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

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

ANNOUNCEMENTS

NEXT MEETING

CMMC RECEPTION HMCS SACKVILLE

Maritimes Division members, spouses and guests are invited to the season-ending reception aboard HMCS *Sackville* on Saturday evening, June 18th from 1800 to 2000.

A complimentary wine and beer bar will be in operation along with snacks. The old corvette will be berthed at the Maritime Museum wharf.

Members must book with the secretary Jim Reddy as follows so that the right amount of vittles can be provided:

Dear Colleagues,

Well, it's all over bar the shouting! You have provided the International community and our senior bureaucrats who attended a forum and presentations for which we, the members of CMMC, can be proud.

The presenters were first class and the subjects were of international interest. I have heard many highly favourable comments from those who attended. I am aware of the amount of work and heartache that went into developing the conference and strong-arming (in some cases) the generous sponsors.

Thank you and dwell done

Peter

I have copied this to the Divisions in the Bcc.

Captain **Peter Turner**

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HANSARD

DEBATES AND PROCEEDINGS
Speaker: Honourable Gordon Gosse

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Third Session
WEDNESDAY, MAY 18, 2011

The honourable member for Halifax Atlantic.

RESOLUTION NO. 1753

MS. MICHELE RAYMOND: Mr. Speaker, I hereby give notice that on a future day I shall move the adoption of the following resolution:

Whereas the oceans and rivers of the world have provided the earliest, and still often the easiest, way to transport goods over great distances, and maritime shipping is at the heart of Nova Scotia's economy; and Whereas the Company of Master Mariners of Canada is a professional association for those qualified to command, established to encourage and maintain high and honourable standards within the nautical profession, further the efficiency of the sea service and uphold the status, dignity and prestige of Master Mariners; and

Whereas next month the International Federation of Shipmasters Associations will meet in Halifax and the Maritime Division of the Company of Master Mariners will host an introductory conference, chaired by Maritimes Division Master Captain Rick Gates, focusing on environmental issues associated with the carriage of goods by sea;

Therefore be it resolved that this House commend Captain Rick Gates and the Company of Master Mariners of Canada for hosting this conference at the Westin Hotel, June 7th and 8th, entitled Shipping and Environmental Issues in 2011 - What more can be done? Wish attendees all the best in their continued quest to provide safe, secure and environmentally responsible movement of goods around the world.

Mr. Speaker, I request waiver of notice and passage without debate.

MR. SPEAKER: There has been a request for waiver.

Is it agreed?

It is agreed.

Would all those in favour of the motion please say Aye? Contrary minded, Nay.

The motion is carried.

The honourable member for Halifax Atlantic.

***MINUTES OF THE
PROFESSIONAL MEETING***

11 May 2011

Royal Nova Scotia Yacht Squadron

Following the usual excellent meal 13 members and guests were welcomed by the Divisional Master Captain McDonald introduced our guest speaker, Mr. Crane Stookey.

Crane Stookey was introduced to sailing small craft at Cape Cod. He later sailed on the tall ships and, fortunately, left the schooner *ANNA CHRISTINA* the trip before she went down. He also sailed on the H.M.S. *ROSE*, the *PRIDE OF BALTIMORE* and the *CALIFORNIAN* and learnt from his time at sea what he called the 'wisdom of no escape' – or you can not get away from the problems you have on board. He settled in Nova Scotia in 1994.



Under full sail



Zoe resting on a human raft during the capsizing drill



The boat ready to set sail



Capsizing training drill

Putting his interest in sailing and youth development together he borrowed a navy whaler from Shearwater for a summer program with youth. The whaler was not the ideal boat so a design was taken from the surf boat in the Maritime Museum but with a transom in stead of being double ended. Youth were involved in cutting moving the logs by horse from the forest and also in building the *DORATHEA*; she was launched at the Museum in 1995. The 13 foot oars and the mast were also made with the help of youth. A second boat, the *ELIZABETH HALL* has also been built.

The Nova Scotia Sea School provides 5 day to 21 day trips on these vessels. The youth do the work, rowing, setting sail, navigating and doing a night watch where there are responsibilities with consequences. The boat is the teacher and, as Mr. Stokey put it, a leader without their hands in their pockets is not doing it right. They sleep head to feet in the boat on the oars, for stability and for room. During the 21 day trip each youth spends a 24 hour period alone on an island. The school also has some Nutshell prams which are used for day sailing on the North West Arm.

Many of yesterday's Sea School 'youth' have become today's leaders, one being Zoe Nudell who did a trip as a 14 year old in 1995 and has been one of the leaders for many years. Developing leadership and community skills are the main goals of the school. Living so close together removes class and racial barriers and develops team work and that no body can do it alone. The youth are encouraged to resolve their conflicts themselves, in 17 years only six have been sent off the boat and those were for physical confrontations. It costs about \$150 a day per youth per trip; half of those on a trip are on a bursary while parents, Community Services, individuals and corporate sponsors pick up the tab. Funding has been a problem during the economic downturn but it is hoped things will improve next year.

This year there are two 5 day trips, two 7 day trips and one 21 day trip which is part a six week package of kayaking, boating and wilderness course. There are also surfboard building, day sails and boat building activities. The Sea School also conducts wilderness courses and other leadership development activities.

MINUTES OF THE IVISIONAL AGM IN THE NEXT EDITION

POET'S CORNER

While trolling through the internet I came across the following which is quite topical following the media hype over the Royal wedding. To understand this poem to its full extent you should have read the poem 'Albert and the Lion.'

