
	<p style="text-align: center;"><b><i>THE FOGHORN</i></b> <i>The Newsletter of the Maritime Division of the Company of Master Mariners of Canada</i></p> <p style="text-align: center;"><b>MARCH 2011</b></p> <p style="text-align: center;">Submissions to Tom Kearsey 5 Averill Street, Dartmouth, NS, B3A 2H1 <a href="mailto:Thomask@ns.sympatico.ca">Thomask@ns.sympatico.ca</a></p>	
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*Any opinion or meaning you find in this newsletter is your own*

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***ANNOUNCEMENTS***

<p style="text-align: center;"><b>NEXT MEETING</b> <b>Dinner and Social Gathering</b> <b>Royal Nova Scotia Yacht Squadron</b> <b>9<sup>th</sup> March 2011</b></p> <p style="text-align: center;"><b>Guest Speaker David De Wolfe</b> <b>Proposed New LAT/HAT Tide Tables For The CHS</b></p> <p style="text-align: center;"><b>Divisional AGM on 13<sup>th</sup> April</b> <b>If you want a good view there are seats at the Council table available</b></p>
<p style="text-align: center;"><b>BATTLE OF THE ATLANTIC</b> <b>Merchant Navy &amp; Norwegian Navy Service</b> <b>1100 hours <u>Saturday, 31st April 2011</u></b> <b>Maritime Museum of the Atlantic</b> <i>Lest we forget</i></p> <p style="text-align: center;"><b>Naval Service</b> <b><u>Sunday 1<sup>st</sup> May 2011</u></b> <b>at the Halifax Memorial in Pont Pleasant Park</b></p>

**MEMBERSHIP DUES ARE 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**

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***MINUTES OF THE  
PROFESSIONAL MEETING***

**9<sup>th</sup> February 2011**

**Maritime Museum of the Atlantic**

The meeting was opened with 11 members present with Divisional Master, Captain Gates, in the chair. Captain Wagner introduced our speaker, Steinar Engeset, the Honorary Norwegian Consul who became a Canadian by choice and has been involved with Atlantic fishing and other ventures for many years.

Using a video and photographs of the shrimp vessels and the process for catching, sorting, cooking and packaging shrimp in order to get a top quality product to market Mr. Engeset spoke of a very different fishing industry most expected. The vessels used are ice strengthened as they operate in ice and one of the early vessels was lost in the ice. One vessel is fishing in the Davis Strait at this time. The innovative methods and technologies have made the vessels very efficient in both fuel and manpower. The larger vessels can stay out longer with better fuel management processes thereby saving fuel returning to port for fuel. The nets have grids built into them to let the fish out but keep the shrimp in, this eliminates the problems of handling by-catch and the associated head aches involved. Winch controls have been developed and fitted to make the nets more effective in the depth being fished and the terrain being fished. Turbot have been fished at 1,700 meter depths. Monitoring the catch from when it is brought on board, through the processing to its freezing ensures a continuously high quality product that the market has come to expect from these ships. Another innovation was placing mackerel into chilled tanks of water on board ship and then pumping them ashore for processing.

Talking about ongoing advances Mr. Engeset noted that practical knowledge is used to update technology and repairs and replacements are made as technology changes and needs arise. The trawl deck was replaced on one of the vessels as it was pitted. It is possible the nylon nets may leach out a chemical which causes this. A covering to prevent this is being considered. Talking of new vessels there is consideration to put the four diesel generators in the fore-castle where one of the gen-sets could be easily removed and be replaced by a fifth to reduce delays to the ship while maintenance is done.

It was emphasized that there is a need for more scientists and less beaurocrats so that governments could find out what is where and when it is there. The need for scientists on ships to be working 24/7, not office hours was also mentioned by Mr. Engeset. The need for modern

research vessels was also mentioned more than once as without them how do we know what is happening?

After answering questions raised by his very thought provoking presentation Mr. Engeset was presented with a certificate of appreciation.

Captain Gates closed the meeting.

