
	<p><i>THE FOGHORN</i> <i>The Newsletter of the Maritime Division of the Company of Master Mariners of Canada</i></p> <p>FEBRUARY 2010</p> <p>Submissions to Tom Kearsy 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

NEXT MEETING

1830 Hours 10th FEBRUARY 2010
MARITIME MUSEUM OF THE ATLANTIC- Small Craft Gallery
Speaker: Lt. Cmdr. MUGRIDGE
'Piracy and its links to Terrorism'
Capt STOCKDALE
'Impact on Seafarers Taken Hostage by Pirates'

DUES ARE DUE

Full Member \$ 160.00
Senior Member \$ 80.00 (65 before 01 01 2010)
Associate Member \$ 80.00
Cheques payable to Company of master Mariners of Canada

mail payment to
Company of Master mariners of Canada, Maritime Division
PO Box 315
Dartmouth Post Office
Dartmouth, NS
B2Y 3Y5

***MINUTES OF THE
PROFESSIONAL MEETING
13TH JANUARY 2010
ROYAL NOVA SCOTIA YACHT SQUADRON***

Council

At 1820, Capts Gates, MacAlpine, Knight, Potts, Denton, Calvesbert, and the Secretary convened in the RNSYS meeting room.

There was discussion as to whether a quorum of five was present because the new Treasurer, Capt Denton is not a council member and the local Division status of Capt Calvesbert, the National Master needed to be clearly understood. To resolve this issue, Capt Denton was voted into the Council, filling an optional 11th position. By this action, a quorum was established.

The business of accepting qualified naval officers into the Company was discussed. At last fall's Halifax AGM, Maritimes had proposed that naval officers, appropriately qualified, be made eligible for full membership, following the model of the Nautical Institute and the Honourable Company. Maritimes Division is looking to a change in the current By-Laws to effect this proposal but there is still work to be done.

Next, council discussed future meeting speakers. Suggestions for guest speakers included:

- a. the National Transportation Safety Board and
- b. the Canadian Navy to speak on the planned Arctic Operations vessel design and the Haiti relief operation.

The issue of an event to honour this year's 100th anniversary of the Canadian Navy was discussed and a tree planting at Point Pleasant was raised. Capt Knight agreed to research the tree planting and report to the next meeting.

Our annual Merchant Navy Veterans Ceremony was set for 1100, Saturday 1 May on the Battle of the Atlantic weekend. The Secretary agreed to coordinate.

Finally, the Treasurer reported that our bank account stood at \$11,899 and that membership numbered 105.

Dinner

At, 1905, the Council shifted to the dining room for a very fine dinner. The only other diner was Capt Prowse, bringing the total to eight. With this disappointing turnout, the Division Master acknowledged that meeting attendance needs to be addressed.

Nevertheless, a most enjoyable dinner was had with first-class hospitality from the RNSYS staff.

Dinner completed at 2100.

Membership dues are due. Please see announcements section on page 1.

POET'S CORNER

The Tarry Sailor

Come all my fair ones,
come all my fond ones
Come and listen unto me,
Could you fancy a bully sailor lad
That has just come home from sea?
Could you fancy a bully sailor lad
That has just come home from sea?

"No indeed, I'll wed no sailor,
For they smell too much of tar
You are ragged, you are sassy,
Get you gone, you Jackie Tar.
You are ragged, you are sassy,
Get you gone, you Jackie Tar.

"I have ships all on the ocean,
I have gold in great galore,
Me clothes they may be all in rags,
But coin can buy me more.
When there's others to be had!
That I'd wed the likes of you, Miss,
When there's others to be had!"

"No indeed I'll cross the ocean,
And my ships shall spread her wings,
You refused me, ragged, dirty,
Not for you the wedding ring,
You refused me, ragged, dirty,
Not for you the wedding ring."

NAUTICAL NEWS WEATHER AND SPORTS

FUZZY LOGIC

It might be a little difficult to follow the logic in this but bear with me. Alleged pirates take over a vessel and take it to anchor off the sunny Somali coast line for a few months of crew R&R while ransom is negotiated. Ransom of a few millions is delivered by aircraft to the deck of the ship. Alleged pirates get off ship and head to shore in their small boat carrying their ill gotten loot with them. Unfortunately for them another band of pirates attacked the boat, killing some of the occupants and taking some or all of the money.

