

	<p><b><i>THE FOGHORN</i></b> <b>The Newsletter of the Maritime Division of the Company of Master Mariners of Canada</b></p>	
<p><b>JANUARY 2011</b></p>		
<p>Submissions to Tom Kearsey 5 Averill Street, Dartmouth, NS, B3A 2H1 <a href="mailto:Thomask@ns.sympatico.ca">Thomask@ns.sympatico.ca</a></p>		

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

\*\*\*\*\*

***ANNOUNCEMENTS***

**NEXT MEETING**

1930 hrs 12 January 2011  
Maritime Museum of the Atlantic  
Dr. Aldo Chircop JSD,  
Professor of Law, Director Marine & Environmental Law Institute,  
Schulich School of Law, Dalhousie University  
will give a Paper on  
*` Why are China and the EU so interested in the Arctic? `*

**DUES ARE NOW DUE**

Full Member \$ 160.00  
Senior Member \$ 80.00 (65 before 01 01 2011)  
Associate Member \$ 80.00  
Cheques payable to Company of master Mariners of Canada

Bring cheque to the meeting or 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***

On Wednesday evening, December 8th, 28 members and guests gathered at the Royal Nova Scotia Yacht Squadron clubhouse for a social evening and Christmas Dinner. As usual, in the very traditional and comfortable RNSYS setting, the talented galley staff served up a delicious meal. Members mixed, dined and seasonal greetings were exchanged along with many salty dips.



The mid 1970s Radar simulator at the Nova Scotia Nautical Institute in Pier 21

\*\*\*\*\*

## ***POET'S CORNER JILL TAR'S NEW YEAR'S EVE ON BOARD***

The weeks rolled by and suddenly, it seemed, Christmas was upon us. Jack spent one of his rare Christmas days at home, but was sent as Duty Officer on a distinct 'First Class' ship on New Year's Eve, and I decided to join him.

The earlier part of the evening was uneventful enough, Crew members were busy with their duties, and I sat quietly reading awaiting Jack's return. I was feeling a little lonely, to tell the truth, and more than a little bored. It seemed we were going to bring in the New Year in a very dull fashion.

But things are not always what they seem, and we had reckoned without three Scottish engineers!

"Would you care to join us for a noggin?" Second Engineer "Jock" McLean popped his tousled head around the door, and with those few simple words the calm of the evening was well and truly shattered! In the time it took to say "Auld Lang Syne," eight of us were packed into "Jock's" cabin and a party worthy of the occasion was swiftly under way.

I believe it was when the Third Engineer insisted (for the third time) on bawling out "I belong to Glasgow" that some bright spark (No, not the Radio Officer) suggested we visit everyone's cabin and have a 'wee drink' in each one.....the last 'wee drink' of the old year.

Now until that evening I had been firmly convinced that anything more than two sherries would drop me paralyzed to the ground, so I guess you could say that night I grew up. And fortunately, (for me, at least) midnight approached before we could complete our rounds of the cabins.

"The youngest person here must ring sixteen bells," said Junior Sparks suddenly, a happy beaming smile all over his face.

"S-sixteen bells?" I queried in astonishment. Even a dumb country girl like me had learned that eight bells are rung at midnight.

"Yes, that's the tradition on New Year's Eve," confirmed the Second Mate. "The youngest person on board rings sixteen bells." He hiccupped slightly and gave an apologetic grin.

I wasn't the youngest – I wasn't even a crew member – but the unaccustomed gin and tonics had made me bold.

"I'm going to ring sixteen bells," I declared, loudly and firmly.

"Och away!" said "Jock" McLean. "We canna have a woman ringing in the New Year on board a ship."

"Yes, you can," I giggled.

And they couldn't stop me.

I giggled all the way up to the Bridge.

"I'm the youngest! I'm the youngest!" I cried, lying through my teeth, and I grabbed the bell rope before the astonished Officer of the Watch could do anything about it.

It was just on midnight and I did not waste a second.

'Ding...Ding.' 'Ding...Ding.' Thundered out into the night. Never has a bell been rung so enthusiastically.

"Steady....Steady" cautioned Jack as I rang the fourteenth bell. "Ring only two more."

"Ding...Ding."

Sixteen bells! The power went to my head.

"Ding...Ding"

Eighteen bells.

