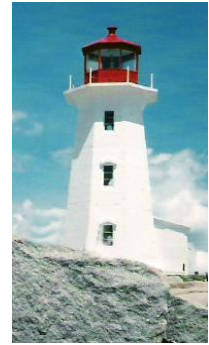




THE FOGHORN
*The Newsletter of the Maritime Division of the
Company of Master Mariners of Canada*

JANUARY 2008

Submissions to Tom Kearsey
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*Any opinion or meaning you find
in this newsletter is your own*

ANNOUNCEMENTS

NEXT MEETING

2000 hours, Wednesday
9th January 2008
Maritime Museum of the Atlantic

*Discussion on the
Victimization of Seafarers*

To determine what steps the Division can
take to protect mariners from this new
attack.

Your input is most important

Mail or email it in

(Council meeting 1900)

DUES ARE NOW DUE

Membership dues have been increased
to meet National's budgetary needs.

\$140.00 for Full members

\$70.00 for Senior and Associate

Members

Please make cheques payable to
Company of Master Mariners of Canada, Maritime
Division and mail to the Secretary
P.O. Box 315, Dartmouth, NS B2Y 3Y5

ARCTIC SEMINAR

27th February 2007

Dalhousie University

**MINUTES OF THE
PROFESSIONAL MEETING**

Minutes of the Christmas Professional Meeting
Wednesday December 12, 2007
Armdale Yacht Club

After a Happy Hour, 21 members sat down at 1820
to a very fine dinner of turkey and halibut.

At 1940, Capt Calvesbert introduced the special
guest of the evening, Ms. Maggie Whittingham-
Lamont, Manager of the Halifax Mission to Seafarers.
Ms. Whittingham-Lamont gave an overview of the
Mission's current operations highlighted by examples
of direct help given to visiting sailors. She touched
on the well-known situation of hard-pressed, international
crews in our port sailing on tight schedules. She
emphasized that the Mission promotes the mental,
spiritual and physical well-being of seafarers. In
practice, this means that the Mission staff helps
sailors communicate with home, can give personal
counsel and even organizes sporting activities. She
finished with a description of the "Shoe Box", a
traditional gift of the Mission to mariners entering
Halifax in the Christmas season. The individual box
includes personal items and toiletries and has
become very much appreciated in the marine
community.

Capt Calvesbert thanked Ms. Whittingham-Lamont
for her talk and presented her with a cheque for \$500,
the Maritimes Division annual donation to the Mission.

COUNCIL MEETING

At 2030, the Division Council convened with a
quorum present.

A potential, new honorary member was discussed
and tentatively agreed to. The Secretary was tasked
to procure a formal biography so that a decision could
be taken at the next Council meeting.

The DM reported on the November National
Council telecom, during which the Fair Treatment of
Seafarers was the major issue.

Capt Stockdale also raised the issue of Fair
Treatment of Seafarers, which remains a major

concern in the marine industry. He expressed concern that the Company has yet to formally and effectively take a position that would contribute to policy discussion at the national and international levels. The Council agreed and a commitment to move on this issue was made.

The Council adjourned at 2105.

WELCOME IN THE NEW YEAR

Capt. Jim Calvesbert
Divisional Master, Maritimes

The change of year brings nostalgia with it: memories of the good events of CMMC's 30th year in 2007; a chance to pause our thoughts to remember lost colleagues; and, an opportunity to look forward to the New Year. I know that 2008 will provide plenty of those for us.

We will start the year with an in-depth discussion of the "*Victimization of Seafarers*" and arrive at a decision as to whether we will encourage National to contribute to the Canadian, and international, position which currently provides little support to Master's when accidents occur. We will also strengthen our relations with the *Canadian Marine Law Association* in this effort.