Another group of alleged pirates are waiting payment for looking after the 332 meter (1,079 foot) tanker *MARAN CENTAURUS*, which they diverted from the intended voyage for a spell of R&R at anchor off Somali. The pirates have requested about seven million dollars for their work with this vessel and this was about to be delivered by helicopter to the deck of the tanker when a rival group of pirates attacked the ship looking for their share. The tanker was loaded with flammable crude oil so nearby warships sent helicopters to stop the gunfire to prevent an environmental catastrophe so close to the coastline. The crew of the tanker is, apparently, of less concern than the environment. This is where the fuzzy logic comes in. The pirates on the vessel then requested protection by the EU forces in the area from further attacks by the other pirates. Fortunately this request was refused, the pirates left the vessel and the tanker upped anchor and proceeded on its way. Hopefully there is NO UN convention requiring the military forces to provide one group of pirate's protection from another's attacks.

I Goggled the name of the British Foreign Secretary, Milbrand and the name of the British flag vessel that was taken over by pirates in December, the *St JAMES PARK*. Up popped a string of hits that he and other MPs were getting involved. The political interest was in trying to prevent the name of Newcastle's football ground, St James Park, being changed for some Dot Com name, not freeing the mariners.

The British Foreign Secretary has said the British government will not pay any ransom and 'counsels against (ship owners) paying ransom as we believe that making concessions to pirates [not alleged pirates? How politically incorrect for a politician] only encourages future hijacks.' As there are no Brits on the ship it is expected the media and government interests will immediatly die down and the foreign seafarers can languish indefinitely in the hands of their Somalia friends while the Newcastle football club gets all the attention. Pass the Asperin!

CATCH AND RELEASE

'Catch and release' is the ecologically correct thing to do when recreational fishing. It is also the Canadian and other navy's answer to the capture of pirates. This flies in the face of the various IMO and other conventions providing the powers to take effective action against those carrying out piratical acts. Effective action may be taken by Naval forces, according to the conventions, including shooting to kill and sinking the craft the pirates are in. Arrest and detention for a few years before trial, then long jail time should be considered the lowest option available. When pick pockets in England were hanged in public one noble is reported to have said that his pocket was picked while watching a hanging for the offence. "Hanging is not going to stop pick pockets," he told a friend. "Well it stopped the man on the gallows from doing it again," replied the friend.

There were 406 reported 'incidents' in 2009 compared to 293 in 2008. The bumper year was 2003 with 445 incidents. There were 49 vessels high jacked in 2009 from 84 attempts and 120 vessels were fired on. More disturbing is the 1,052 mariners taken hostage, of which 8 were killed and 68 injured.

The US is trying to get armed guards, or alternately arming the crew, on their flag vessels crossing through the hazardous areas. Most nations (if not all) do not allow fire arms on commercial ships in their ports so this proposal will not work. I often wondered why, when Union Castle ships carried millions of Dollars worth of gold, there was no security for it other than locks and seaman patrols. No fire arms were mentioned even when the *CAPETOWN CASTLE* misplaced ten boxes of gold. I was on the ship ahead of her on the schedule at the time so security was a big issue.

NUMBERS GAME

The Panamanian flag authorities have removed 73 vessels from their registry and have another 101 going through the process of being removed for safety reasons. The detention rate for Panamanian flag vessels fell from 9% in 2007 to 8% in 2008.

Norwegian ship building orders have fallen by 90% in 2009 meaning the building slipways in 2011 will be as bare as the books are now. There are 25 shipyards in Norway.

Ship orders made between January and November 2009 amounted to 28.8 million tones deadweight compared to 272 million in the boom year of 2007. In 2009 3 Korean, 1 Japanese, 3 German, 1 Norwegian and several Chinese yards went into receivership. The Turku yard of STX is completing the *ALLURE OF THE SEA* and has no other work on its order book. On the other hand Daewoo expects a profit of \$1.2 billion US (yes billion) in 2009. A Korean yard in the Philippines has delivered a 114,000 ton tanker, the largest ever built in the country. The yard, owned by Hanjin, has 36 vessels on its order book through to 2012.

Over the next 4 to 5 years there are expected to be 900 new Supermax bulkers joining the present fleet of 868 hulls. In the Cape size there are 705 new hulls to join a fleet of 896 hulls, the Panamax size weighs in at 675 hulls to add to the present fleet of 1,525 hulls and the Handimax fleet adds 67 to the fleet of 768 hulls.

In 2009 there were 200 container ships scrapped, one being only 17 years old. This removed 370,000 teu capacity from the trade routes. This 2009 total amount equals the total number of container vessels scrapped during last decade, when thirty year old vessels found gainful employment. There were 103 car carriers, 204 tankers and 600 bulk carriers decommissioned in 2009. In total the number of hulls scrapped in 2009 equaled that of the previous five years combined. India scrapped 473 hulls in 2009, China 271, Bangladesh 211 and Turkey 105 hulls.

