

	<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;">FEBRUARY 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>NEXT MEETING 1930 Wednesday 9 February Maritime Museum of the Atlantic Speaker: Honorary Member Steinar Engeset “Operating a Modern North Atlantic Fishery”</p>

MINUTES OF THE PROFESSIONAL MEETING

Wednesday, 19 January 2011
Maritime Museum of the Atlantic

The first meeting of 2011 was postponed by one week due to a snowstorm on January 12.

At 1925 Capt Tom Kearsey, the Assistant Deputy Master, acting on behalf of the Master away on business, called the meeting to order. There were 22 members and guests present.

Presentation of Award

Capt Kearsey introduced VAdm Larry Murray, Ret'd and CPO1 Earl Corn, Ret'd representing the Navy League of Canada. VAdm Murray then presented the Division with the Navy League Community Service Award, recognizing our “significant contribution over the years to the development of the Youth of Canada and their future in our Nation, through our support to the Navy League of Canada and the Canadian Cadet Programme”.

VAdm Murray went on to give an update on the Cadet Programme and to note that the Navy League puts great value on being able to claim among its supporters such a well regarded professional body as the Company.

Maritimes Division has made an annual contribution to the Cadet Programme for many years, recognizing the training of youth in both seamanship and citizenship. At the same time, we have been supported by the cadets at our annual Battle of the Atlantic Merchant Navy Remembrance Ceremony in the Museum.



Vice Admiral Murray, supported by CPO Earl Corn, presenting the Community Service award to Captain Kearsey



OASIS OF THE SEA and ALURE OF THE SEA together for the first time

Professional Presentation

At 1935, Capt Angus McDonald introduced Dr. Aldo Chircop, Professor of Law and Director, Marine and Environmental Law Institute, Schulich School of Law.

In a most interesting, 50 minute presentation delivered with much humour, Dr. Chircop described the current interest of both China and the European Union countries in the Arctic Sea Routes. Dr. Chircop explained not only the recent operational experiences in use of these routes because of shrinking ice coverage but also the very complex web of international political relations arising from many countries' competing interests in the Arctic and Antarctic.

Among many aspects of this broad issue, he touched on:

- the "Arctic 5" and the 'Arctic 8" countries;
- the geography of the Arctic Ocean claims by the coastal states;
- the shipping diversity in recent usage of the Northern Sea route;
- oil, gas and mineral resources;
- science of climate change;
- impressive extent of Chinese research activity in both Polar regions;
- EU Arctic concerns including resources, aboriginal culture and the environment;
- the remarkably complex EU institutional linkages;
- the effects of the Canadian Seal Hunt issue

Dr. Chircop took a number of questions from the floor before finishing at 2055. Capt. Kearsey thanked the speaker and a hearty round of applause followed. Members were all impressed and felt they'd received an excellent update on such an important and topical subject.

Dr. Chircop will be taking an active part in our June Conference.

Dr. Chircop has just prepared an article that covers much of this material for the Spring 2011 Canadian Naval Review, a local journal produced by the Dalhousie Centre for Foreign Policy Studies.

The meeting adjourned at 2100.

POET'S CORNER

More in the life of Jill Tar.

THE OPEN SEA

"Let go for'd."

The voice was relaxed and assured; it was the voice of a man who knew his job; it was, indeed, the voice of 'Big Jim' Mathews, veteran pilot at the Royal Docks.

"All gone and clear for'd."

Slowly, gently, the tugs edged the ship into the middle of the dock.

"Slow aster!"

"Aye-aye, sir."

I stood on the boat deck, trembling with anticipation. The ship moved gracefully astern towards the open lock gates.

At last – at last! I was afloat and heading for the sea!

But, dear shipmates, to begin at the beginning....

After completing his stint on Dock Staff, (and having put in the requisite sea time) Jack battled his way through the Mate's examination and reached the giddy heights of Second Officer with a distinguished British Company.

Hand-in-hand with this elevated status came the icing on the cake – permission for me to do the next trip. And the 'next trip' was to Rotterdam, where the ship (a large modern cargo ship) was scheduled to dry dock for hull inspection and painting. Of course I had very little conception of what dry docking would entail, and I did not even ask. If Jack had told me they would turn both me and the ship upside down on arrival, it would not have deterred me. Nothing short of a sinking was going to keep me from Rotterdam! I waited in a fever of excitement for the sailing date, crossing the days off the calendar with the blatant enthusiasm of a child eager for the school year to end. I spent an age touring the shops, and in a mood of high abandon one sunny afternoon I drained the bank account quite dry. Starry eyed with recklessness, I trotted home, staggering under the weight of my newly purchased "sea apparel" – saucy little sailor berets, navy blue slacks, white tops, (with coy red anchors embroidered all over them – but I was young, remember - and the bulky fisherman's knits. I was determined to look the part.