- Last year, we were "snowed out" of our Valentine's Day dinner with our spouses. Here's hoping that this year will not let us down.
- On February 27th, we will again host, in conjunction with Dalhousie University, another Arctic based seminar "*Shipping in the Canadian Arctic: the Challenges and Opportunities*". Our last Arctic seminar was more successful than forecast and we are confident of a similar level of success this time.
- The *Company of Master Mariners of Canada* is at a stage when membership growth is becoming more important to our goal of being a major contributor to the sea-going profession. We must recruit new members, particularly those still active in the profession, in order to achieve this goal. Our challenge then, for the Maritime Division, is to each bring a new prospective member to one of our meetings this year. Even if they don't eventually join our *Company*, they will leave with a better idea of who we are and what we are attempting to do.
- Our participation, on behalf of the *Merchant Navy Veterans*, in the conduct of the Remembrance Day and Battle of the Atlantic

ceremonies will continue and will change to meet the needs of today. Mariners have always played an important role in the peacetime transportation industry but few remember how critical that task becomes in time of hostilities. Maritimes Division of the *Company* has committed to assuming the role of ensuring that the public does not forget that.

- And, for the golfers among us, perhaps it is time that we held a small golf tournament at one of the shorter courses, possibly Indian Lake. Please let me know if you are interested in taking on the organization of this.
- We are always looking for interesting guest speakers and I am certain that most of you have a number of people in mind that would fit this description. Please let any member of the executive know so that we can invite them.

Having presented these challenges, I want to extend best wishes for the New Year from your Divisional Executive – Peace, Prosperity, and Good Health in 2008.

POET'S CORNER

LAMENT FOR HOLT'S

The ships were strong built and flew the Red Duster,
The crews were the best that Britain could muster,
So pick up your glass and top it with wine,
And toast to the Glens and the Blue Funnel Line.
You have to give credit where credit is due,
To the Flett designed ships of Glen and Blue Flue,
And the cream o' the crop, so far as I can discern,
Were "Glengarry", "Glenorchy", "Glenroy" and
"Glenearn".

Twin screws, Chinese crews and an air of grace and
of power,
They covered eighteen nautical miles every hour,
And you knew, outward bound, passing Folkestone
and Dover,
In three months and ten days the trip would be over.
After the war the "A's" sailed the seas,
And they were soon joined by four of the "P's",
While serving the company's Southern sector,
Were "Helenus", "Jason", "Ixion" and "Hector".
The old lady of Oz by then had retired,
She was sent to the breakers where she expired,
Yes, the "Nestor" had died after so many years,
And her departure left many an Aussie in tears.
Of course the "Sam" boats filled a critical gap,
As they steamed at 10kts. all over the map,
The Victories too, last but not least,
They plied from UK to the US and Far East.

Every Holt ship bore an unmistakable stamp,
 Could never be taken for Clan boat or tramp,
 With funnels of blue, or red for the Glen boats,
 Distinct from Harrison's, City or Ben boats.
 Compare the contraptions which now plough the
 waves,

And I'm sure the old timers would turn in their graves,
 I know the words which would fall from their lips,
 "Those damnable things don't even look like ships".

The seventies saw a sharp fleet reduction,
 As by now containers had come into production,
 And as massive container ships were employed,
 We saw the end of the seafaring life we enjoyed.

And now as our old eyes look to the ocean,
 And we reflect on the life which once was our portion,
 Let a tear fall into your roast beef and gravy,
 And thank God for what was called "the Welsh Navy".

D. C. Mc Nab March 2007

Does anyone know of any poems involving the
 Canadian Coast Guard fleet, BIO ships or Great
 Lakes shipping? If anyone has any please forward
 them for this section. Unfortunately only those
 considered printable for mixed company will be
 printed.

MARINE NEWS, WEATHER & SPORTS



JUST DUCKY



What is in a name?

The officers of IMO vessel number 8024375 must
 have been overjoyed with an early Christmas present
 when their ship was renamed *STAR IOTA*. The
 vessel's former name was *MOMMY DUCKLING*.
 Other Ducklings sold were the *A. DUCKLING*, *B.*
DUCKLING, *C DUCKLING* , *F. DUCKLING* and *G.*
DUCKLING, all to Star shipping. The Ducks were
 owned by one ship companies (name of ship) owned

by TMT. The ships were 10 years old on average,
 some being built in 1992/ 93 and the total purchase
 price came to \$345.2 million US for 691,213 dwt
 tonnes of bulk carrier. Time charters came with the
 ships ranging from \$18,000 to \$47,500 US a day.
 Two of these ships are Capsize, one is Panamax size
 and three are Supramax size.