The Greek shipping community is said to have 33,000 masters and chief engineers at work and expects to increase that number to 43,700 by 2013 if they can attract young people to the industry.

PLEASE NOTE THE VENUE for the February meeting, back at our home port, the Maritime Museum of the Atlantic. Please see announcement section on page 1

CRUISE NEWS

One hundred and ten cruise liners called at the Falkland Islands last year. At one time there were two liners in Port Stanley at the same time. With a population of 2,000 and 6,000 tourists it must have given the local taxi service a good day.

In order to fill up space cruise lines are contemplating nude cruises. If they do deck officers will be seen sporting sextants (what dat? Ed) for the first time since GPS was provided so they can observe the heavenly twins - Castor and Pollex. In January 2002 edition of this newsletter indicated that coveralls would be the dress code for cruise passengers as part of the anti-terrorist regime being brought in. Dress optional cruises will make the pre-boarding security check a lot easier to perform.

SHORT SNAPPERS

- On the 18th February 1846 the US Navy mandated the terms port and starboard be used in place of larboard and starboard.
- On the 30th March 1836 fiber was created from glass in France, making fiberglass.
- It is odd that the greater the ship the less cargo she carries.
- No more expensive way of going slowly has been invented by man than sailing.
- The *MSC CAMILLE* was delivered by Daewoo in July 2009. She can carry 14,000 teus and measures 365.5 meters in length, 51.2 meters in breadth and has a maximum draft of 14 meters. She has a speed of speed of 24 knots. It was not long ago that the 10,000 teu mark was broken.

PUFFING, POTTY & POLLUTION

NOT IN MY BACK WATERS

Twenty ships of a Greek company have been banned from US waters for three years after one of the vessels was convicted for pollution and for cooking the record books. The Master is serving a ten month jail term with other officers paying fines or serving lesser terms.

A ship carrying red paint collided with a ship carrying brown paint. The crews of both vessels were left marooned.

LEAGAL LOCKER

SHOVEL READY POJECTS

This has nothing to do with the legal or marine issues but there has not been anything marine to fill this spot of late.

People in high visibility jackets appear with machines and dig a hole in the road, drink tea / coffee then disappear for a few weeks. Depending on location and needs other similarly garbed people appear and do something down the hole before they too disappear. These Mayan like acts leave ordinary people to wonder if there is a religious connection between hole and man. Eventually the hole is filled in and a black covering placed over it. This process is repeated in Nova Scotia every few years at each location. In London 36 percent of traffic delays are caused by road works and cause an estimated one billion Pound (\$1.6 billion Canadian) cost to businesses every year. There are 100 different entities in London that can dig up the roads and there is no need for the work to be expedited or co-coordinated so that when the road is dug up multiple activities can be conducted down the hole at the same time. There are over 300,000 holes dug in London's roads each year. One way they are considering to improve this process is to have the organization causing the road works to 'rent' the lane or lanes for however long they have it dug up. The quicker fix the less the 'rent' for the road.



He's been watching too many promotions for the Olympics

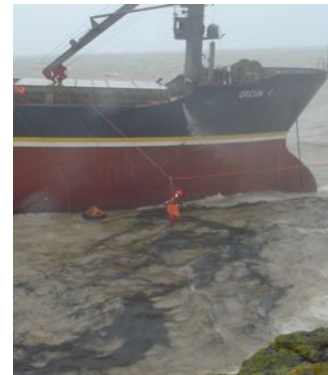


Britain seen under a blanket of snow except for the tip of Anglesey and the coast of Cumbria

Another shovel ready or not so ready project.

The Institute of Occupational Safety and Health, a professional body in Britain advised people NOT to clear the snow / ice from in front of their property as if they cleared the snow they then could be liable if someone fell and injured themselves. Apparently there is no requirement to clean the sidewalks in front of your property and the local authority is not required to do so either. The Transportation Secretary has said this 'needs a bit of common sense' and 'people should ignore the legislation!' [most people ignore as much legislation as possible. Ed]. Parents and children cleared 8 inches of snow from around one school in order to reopen it, now that's common sense.

CALL THE MATE



A breeches buoy rescue from the *OCRUN C* after it ran aground and broke it's back off the coast of Turkey. Nice to know such tried and ancient methods are still being used and remains part of the STCW Basic Safety Course.

TTFN