The great Red Letter day finally arrived. My suitcases were ensconced in a taxi and it was time to go.

"Royal Docks," I instructed the driver. I tried to sound coolly sophisticated as I gave precise details but the words rushed out in a joyous squeak. An awe-struck country girl still lurked beneath the surface.

After what seemed an eternity we were through the dock gates and I was gazing, bewitched, at that beautiful ship. I had an almost irresistible impulse to dash up the gangway two steps at a time. Somehow I managed to sedately walk on up. Two Lascar seamen followed discreetly behind, my precious cargo of cloths clutched in their hands.

At the top of the gangway I turned and paused a moment. My excited eyes took in the hustle and bustle of the familiar dock yard scene and a swift shudder of delight engulfed me.

"Yippee!" I cried in silent ecstasy, (though outwardly, I assure you, I was decorum itself)

"Yippee...eee.

If I had lunch on board I can not remember. How could I concentrate on such a mundane thing as lunch when other more stimulating things were happening all around me? Boat drill for example.

To be continued

NAUTICAL NEWS WEATHER AND SPORTS

WHAT A LOT OF SHIP

The *OASIS / ALLURE OF THE SEA* class of cruise liner have / are being with fitted with solar panels on deck which will power the shopping district of the ship. The passengers walk over the panels, what will they think of next?

This ship was built from 500,000 hull components put together in 181 blocks with a maximum weight of 600 tons. There are 250 kilometers of pipe over 25 mm diameter buried inside the ship with 5,310 kilometers of electric cable. The sprinkler system uses 100 kilometers of pipe to feed the 16,000 sprinkler heads. There are 158,503 gallons of paint (and growing) on the steelwork. The ship produces 50 tons of ice cubes every day. There are 16 passenger elevators to move passengers about the 16 passenger decks (there is a bar that goes up and down like an elevator to confuse the drinkers that get on at one level and fall off at another). There are 2,704 staterooms of which 1,956 have balconies. The 18 lifeboats are each 55.7 feet (17m) long with a maximum capacity of 370 persons each, there is a toilet onboard and they are provided with GPS. The boats can carry all the passengers and there are four marine escape slides with liferafts for the crew who are not in the lifeboats. There are two fast rescue craft. Just to keep the navigation watch happy there are five radars. The total engine output is 130,000 hp with 103,380 hp going to the three Azipod, the three bow thrusters provide a total of 22,500 hp of

thrust. The electric output equals the needs of a city of about 175,000 people. The first Starbucks at sea is onboard [what no *Tims* for Canadians?] This ship alone provided about 12,000 man years of work in their construction and outfitting. At 225,000 gt, 1,184 foot length and 154.2 foot beam and a draft of 30.5 ft and an aid draft of 213.3 feet the numbers are impressive.

WHAT SHAL WE DO WITH THE SLEEPING SAILOR?

Between intoxicated masters and officers on the bridge and officers falling asleep at the wheel (are there still wheels on ships these days?) the watch system is in question.

There are studies ongoing into the lack of sleep and the resulting hazards. One is to develop 'biomathematical' models to predict risk of fatigue in specific patterns of working hours. It may be another piece of paper for the poor sleep deprived mariner to have to fill in to assist the study. Another is to provide wristwatches that measure movement and light and can tell when the wearer is asleep. Another is a hat which measures brain waves so can tell how fatigued the wearer is. [A new uniform cap, may be?]

Owners invest large (vast?) amounts of money in the ship yet skint on manpower. In years gone by three watch keeping officers provided some 30 to 36 hours of 'work' per day (3 X 10 to 12). Today two watch keepers do the same work and more because the paper workload has grown immensely. Who checks that the fire fighting system manual matches the plans and the system provided (refer article in the last *Foghorn*)? Who fills in the working hour's record, who is on cargo watch while the mate tries to sort out what goes where? Who corrects charts or is it left to the electronic chart to correct itself? Who does all these things at the same time? Who gets any sleep? Knock knock, "Good day, Captain, sorry to wake you but I am here to inspect"

The support the Master would get for telling the owner and charterer that the sailing was delayed 12 hours while everyone caught up on their sleep so the voyage would be safer can be imagined.

If 12 on 12 off is such a good idea for weeks on end why is it not the norm at head office, would it not make operations in head office more efficient and profitable, too? Something for the CEO of every shipping company should consider as a way to sweeten his bonus.

After all those hours of work is it any wonder they fall asleep?