Sold previously were the *I DUCKLING* and the *J*
DUCKLING and the *DONALD DUCKLING* went for
 scrap. A 1973 built woodchip carrier named *FELIC*
DUCKLING went for scrap in 1998.

All this from seeing a photograph of crew painting
 over the name *MOMMY DUCKLING*.

There really was a *DONALD DUCKLING*

COVER UP WITH COPPER

NTSB in the US has blamed Norwegian Cruise
 Line and Bureau Veritas for the boiler explosion that
 caused eight deaths and 17 injuries on the SS
NORWAY in 2003. Ship scrapped in 2007. The
 report indicates that copper was used to intentionally
 hide crack to avoid making repairs to the boiler.

"Large copper nuggets" were found near the
 fracture surface of the ruptured boiler. There is no
 apparent reason they would be there although boiler
 experts have heard of using copper as a temporary
 fix. Forcing copper into a crack may cause the crack
 to spread. Metallurgists have concluded the copper
 could not have been produced by chemical reactions
 in the boiler.

Not being an engineer I may miss some details but
 it appears the boiler was heated and cooled too
 quickly, too many times as well as the water
 chemistry not being correctly maintained. There is
 also reference to 'frozen boiler feet,' I presume this
 means the boiler could not 'move' as it expanded or
 contracted as it heated or cooled. [Frost bitten feet
 while roasting the remainder must be uncomfortable].

NTSB blames the explosion on NCL for deficient
 boiler operation, maintenance and inspection
 practices which allowed material deterioration causing
 fatigue cracking. BV were blamed for conducting
 inadequate boiler inspections. There are still criminal
 investigations under way - not moving very fast,
 frozen feet?

TIME WELL SPENT?

A Belgian study reports that Masters spend up to
 six hours per day at the computer dealing with the
 paper work. Much of this is e-mail from head office,
 charterers, terminal managers and others assorted
 ship manglers (no sic here, ed.). Is it any wonder the
 Master has little time to make sure his officers are
 competent or that they are doing their tasks
 adequately? As the availability of mariners of any
 type decreases the competency of those remaining
 will decline and, inevitably, the attempt to administrate
 things (without any responsibility) from ashore will
 increase so there will be even less instruction,

supervision and guidance of junior officers.

Do airline pilots spend the flight doing paperwork? Does the marine superintendent spend six hours of his day responding to e-mails sent by the ship? I would think not.

PERSONAL PROFILE

Captain McDonald found a copy of Kent Line Limited "NEWS" magazine No. 14, dated Christmas 1989. On pages 11 and 12 there is an article about Captain Patrick Gates, our Deputy Master. The article reads as follows:



The *POLAR DUKE*
Built 1983 and still active in 2005

Rick Gates originally joined Kent Line Limited in July 1976 as Chief Officer on the *IRVING STREAM*, and later serving on the *H1070* and the *IRVING GLEN*, until being appointed Marine Superintendent in 1979. He transferred to Irving Oil Limited as Manager of the Courtney Bay Terminal.

In 1983, he decided to resume his seafaring with a supply ship company out of St. John's, working on the Hibernia and Sable Island drilling projects. He then sailed as Master on a research ship in Antarctica and later on a seismic ship in the North Sea. From there he returned to Kent Line this year as Master on the *IRVING OURS POLAIRE* prior to taking over as Mooring Master at Canaport.

Captain Gates was born in East Africa and educated in Nairobi and London. He started his seagoing career with the British and India Steam Navigation Company in 1962 as deck apprentice. On getting his Second Mate's Certificate, he joined Blue Star Line and later Mobil Tankers. Rick and his wife Diane (who is a native of Tasmania) moved to Saint John in 1979.

