
	<p><b><i>THE FOGHORN</i></b> <i>The Newsletter of the Maritime Division of the Company of Master Mariners of Canada</i></p>	
<p><b>DECEMBER 2011 JANUARY 2012</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*

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**ANNOUNCEMENTS**

**NEXT MEETING  
JANUARY 2012 MEETING**

**1930 Wednesday 11 January 2012**  
**Regular Meeting – Maritime Museum of the Atlantic**  
**Speaker – Alan Aitken, Canadian Regional Manager Sperry Marine**  
**Part II – The Human Element Interfacing**  
**with New Navigation Systems and Displays**  
**Also**  
**Captain McDonald on *RENA* grounding**  
**And Captain Knight on changes to various regulations**



Bah Humbug! Lost production.

A Merry Christmas and a happy New Year to all our readers, be you a CMMC member or just a casual reader of the web page. Our thoughts and thanks go to those who are at sea during this time of year keeping the commerce of the world going.

**DUES ARE NOW DUE**

Full Member \$ 160.00  
Senior Member \$ 80.00 (65 before 01 01 2012)  
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  
Maritime Museum of the Atlantic  
Wednesday 09 November 2011***

At 1927, Capt Gates called the meeting to order. 12 members and one guest, visiting Maersk Capt Frans Schouffour, were present. The Division Master welcomed members and introduced our speaker Alan Aitken of Sperry Marine Canada, currently owned by Northrop Grumman.

Mr. Aitken's presentation aimed to overview the history and modern day work of his company. Using a slide format, he described the following areas:

- the evolution of Sperry from its beginnings to the Northrop Grumman ownership today;
- Sperry's military and commercial production;
- the US/UK/German manufacturing sites;
- the range of Sperry equipment in service including 12,000 marine radars;
- recent developments in integrated bridge systems;
- the latest bridge display named "Visionmaster FT";
- the "paradox of technology" and "opacity". These concepts apply to the presentation of data to the bridge user in the most useful way and is very much an area of discussion and development;
- bridge manning issues and related equipment efficiencies.

At 2010, Mr. Aitken's laptop computer failed and brought his formal presentation to an early end. However, his subject generated much discussion and questions. Some members expressed concern that the described level of automated radar and navigation data presentation could actually work against basic safety practices and create too much dependence on electronic data processing.

Mr. Aitken promised that the later part of his presentation would show practical examples of working with this new equipment that would help clarify much of this discussion. He promised to return to our January meeting to finish.

Capt Gates adjourned the meeting at 2030.

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***POET'S CORNER***

No poem this edition, but a letter from a subordinate to a superior.

Dear Sir,

I understand you had a bad day at the office when the land line went down and you had a back log of emails to respond to before you could go home and the phone calls from your superiors were non too pleasant for a while. I do not, however, think you should have taken 'your bad day' out on us, your bottom dwelling subordinates.

Last week I too had bad day at the work place so I thought I would share my dilemma with you to make you realize we all have our crosses to carry in the work place.

Before I can tell you what happened to me, I first must bore you with a few technicalities of my job. As you know, my office lies at the bottom of the sea. I wear a suit to the office. It's a wetsuit. This time of year the water is quite cool. So what we do to keep warm is this: We have a diesel powered industrial water heater. This \$100,000 piece of equipment sucks the water out of the sea. It heats it to a delightful temperature. It then pumps it down to the diver through a garden hose, which is taped to the air hose. Now this sounds like a darn good plan, and I've used it several times with no complaints. What I do, when I get to the bottom and start working, is take the hose and stuff it down the back of my wetsuit. This floods my whole suit with warm water. It's like working in a Jacuzzi.

