July this makes a growth of about 84,000 TEU for the month. In comparison Halifax moves about 41,666 to 50,000 a month at this time, about half its capacity. 2.4 million TEUs makes an average of over 54 TEUs every minute of every day in a 31 day month..
- The Paris MOU regarding Port State Control is now 25 years old. It has also become part of the 'establishment' although it was a short term stop gap until the flags of convenience got their acts together. Port State has become one of the few bright spots in international ship safety. Flag has in many cases abdicated responsibility to class.
- Oil drilling is about to start off the Falkland Islands and the demise of the Royal Navy will prevent Britain mounting the same effort it did in 1982 when the islands were invaded by Argentina. The even bigger demise of the British merchant navy would make sustaining the RN and other forces over the 8,000 mile distance impossible with ships under the Red Ensign.
- A 30 tonne tank of hydrogen peroxide was dropped 30 centimetres by the container crane onto a container ship. The small spill was moped up with

sawdust, which was collected into plastic buckets which were placed in the forecandle head. This was after emergency services told the crew the sawdust was likely to self ignite. It did but the crew managed to put out the fire. The remaining sawdust was put ashore as hazardous waste.

- The rising cost of steel may cut 20% (150 hulls) from the order book for cape size vessels.
- It is reported a nuclear ship's reactor takes about 50 to 70 years before it can be safely dismantled. They have to stored in a safe place until then. The Russians have 200 submarine and 3 surface ship nuclear plants in storage.



Information overload?

- ECDIS is to become mandatory following agreement at the Nav 54 meeting at IMO. The first of July 2012 being the first possible date for implementation. New passenger ships over 500 gt and tankers over 3,000 gt on international voyages will have to be fitted with ECDIS after that date. When other types are to be fitted has yet to be determined. Is this a way for IMO to say it has reduced paper work?
- In the middle of June, when oil prices shot up due to a perceived shorted Iran had 15 loaded super tankers stationed in the Persian Gulf. This is about 30 million barrels of crude oil unavailable to the market.
- A US Coast Guard study has indicated that of 22 safety investigators sampled 15 were not fully qualified under US regulations and 4 were not qualified at all. Nineteen of twenty two not qualified is not a good ratio. It makes one wonder about the others who make up the 136 inspectors, are the proportions the same?

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## **LEGAL LOCKER**

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### **THE BATHTUB TEST**

During a visit to the mental asylum, a visitor asked the Director 'How do you determine whether or not a patient should be institutionalized'

'Well,' said the Director, 'we fill up a bathtub, then we offer a teaspoon, a teacup and a bucket to the patient and ask him or her to empty the bathtub.'

'Oh, I understand,' said the visitor. 'A normal person would use the bucket because it's bigger than the spoon or the teacup.'

'No,' said the Director, 'A normal person would pull the plug. Do you want a bed near the window?'

***I failed the test. Ed***

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### **TITANIC INVESTIGATION REVISITED**

Two and a half year sago the *AL SALAM BOCCACCIO 98* sank in the Red Sea. Six people had been charged with manslaughter in the loss of 1,034 lives on the 1970 built but greatly modified ferry. All but one have been acquitted of the charges against them.

The owner, a member of the Egyptian upper house and a powerhouse in the governing party, his son and three other company executives have been acquitted of negligence in their management of the vessel or the rescue effort when the vessel sank in February 2006.

The investigation into the sinking stated the company continued to run the vessel "despite serious defects" in the vessel and that the "government failed to manage the crisis adequately." There was "wicked collaboration" between the company and the maritime authority, who also let the ship sail despite knowing of the defects.

Now, apparently the ship was well run and in perfect condition. Readers may remember the owner (and his son) left the country very quickly after the incident and have lived outside Egypt ever since despite saying they would return to face their accusers. (Now that they have no legal accusers they will most likely return).