ALBERT AND THE ROYAL WEDDING

by
Andrew Vasey

Albert received a posh invite;
 It said, "Come at ten - don't be late.
 We've saved you a seat in the Abbey."
 And they'd signed it, "From William and Kate."
 By way of a brief explanation,
 A note was for Albert to take:
 "We need a few working class people
 For political correctness's sake."
 Now, Albert, he wasn't a Royalist,
 And he wasn't a PC chap, too,
 But he thought that he'd go to the wedding,
 As he'd nothing much better to do.
 So he put on his best bib and tucker,
 Polished his boots proper nice,
 Took his stick with the 'orse's 'ead 'andle,
 And twirled it around once or twice.
 In the Abbey the people were waiting
 For the bride to arrive in some style.
 They were craning their necks round to see how
 she looked
 While she made her smooth way down the aisle.
 Now at this time came a kerfuffle,
 For Kate had arrived at the door.
 You could tell that there'd been a misfortune,
 As she painfully limped 'cross the floor.
 For it seemed that a nasty occurrence
 Had blighted this right royal marriage -

She'd tripped on the train of her dress,
 And fallen right out of her carriage.
 It was almost as if the occasion
 Was fated a failure to be,
 As the bride had suffered a relapse
 Of her old public school hockey knee.
 But Albert soon came to the rescue -
 His brain was remarkably quick
 He strode to the back of the Abbey,
 And offered the lady his stick.
 So the wedding continued serenely,
 And all went ahead just as planned,
 With young Kate looking radiant and lovely,
 A walking stick held in her hand.
 After the service was over
 Kate and Will soon sought Albert out.
 For his help they both thanked him profusely,
 But Albert just said, "It were nowt."
 "Just one thing," the bride said politely,
 "This carving upon the stick handle -
 It has a peculiar feeling,
 Just as though I was holding a candle."
 "That isn't surprising," said Albert,
 "To clean it for years I've been tryin':
 I know what's the stuff you've been feeling -
 It's some wax from the ear of a lion!"

More of Jill Tar's nautical exploits in the next edition

NAUTICAL NEWS WEATHER AND SPORTS

I SHOULD HAVE PURCHASED STOCK IN LOCK ROCK

Adoption of SOLAS amendments – lifeboat release mechanisms

The MSC adopted a new paragraph 5 of SOLAS regulation III/1 to require lifeboat on-load release mechanisms not complying with new International Life-Saving Appliances (LSA) Code requirements to be replaced no later than the first scheduled dry-docking of the ship after 1 July 2014 but, in any case, not later than 1 July 2019.

The SOLAS amendment, which is expected to enter into force on 1 January 2013, is intended to establish new, stricter, safety standards for lifeboat release and retrieval systems, aimed at preventing accidents during lifeboat launching, and will require the assessment and possible replacement of a large number of lifeboat release hooks.

The Committee also adopted Guidelines for evaluation of and replacement of lifeboat release and retrieval systems and related amendments to the LSA Code and associated amendments to the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)).

Member governments were encouraged to initiate, at the earliest opportunity, approval processes for new on-load release and retrieval systems that comply with the amendments to the LSA Code.

Captain W. Gordon Foote - A Tribute

Capt. Gordon Foote, who died June 3, 2011, aged 95, remembered the Newfoundland tsunami of 1929 when two great waves thundered though Kelly's Cove in the Burin Peninsula where lived. A house with his aunt and a cousin in it was swept out to sea and barns where fish was dried, and piers too were destroyed, but his dad's schooner survived. Gordon fished the Grand Banks with his dad and was a hardy seaman when he joined the Navy and spent the War years on the North Atlantic convoy run.

After the war, Gordon joined the Navy's auxiliary fleet operating in Halifax, on tugs, logistics and research vessels. He studied and obtained his commercial certification. One of the jobs he took up on his retirement was to take a cargo of dynamite from Nova Scotia through the Panama Canal and on to a South American west coast port. He also took blasting dynamite to West Africa; risky work.

Gordon loved the sea so much that, when retired, he helped build a schooner on the south shore. With his friend (the late) Capt. Jim Batt, also a member of the Maritimes Division, Gordon selected the trees for his vessel's masts. He was a life member of Armdale Yacht Club and served for a time as Commodore of the Schooner Association.

With his first wife, he sailed to the Caribbean one summer and other years, he enjoyed sailing closer to home port. I have sat in the cockpit with Gordon enjoying his yarns. I admired him for his being what he was, a true seaman. Your watch is o'er, rest easy.

Condolences

To Captain Michael Duncan, former Master of the Maritimes Division, we offer our condolences on the passing of his wife, Hazel, on May 29, 2011. She had been ill for about five years and Michael cared for her devotedly though out.

SHORT SNAPPERS

- India is aiming at providing 9% of the world's ship's officers by 2015. As part of this strategy they are acquiring four training vessels, each will carry 400 trainees to meet the demand for an additional 65,000 qualified officers by 2015. It is estimated there are 5.5 million officers required to man the world's commercial vessels. A job market Nova Scotia keeps missing.
- In late 1972 the *PENDENNIS CASTLE* arrived in Southampton from Cape Town with eight (8) stowaways (known stowaways that is) on board. A family of four British nationals, an American mother and her three year old child, a South African man and a British sailor who had jumped ship at Durban. Once they had been discovered five of them paid the fare so Union Castle said only three were stowaways.

CALL THE MATE



Whatever next, lifeboat with a bow thruster, presumably to push the bow out when abandoning ship.



4th year Coast Guard Cadets acting as the Bridge Team during the Advanced Firefighting course. The 'Master' had to direct two fire teams, a search team and a support team that were fighting live fires and searching for a casualty in black out conditions. His OOW, event logger and seaman provided support.

The engineers even played the part of the Master handling a variety of disasters.

DECK LOG

The house renovations are over, except for the clean up and knocking holes in the walls to hang pictures.