Everything was going well until all of a sudden, my butt started to itch. So, of course, I scratched it. This only made things worse. Within a few seconds my butt started to burn. I pulled the hose out from my back, but the damage was done. In agony I realized what had happened. The hot water machine had sucked up a jellyfish and pumped it into my suit. Now since I don't have any hair on my back, the jellyfish couldn't stick to it. However, the crack of my butt was not as fortunate. When I scratched what I thought was an itch, I was actually grinding the jellyfish into my butt. I informed the dive supervisor of my dilemma over the communicator. His instructions were unclear due to the fact that he, along with 5 other divers, were all laughing hysterically. Needless to say I aborted the dive. I was instructed to make 3 agonizing in-water decompression stops totaling 35 minutes before I could reach the surface to begin my chamber dry decompression. When I arrived at the surface, I was wearing nothing but my brass helmet. As I climbed out of the water, the medic, with tears of laughter running down his face, handed me a tube of cream and told me to rub it on my butt as soon as I got in the chamber. The cream put the fire out, but I couldn't poop for 2 days because my butt-hole was swollen shut.

So, next time you're having a bad day at work, think about how much worse it would be if you had a jellyfish shoved up your butt

Yours Truly,  
D. Iver Deep

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***NAUTICAL NEWS WEATHER AND SPORTS***

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***CMMC at SARSCENE 2011***

Jack Gallagher

The National Search and Rescue Secretariat (NSS) is a co-ordination body that links major agencies involved in the National SAR program. Federally the agencies include the Canadian Forces, the Canadian Coast Guard, Transport Canada, Environment Canada, Parks Canada and the Royal Canadian Mounted Police. They are also a link to non-federal ground SAR activities. The NSS holds an annual Search and Rescue conference entitled SARSCENE. In 2011 the conference was held in Winnipeg and the Company of Master Mariners was invited to participate on a panel on Arctic Search and Rescue.

This is a new venue for CMMC and it represented an opportunity to raise the profile of our organization with some important agencies that we do not routinely deal with. The opportunity was taken to outline the purpose of the CMMC and the fact that the increased activity in the Arctic represents increased opportunities for our members. Our interest in SAR is part of a wider ranging interest in ascertaining the risks associated with the opportunities and providing fora for CMMC members to fully understand how emergency response services work in the North.

The presentation outlined the process used successfully thus far by CMMC which is facilitated panel discussions that are scenario based. A scenario was developed in which an expeditionary cruise ship

has a hull breach in a remote location. In various sessions we have explored issues with respect to search and rescue, oil spill response and communications. In every case we have had interesting findings which can be found on the CMMC website.

The audience was made aware that the Master has a responsibility for the crew, passengers, cargo and ship and is not always well served by authorities or services ashore in aid of discharging these responsibilities. For example a Master maybe in full regulatory compliance but still be could be in the Arctic equipped with open lifeboats, insufficient numbers of immersion suits, inadequate medical supplies and a SAR system that is going to take a long time to arrive on scene.

The expeditionary cruise ship is not the most common traffic in the north but was chosen for the scenario as it represents particular challenges for the Master and response authorities. If preparedness is adequate for such challenging events, other commercial ships with smaller crews should be well served.

Ross Mac Donald from Transport Canada presented on the Canadian Arctic Council, the Arctic shipping assessment, and changes that have already been made to the use of NORDREG and contemplated changes to the IMO Polar Code.

During the question and answer period there was an interesting question regarding the shipboard processes during an emergency. There was much interest in the Master's responsibility to protect the passengers and crew by contemplating a wide range of possibilities including: keeping the ship as seaworthy as possible and remaining on board; moving the ship to an area as a place of refuge; looking for suitable locations to intentionally ground the ship; and abandoning the ship into lifeboats and rafts.

Interesting sessions were also attended dealing with planning and execution of exercise programs, successes and failures of alerting technologies, the use of private sector responders in SAR response and the utility of SAR roundtables, discussions and workshops at a tool to improve preparedness.

The National Search and Rescue Secretariat were well pleased with the outcomes of the conference and fruitful discussions were held with the Executive Director and Senior Policy Analysts as to possible future collaboration between the NSS and CMMC. The NSS was particularly interested in the CMMC views on the best methods of achieving risk reduction for shipping in the North.