The only person who was not acquitted has been sentenced to six months in jail and fined about \$ 1,880 US for failing to show 'compassion' and 'do his duty by failing to go to the rescue of victims.' So the person responsible for the loss of life was the master of the *SAINT CATHERINE*, another ship in the Al Salam fleet, so he may have been justified in his concerns about the safety of his ship. The *SAINT CATHERINE* would not have been required to render

assistance if the *BOCCACCIA 98* had not caught fire, stayed upright and afloat.

Why should we not be surprised the owner and management get off free while a mariner is held responsible for the loss of life. Has justice been served?

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### **GUILTY BY BEING THE MASTER**

The Belgian owned, Bahamian flagged reefer *CORAL SEA* loaded a cargo of bananas in boxes in Ecuador and proceeds to Italy for partial discharge before final discharge in Greece. The discharge ports had been determined well after the ship left Ecuador. In Greece 51.5 kg of cocaine was discovered in a box of bananas by the agent doing a quality check on the cargo. The master, mate and bosun were all arrested for importation of drugs and marched off to jail. Although knowledgeable people said the crew could not have put the cocaine in the cargo the master (who might have joined in Italy according to one source) has been found guilty and given a 14 year term in jail. He and the other two have been in jail since July 2007 awaiting trial, which was put off twice. Most who attended the trial do not believe the evidence relates in any way to a conviction, just the reverse. One statement, presumably by the judge is of great interest, "If he did not know he probably should have."

The mate and bosun were found not guilty but there are reports their departure from Greek justice has been obstructed and they are still there.

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### **GUILTY BY HAVING THE EQUIPMENT**

A pub owner in the highlands of Scotland purchased an old still and set it up in a back room as a tourist attraction. The police arrested him but would not listen to his story that he did not use it to distil alcohol. "You have the equipment to do so, so you are guilty," they said and marched him into court. The man wanted the policeman convicted of rape, but the judge said there are no rape charges on the docket. "He has the equipment to commit the crime of rape so he must be guilty," said the publican.

See the two articles above.

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### **DECK LOG**

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The Coast Guard's 'expected' patrol vessels and the Navy's supply vessels have come and gone from the political horizon. Could we expect the supply vessels to be built elsewhere because of the lack of a large scale shipbuilding capability in this country?

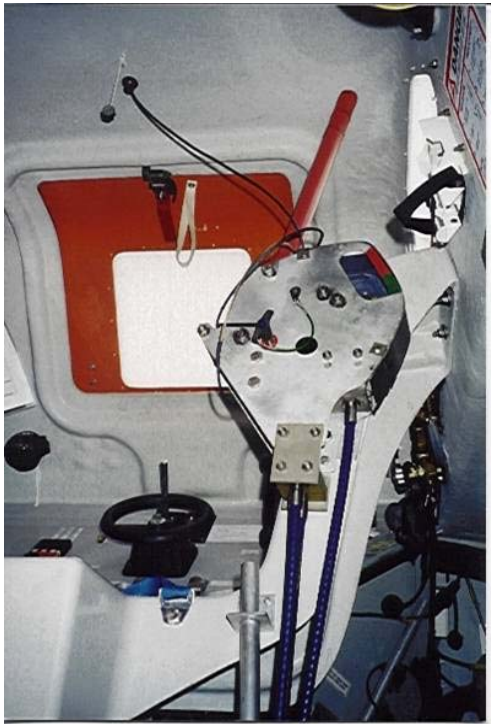
Reviewing the coverage of the Olympics with people in England and Australia there should be a gold medal for gum flapping commentators as all three had more of this than sports coverage.

Please take the time to fill out the proxy for the AGM and return it to the address on the proxy.

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**CALL THE MATE**

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Picture of the coxswain's tower in a lifeboat. The red handle releases the hooks from the fall. The steering wheel with the pony stick controls the rudder. The window in the red box faces forward. Why does the coxswain face the starboard side of the boat with nothing to rest his feet on? I wonder if this is why the big three automakers are having trouble selling vehicles, the driver faces where he is going when he should be facing sideways. Priceless!

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**Rescue**

Rescue is the least considered part of an emergency at sea.

No equipment required, no drill required  
Enclosed boats make it harder to perform a rescue and make a rescue more hazardous

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TTFN