"THAT'S TWO FOR GOOD LUCK" I screamed, intent on ringing a dozen more, but this time Jack grasped me roughly by the shoulders. He looked pale, suddenly.

"You stupid idiot!" he yelled, furious with me now, "Let go of that \*#@#! Rope!"

I wouldn't.

"Just a few more rings," I giggled, riding high on the crest of a wave. "Just a few?"

"Och aye!" chuckled the Third Engineer, swaying happily in the breeze, "It's New Year's Eve, man."

"Och aye," echoed the Fourth.

"DON'T YOU DARE!" said Jack, his voice uncommonly stern, and with great reluctance (after several defiant, albeit muted, 'ding-dings') I finally let go of the rope. I knew I had been beaten.

There were no repercussions.

Oh, except for one thing. A week or two later I was asked had I heard the latest story circulating the docks, the one about the dizzy blond who got aboard one of Britain's stateliest ships, knocked back half a bottle of gin, then dashed to the Bridge and belted out bell after rousing bell before being dragged away into custody, (or worse – into the 'old man's' cabin, some said).

I just smiled a secret smile and shook my head. They expected me to believe a tall, dockside tale like that? No, sir! I was not that gullible any more.

*In any case I'm a brunet.*

\*\*\*\*\*

## ***NEWSWEATEHR AND SPORTS***

### ***WHO IS RESPONSIBLE?***

The US Coast Guard have issued two Marine Safety Alerts regarding the engine room fire on a cruise liner that left her drifting off the California with helicopters delivered sandwiches for some 3,300

passengers and 1,200 crew. Interestingly enough it appears the ship owner turned down a request by the US Transportation Safety Board (TSB) to investigate the fire but requested the flag state, Panama, to do the job. TSB requested to join the Panamanians and were invited to do so. The Alerts point out some major concerns about the installation and manuals provided for the CO2 system. These can be listed as:-

- Shipyard commissioning differed from procedures documented in the ship's Firefighting Instruction Manual.
- Many of the manual's pictures and diagrams did not match those fitted
- The location of the control panel location noted in the manual was not where it was actually located
- The word "Pull" was used when the fitting required the handle to be "Turned"
- The instructions were in pigeon English
- The manual refers to graphics that were not found on the vessel
- Shipyard piping schematics and drawings did not appear to match the 'as built' situation. [What else is new?]
- Numerous piping and hose connections leaked
- The lever to operate the zone valve fell off the actuating piston, it being held on by a "very small machine screw."
- The CO2 systems pilot and co-pilot bottles did not appear to operate correctly
- The actuating arms to zone valves were found loose
- Low points in the distribution manifold allowed water to accumulate that could not be drained
- The system had recently been serviced and inspected by an authorized service provider.

The ship yard inspection and testing failed to notice these defects? Flag state failed to notice these defects? Classification society failed to notice these defects? Port State Control failed to notice these defects? The servicing company failed to notice these defects? The ship owner failed to notice these defects before it took over the vessel?

Who can the poor mariner trust?

I can imagine the ship telling the owner that there are missing diagrams; the diagrams, pictures and drawing do not match the fittings; the wording in the manual is not helpful to understanding the operating process; that the word 'turn' should have been used instead of 'pull' and that the word 'starboard' was used for the location of the controls not 'port.' The 'I fail to understand' letters would be flying back to the ship before the delay bottles in the CO2 system could fill up, most likely along with a pink slip.

This is a common situation where the mariner accepts whatever is provided or not provided and tries to fix it and or make sense of it while hoping that the system involved will never be needed.

***We, as a profession must become more vocal and complaining about such things. Until we do I am sure we will continue to be the ones who carry the can for the failings of those who failed us to start with. We should stop doing the 'me-fix' and start sending letters to the owners to get things corrected at the source.***

The full investigation is not out but so far the mariner has not been singled out as responsible for the problems of operating the CO2 system involved. Stay tuned there may be more to come.

My first ship was the last of six sisters and one of the first tasks I was given was, under the direction of the Second Officer and Second Engineer, to rewrite the instructions for the CO2 system. The same placard had been made from the first ship but none of the CO2 rooms had been laid out the same so the directions were difficult to follow. Again, a 'me-fix' with Scotch taped paper cut out over the wrong wording when a new placard should have been provided.