Captain Gates' voyages have taken him to most places in the world, each with their own story. His most memorable adventure was when he was in command of the *POLAR DUKE*, a research ship in Antarctica, and was able to rescue the crew and a team of scientists off the Royal Research Ship *JOHN BISCOE* when the ship was trapped in heavy pack ice off Adelaide Island, Antarctica. After having spent two

days trying to break the *JOHN BISCOE* out with the *POLAR DUKE*, gales set the pack ice in motion and the *JOHN BISCOE* started drifting over uncharted waters towards a visible reef about 2 miles away. The Master of the *JOHN BISCOE* decided to abandon ship. This was accomplished by getting the two ships as close as possible and having the people walk across the ice.

The next day and a half were rather hectic with 96 assorted people aboard a 219 foot research ship. The *DUKE* was 'dry' and the *BISCOE* wasn't. A few enterprising souls from the *BISCOE* found the time to clear out the bar before abandoning ship. This added to their discomfort when they made open water in a moderate sea.

Several days later the *JOHN BISCOE* was freed by the powerful West German research ship *POLAR STERN* and, much to the relief of the British Antarctic Survey (B.A.S.), they were able to continue with their season.



Photo with the article
[Nice CMMC tie]

Seafaring is a small world. The Master of the *JOHN BISCOE* was an old nautical friend from 'ticket days' at Warsash (Southampton Nautical College) and they had not seen each other for ten years.

Rick left the Antarctic with some regrets but left it in good hands. The fellow below said he would keep a sharp eye on things.

End of article



CONFUSING

A confusing quote from the Director of The North of England P & I Club:

"Relatively minor incidents are developing into unnecessarily major claims because basic procedures are not being followed or simple common sense is not being applied. Seafarer education is now so focused on running ships in accordance with procedures, crews do not always have the training, initiative or experience to think independently."

Is he intimating that ISM procedures are not always common sense? What a shocking thought!

Captain Stockdale

WAIVERS ANYONE?

Following the allusion between the bridge and the COSCO BUSAN Californian Senator Barbara Boxer submitted a piece of legislation which, if passed, would give the authority for ship movements in hazardous situations to the VTS personnel.



Senator Boxer waving

A gentleman named Couttie wrote to the Senator to inquire if the legislation would provide a waiver against responsibility for any damages should VTS orders result in pollution. The Senator promptly replied, thanking Mr Couttie for his support for her rejected piece of legislation for a Californian waiver to regulate global warming pollution from vehicles. She wanted more stringent controls on greenhouse gasses from cars than the federal standards called for.

A simple request by a mariner for some of the expected outcomes of the informed Senator's well reasoned submission on marine matters. "We fail to understand" would be the start of most mariner's letter of reply to her.

It turns out there is not a central control in the port of LA so there is difficulty / delay in transferring information. Senator Boxer wants \$ 20 million to rectify this. Her proposal is for VTS to be able to command an alteration of course or for a ship to slow down when an incident is occurring. (Another distraction as the pressure builds for the bridge team who may be well aware of the problem)

USCG response to this suggestion was, "We wouldn't want to see an unintended consequence of any proposal relieve a ship's captain or pilot of their ultimate responsibility for the safe operation and navigation of any vessel," said Coast Guard

spokesman Cmdr. Brendan McPherson. A politically correct way of saying 'Not our responsibility under any conditions.'

For those of you with access to the internet try <http://maritimeaccident.wordpress.com/> for Mr. (Captain?) Couttie's web page, it is well worth a look as he delves into various marine incidents with humour and insightful observations.

RUSTY SHIPS WITH RUSTY CREWS

The growing average age of mariners, coupled to their lack of rest and the lack of maintenance that can be accomplished with (below) minimum crew on tight schedules has prompted someone to coin the phrase, **rusty ships with rusty crews.**

Fiddling the records for rest periods must be reasonably common in short sea trades because of the traffic encountered, the confined waters runs and port schedules with fast turn rounds. How do the operators reconcile the activities of the ship, the need for personnel to make these activities happen with the record of hours of rest? Operators must face the fact that an undermanned and overextended ship is an accident waiting to happen.