One of the Radar Simulator own ships at the Pier 21 Nova Scotia Nautical Institute

MORE IN THE NUMBERS GAME

The dry bulk ship order book stands at 277 million dead weight, yes 277 million as of 31 December 2010. The order book remained about the same as it did at the start of 2010 despite reports of orders being cancelled. In contrast the container ship orders are down by 21 percent and tankers down by 6 percent.

In 2010 the world commercial fleet expanded by a staggering 10.1% despite the economic downturn. May be these ships were ordered before the downturn and were not cancelled but their arrival on a market suffering from an oversupply will not bode well for rates unless there is a glut of scrapings. Dry bulk fleet increased by 15.6%, tankers by 6% and containers by 7.4% The world fleet now stands at 45,092 ships of 1.39 billion tons capacity.

Experts say that the refrigerated fleet will be halved in the next ten years as refrigerated containers take over. Containers are cheaper to load and deliver than bulk refrigerated cargo.

Maersk is close to ordering an 18,000-TEU vessel, possibly one of 20 for a cost of \$4 billion. The ships will reduce present day emissions considerably by advanced coating, power systems etc. and replacing a number of smaller, older vessels.

SHORT SNAPPERS

- The waste nuclear fuel carrier *PUMA* suffered a leak into its engine room off the coast of Norway. A magnetic patch was provided and plugged the leak so the vessel could proceed to port for repairs. Listing / trimming the vessel made it possible to place the patch without the need for divers. Norwegian Coastal Administration vessels carry a pack of these patches. Fortunately the *PUMA* had delivered its cargo of some 333 tons of spent nuclear fuel to Murmansk and was returning for its next load.
- Yet another death involving a lifeboat. A partially enclosed lifeboat suspended over the side of the *VOLENDAM* in Lyttelton, NZ was being maintained by two crew members wearing full body harnesses when one of the falls parted, dumping them into the harbour. They here not wearing floatation and one soon went under, the body has since been recovered. The other kept himself afloat using a bucket and was rescued very quickly. The boat was left hanging by the stern fall clear of the water..
- St Lawrence Seaway traffic was up by 15% in 2010.

PUFFING, POTTY & POLLUTION

WHAT A LOAD OF ... [Which is why this in the potty section]

A writer of children's books in the UK was told by her publisher that she could not have a fire breathing dragon toasting marshmallows on his breath as this was against health and safety regulations [the legislation thinks of everything in the UK]. Neither could she illustrate a boy on a ladder or a red hot burner on a stove in her books in case children try to act out the stories. The illustration of the stove in the book glowed 'green.' I am glad I deal with technical books.

Southampton Council has threatened to have signs that read 'English speaking driver' removed from taxis. I wish they had those signs on taxis in the ports in North of England in the 1960s when I joined or signed off ships there.

LEAGAL LOCKER

THIS IS SERIOUS IF YOU REPAIR WHARFS

An interesting thought to test your Ship Master's Business skills. A wharf repair worker is standing on a float tied to the wharf. He gets his co-worker (can not use the word 'mate' as it is not politically correct) to move the float by slacking one line and pulling in on the other. Does this make the float a 'towed vessel' under the collision regulations? [Just bear with me a moment, it gets even better] If the lines are let go and the worker on the float uses a piece of wood or his hands to paddle the float does this make the float a 'small commercial vessel' under the Canada Shipping Act? If it does make it a vessel, does the float now have to be registered and participate in the Blue Decal [small vessel inspection] program? The worker would now need to obtain the required operator proficiency to be in charge of this worthy craft. If this activity takes place in Halifax Harbour the Pleasure Craft Operator Card (challenge exam) is adequate but in other ports and harbours in Nova Scotia the Small Vessel Operator Proficiency and MED 3 certificates (compulsory 5 day course) are required. [Halifax is considered 'sheltered waters' while every where else is in 'Near Coastal II' waters . Now this next part really needs a legal mind to fathom; if a structural engineer not employed by the owner of the float gets on the float and is paddled by the worker the float now becomes a 'passenger vessel?' If the float goes under the wharf so the structural engineer can look at the inside piling and the underside of the deck are the people now in a 'confined space?' What if the float is pulled along the piles by those on it by hands on the piles is it still a 'vessel under way and making way,' requiring navigation lights and a fog horn?

Is it any wonder the infrastructure in small ports is falling apart? Pass me the Aspirin!

CALL THE MATE



Duct tape and paint over a crack in funnel, Port State Control picture



A wee bit hogged is she, Mr Mate?



Recovery of a hypothermic person, keep them as horizontal as possible



Imagine the pendulum effect if the ship was rolling

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TTFN