\*\*\*\*\*

### ***SHORT SNAPPERS***

- A relative of my next door neighbor has become a friend of my wife; they talk by phone almost daily. The friend lives in Houston, Texas, the wife of a structural engineer working for an offshore oil rig owner. She was in a Houston store when some one introduced her to another Canadian. In conversation it turns out they are both from Nova Scotia, small world. In further conversation the other lady's husband also works for an oil rig company, as a Master on a MODU. Turns out she is Maritime Division member Kevin Flynn's wife. Very small world.
- There are reported to be some 30,000 radio stations in the USA, if only there were some worth listening to!
- Shanghai overtook Singapore as the busiest container port in 2010. In 2010 Shanghai moved 29.05 million teus, some half a million more than Singapore. In weight there was 650 million tons of container

cargo moved through Shanghai. Mind boggling to think Shanghai moved a container about every 1.09 seconds!

\*\*\*\*\*

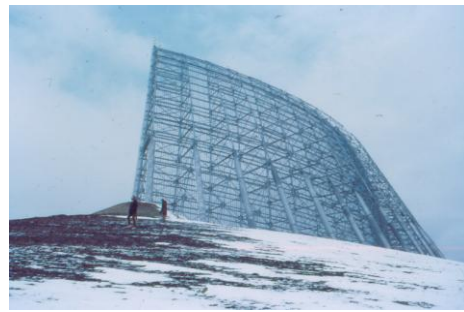
### **CALL THE MATE**



An exact replica of a Hummer and a military personnel carrier being loaded for delivery. Made by Survival Systems Limited for the US military for under water or on their side in a ditch escape training. Road side bombs tend to force them into the flooded ditches beside the road. The Hummer door weighs 150 pounds so is not easy to push open.



Latest advance in marine propulsion systems



US Radar at Thule, Greenland in 1971. They said it can see a door flying over Moscow. Clever, those Russians to make a door fly. It also had the largest refrigeration plant to keep the foundation frozen



*'Hardy, I don't want that kiss to appear on Wikileaks'*



An interesting problem for rescue of the occupants and salvage of the vessel

### **PIRATE UPDATE**

The pirate situation continues with the Somali's working in areas far from their coastline making it harder for the multinational force to patrol the seas. There is reported to be a 'stock market' of pirate activities. One person who contributed a rocket propelled grenade is said to have made \$75,000 in just 38 days, the pirates taking the physical risk. Not a bad return on investment.



Signal for help on the highway after the snow storm in Ontario in mid December



When we are all sitting comfortably, I shall launch the freefall lifeboat?



The *FREEDOM OF THE SEAS* moored alongside the *AOSIS OF THE SEAS*  
How the next building has increased in size



*FREEDOME OF THE SEAS* and the *OASIS OF THE SEAS*

\*\*\*\*\*

### **DECK LOG**

It appears IMO will require all new buildings to have 'FAIL SAFE' hooks in their lifeboats and that all 'existing vessels' will have to replace any 'fail open' hooks with a 'fail safe' one. [I should have purchased shares in LocRoc]. There is also a requirement for FALL PREVENTION DEVICES (FPDs) to be provided incase the hook opens 'prematurely.' The fall prevention devices may be a pin through the hook and the side plates or a strop from a strong point on the boat to a strong point above the hook. Safety redundancy is great now the problem of the unsafe hooks has been resolved! Unfortunately, as far as I can find out from the internet - but can not confirm it, one of the fail safe type hooks opened and dropped a boat from an FPSO killing two (a video of the fall is on U tube for those with internet). I have not been able to find the accident investigation on this but they take so long to be completed another accident could happen. It will be interesting to see how countries like Australia react as they have a ban on any one being in a lifeboat while it is being lowered or hoisted unless the vessel has declared a 'Mayday.' [I wonder what they do in the offshore when a fast rescue boat is used.]

This goes with the CO2 system failure, if mariners had complained about lifeboat hooks years ago it might have been resolved before numerous deaths occurred. Interesting that no one has a clear definitive number of how many have been killed in lifeboat accidents as most flag states do not appear to keep these statistics.

I hope you have all had a happy Christmas break (for those at sea on ships I still hope you had a good time) and that 2011 is prosperous.

Dues are due!

\*\*\*\*\*

TTFN