The STCW 95 had the effect of reducing marine education and skills to the lowest denominator, not raising the overall standards. The reduction in the number of officers and crew alike reduced any 'mentoring' and 'apprenticeship' style skill development. Marine Colleges can not impart the practical skills to new entrants before they join a ship because of the costs involved. Unless it is a routine activity it is unlikely the skills will be developed on board. The check-list minded STCW graduate is, many contend, unable to contend with a situation for which there is no check-list to guide them.

A study of Great Lakes shipping indicates that the average age of the licensed officers there is about 53 years old. Of the 130 to 200 Cadets enrolled at the Great Lakes Maritime Academy (in the US) 40 to 55 percent fail to earn a degree or drop out. Of those who obtain the degree only 5 to 10 percent are still on the water 20 years later. Of these, 80 to 85 are employed in marine related employment while 10 to 15 percent are in unrelated fields. There are about 60 US flagged Lakers still plying their trade, about a third of the fleet some years ago. The pay is good for about 200 days work a year but some end up suffering the 'golden handcuff' that keeps them at sea because they could not earn as much elsewhere.

SHORT SNAPPERS

- The 26 states in the Paris MOU on Port State Control conducted 21,566 inspections on 13,417 ships in 2006. 1,174 were detained compared to 944 the year before.
- A UK Counter Pollution Officer has said the MSC NAPOLI incident "was a baby" warning because the mobile cranes and port facilities to handle a similar

situation with the 10,000 TEU new buildings are simply not available.



LEGAL LOCKER

PRESTIGE ONGOING

There are emerging stories that class society ABS could have prevented the *PRESTIGE* from sailing. This appears to be based on the inability of the inspector to access a ballast tank in a May 2002 survey. The ballast tank was repaired in China in 2001 and it is alleged a thinner plate than it replaced was used. It is also alleged that the plate was of a different type of steel than those around them. More allegations are centred around the repairs actually carried out were a lot less than those specified and reportedly provided. The ship operator contends that ABS should not have approved the repairs and should not have let the ship sail from China.

Ballast tanks adjacent to cargo holds with heating coils must be inspected periodically but it is contended that because the coils in the *PRESTIGE* were not working there was no need to conduct the survey. There is also dispute as to the first cracks being in the ballast tank or elsewhere.

The classification society ABS is being sued for \$ 1 billion for its part in this chain of events (alleged or factual has yet to be determined in court) by Spanish groups.

The blame game continues with this all having to be proven one way or another in a court somewhere.

ARE YOU BEING ATTACKED BY YOU?

At a seminar held in Singapore concerns were raised about the Ship Security Alarm System (SSAS) being of any help in preventing acts of terrorism. The silent alarm is sent, in most cases, to the ship owner who, because of the number of false alerts, is likely to contact the ship to verify it is not a false alert. Once the terrorists confirm it is a real situation the owner contact the flag state. Flag state then notifies the coastal states near the ship. Most terrorist attacks do not provide the time required for preventative measures to be taken, the explosion beside the tanker *LIMBURG* is an example of this.

It was suggested that the authorities could warn merchant ships in the area that an attack was taking place and also advise war ships of this fact in the vicinity of the incident.

Being cynical, maybe the SSAS was fitted so the owner could start filling out the insurance claims in a timely manner.

PUFFING, POTTY & PETROLEUM PROBLEMS

ENVIRONMENTAL AWARD

The International Salvage Union has been credited with recovering 13 million tonnes of pollutants from more than 2,000 shipping casualties in the period 1994 - 2006. This includes 10 million tons of oil carried as cargo. In the same period it is reported that 520,000 tonnes of oil was lost in shipping accidents.

Not only did the salvors save the environment they may have saved the marine industry from political and public scorn.

Should the salvage industry be nominated for an environmental award?

CALL THE MATE



Sailing along in the future

When there are more of these kite flyers will there be special navigation lights for these semi hampered vessels so they do not get the sails tangled

DECK LOG

The make-work project of 2007 - 2008 is over, back to normal operational conditions.

TTFN