Jack Gallagher is a member of the Maritimes Division and on the National Executive.



Ice field lifeboat



*"The front fell off"*  
Google in the above saying and enjoy.

### ***IS YOUR NEXT LIFEBOAT A TRACKED VEHICLE?***

Can you envision a lifeboat that look more like a tank than a boat? For those who were in the Western Arctic during the heyday of Dome, Beaudril, CanMar and the rest may well remember seeing a strange vehicle being tested called the Arktos. I was surprised to learn that the Arktos is still alive and well. I visited their booth at the SARSCENE Conference in Winnipeg got an update on where this technology has evolved.

There has been much work done on improving the safety of the vehicle since the early design so that depending on the configuration, it can prevent roll-over or be completely self-righting. Several different sizes and configurations are available in a range of sizes. Some of the vehicles are primarily people

movers while others are configured for cargo operations. They have also used the Arktos in near shore oil spill clean-up operations.

Most interesting was the fact that they have achieved approval by the USCG as a lifeboat. This has opened market opportunities for them in the Arctic particularly with oil platforms. They have even devised a launch system that uses the Arktos engine to power the movement of the Arktos from its sheltered storage location to the gravity launch position.

Not surprisingly the Arktos comes complete with a mandatory training program as these types of operation are clearly not contemplated on the current MED syllabus. Stay tuned for future developments.

Jack Gallagher is a member of the Maritimes Division and is on the National Executive.

[It is hoped the tracked lifeboat will have more of car designer's ergonomic input than the lifeboat designer's. Ed].

### ***PUFFING, POTTY & POLLUTION***

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### ***NO CHARGES LAID UNDER THE MIGRATORY BIRDS ACT***

	
<p>Excavation and supports under a house in Dartmouth that had an outside oil tank that must have been slowly leaking for years. At one point during the excavation of contaminated soil the backhoe was under the basement digging deeper. P&amp;I Club insurance to the rescue.</p>	

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### ***SHORT SNAPPERS***

- A third of British parish councils are reported to be insisting that carol singers need a permit in order to stop the singing upsetting home owners. Sixteen percent of the councils have banned snow balls on council run property because of the health and safety issue. Thirty eight percent of the councils will not be putting up lights this year. Merry Christmas to them all.
- Description of the Mafia given by a British politician. "A group of people who are bound by secrecy who together pursue their group's business objectives with no regard for the law, using intimidation, corruption and criminality."

- The marine economists, like global economists, are predicting doom and gloom one minute and a light at the end of the tunnel the next. Slow steaming, ships laid up, new buildings cancelled and reduced rates for those still operating.
- It is hard to believe the bonuses paid to executives that have run the business into the ground then 'save' it by taking it into bankruptcy, leaving every one else in the financial lurch. In my opinion bonuses and share options should only be paid based on the company's success over a five year period AFTER the executive involved has left the company.
- The pirates are still active despite many nations saying armed guards can now be carried on their flag vessels. There is a move by one Somali province to deal with the pirates from within, which is good news.
- A blood cell molecule that acts as a gateway for malaria could provide an avenue for a vaccine to combat the disease that claims millions of lives a year. Malaria is spread by a parasite that invades the blood cells. Research has identified a single red blood cell 'receptor' that appears to be essential for malaria infection.
- Many copper wire cable thefts from British Rail property are considered inside jobs as no electrocuted thieves have been found. The high powered cables are stolen when power is off or when it has been isolated.
- Somebody said that if a job fair had been set up at the Grand Parade in Halifax the Occupy people would have vacated the area very quickly without the need for the police removing them.

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### ***CALL THE MATE***



A near miss at an anchorage near Singapore. The ship on the right is the 10,000 ton tanker *ITAN GLORY* which was at anchor.



Good helmsmanship and full ahead, but poor bridge resource management from the 159,000 ton dwt tanker *AMIN*. 274 x 48 meters Vs 137 X 19 meters. No report on any damage or if the anchor chain was broken.



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### **DECK LOG**

In August of this year I completed my 49<sup>th</sup> year of gainful (?) employment and in October, 38 years in marine education of one sort or another. I never thought about longevity when I started work [who does when you are young?] but I may stay around for a couple of more years to round out those numbers if brain and body allow. It is hard to think of starting full time work at 17 years of age these days when most people now start work when part-way or well into their 20s. Before the 1960s it was the norm for people to join a shipping company out of school and retire from it, having only worked for that one company. Most if not all of those companies have disappeared for one reason or another and people do not think of staying for a career with one employer, or even one form of employment, throughout their working life. If the sea is greener they jump ship these days. How times have changed. Is there a future for mariners from Canada and many other counties with a similar ethnic / cultural background?

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**DIVISIONAL AGM IN APRIL  
NOTICE IS HEREBY GIVEN OF THE  
DIVISIONAL ANNUAL GENERAL MEETING  
TO BE HELD ON WEDNESDAY, 11 APRIL 2012  
AT THE MARITIME MUSEUM OF THE ATLANTIC**

**Minutes of the 2011 Divisional AGM  
are repeated in this edition of the Foghorn,**

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***Minutes of the 34<sup>th</sup> ANNUAL GENERAL MEETING  
Wednesday 26 April 2011  
Maritime Museum of the Atlantic***

At 1930, with 19 members present, (increased by one from 2010) the Division Master (DM), Capt Gates, called the AGM to order in the MMA meeting room.

The DM then proposed a minute's silence to honour Cdr Alan Lowe and Capts Terry Pittman and Peter Ady who crossed the bar since the 2010 AGM.

Capt Gates then declared the 34th AGM open. The Secretary read the minutes of the April 2010 AGM which were then accepted by the members.

The Secretary then delivered his own report, a summary of the Division's 2010/11 meetings with attendance details. There had been 10 regular meetings including 3 dinner meetings. An average of 15 members made it out which was down from 20 of the previous year. although it must be noted that for some of last year's meetings, guests were invited which had the effect of increasing total numbers. The Secretary's Report was accepted.

At 1944, Capt Gates delivered the Division Master's Report, which overviewed the Division's activities of the past year. It is included in this FOGHORN issue and will be presented at the national AGM in October.

Capt Denton then presented the Treasurer's Report, copies of which were handed out. He reported on financial activities for 2010 which remained essentially steady and on membership which showed a "slow decline" to 102. The Treasurer's Report was accepted.

An internal audit had been carried out on the Treasurer's 2010 Financial Statement by Capts Lee and Stockdale who also agreed to conduct the upcoming 2011 audit.

### COUNCIL ELECTIONS

At 1955, the DM called on Capt Potts, Chairman of the Nomination Committee, to present the list of candidates for election. In accordance with the By Laws, Capt Potts reviewed the Councilors standing for reelection or election and those retiring.

After the customary general voting for Councilors and in turn, the Councilors electing the officers, the following slate was established for the upcoming year, noting that there is one extra councilor (total 11) which is permitted:

Capt Gates	Division Master	Capt Conner
Capt Calvesbert	Deputy Master	Capt Knight
Capt Kearsey	Asst Deputy Master	Capt Stockdale
Capt Denton	Treasurer	Capt Gilmore
LCdr Reddy	Secretary	LCdr Mugridge
Capt Potts		

The new Council was welcomed by the membership and given assurances of steady support.

The Divisional AGM was then adjourned.

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### ***DIVISION'S CHRISTMAS DINNER***

On Wednesday evening, December 7th, members and guests of the Maritimes Division gathered for a Christmas Dinner at the Royal Nova Scotia Yacht Squadron. 31 people were present. Capt Alan Knight offered grace including condolences on the very recent passing of Capt Jim Munro and Diane Gates, wife of our Division Master Capt Rick Gates. Capt Knight, in his grace noted the "fellowship of the sea". A thoughtful and convivial evening followed.





My apologies to those caught with their mouths full

TTFN

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