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## ***POET'S CORNER***

### ***Continuing the Sea Voyages of Jill Tar***

Last edition we left Jill Tar getting excited about participating in Board of Trade Sports. [Strange thing to get excited about].

Jack Dashed came dashing into the cabin.

"Muster at Boat stations in five minutes," he commanded peremptorily.

"B-boat Stations?" I stuttered.

"Yes," he answered impatiently, anxious to get back to his duties. "I warned you that all crew members, including wives, have boat drill prior to departure.....oh, come on, Jill! .....Get a move on! Get your lifejacket and go out on the boat deck .... Pronto!" And with those few kind words he was gone.

"Including wives," my dearly beloved had said. Big deal. I was the only wife on board. And where on earth was that wretched life jacket?

I remembered just in time, that it is stored on top of the locker. I hauled it down and hesitantly glanced at the illustrated instructions on the cabin wall ....this strap over here, this strap over there...Oh, my God! In a right tangle I was going to be. With a resigned shrug of my shoulders, I picked up the bright orange lifejacket and headed for the boat deck. Now was the time for some kind sailor to come to the aid of the party.

The kind sailor turned out to be Jack. He was in charge of No. 3 Starboard lifeboat and – naturally – I was assigned to his boat. He helped me fasten the jacket, (which turned out to be not so intricate after all) and then grinned unexpectedly.

"Well, love, in an emergency it seems we'll both be in the same boat --- Ha-ha! We'll sink or swim together --- Ha-ha! Ha - ha!"

I gave him the filthiest of looks. I was in no mood to appreciate such puerile humour – not with my head banging uncomfortably against the hard ridge of the lifejacket; the "call for help" whistle dangling forlornly down; the battery run torch at the ready – all reminders of a grim possibility. Ha-ha! Indeed He knew very well I could not swim.

He caught my look.

"Oh, cheer up, love. Worse things happen at sea."

"Oh OHHH!" I screamed, and this time I swung the whistle at him with all my might. But it bounced ineffectively against the hard orange barrier on his chest.

"Temper, temper," he chuckled, recoiling in mock terror, and with a reproving wag of his finger he turned to check the lifeboat .... Thereby missing my graphic, albeit unprintable gesture of reply.

I glanced around. The sailors looked like bright orange worker ants, diligently darting about their duties. It was a comforting thought that everyone appeared to know what they were doing. I had a sudden surge of gratitude that the lifeboats were being checked while the ship was still on 'dry land' BEFORE the emergency.

To be continued

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## ***NAUTICAL NEWS WEATHER AND SPORTS***

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### ***PIRITICAL PROBLEM***

There are reported to be 25 ships and 351 mariners being held by Somali pirates with much political and media hubbub when it hits near home or a naval vessel is sent or returned from that area 'protecting' merchant vessels. The 'catch and release' may sound like a humanitarian thing while supposedly stopping the pirates in their tracks. Throwing the guns and ladders overboard

then sending the pirates home is of little long term use. A ladder can be welded together in an hour or two and guns are easy to obtain in Somalia so the pirates are back on the high seas very quickly. One woman is said to have provided a grenade launcher to a syndicate and, after about 38 days as a stock holder in the company, is said to have had a return of \$75,000. The mother ships do not appear to be apprehended or even identified and followed so any small boat leaving them could be dealt with then and there. The small boats can not operate alone the distances from Somalia that they are boarding ships.

The solution is to turn Somalia into a working, law abiding country but with years of rule by war lords that is unlikely without an invasion and the establishment of a workable government (unlikely – see Afghanistan) or to take drastic action against the pirates by a multinational effort (unlikely – politically unacceptable despite all the conventions etc.). The pirate's 'bag' for 2010 is reported to be 51 vessels; of this number 46 were taken in the Arabian Sea. The naval bag is considerably less.

A Yemeni court has sentenced 13 Somali pirates to 12 years in jail after they were found on a Yemeni small vessel. Last year six other Somali pirates were sentenced to death and six others to 10 years in prison in a Yemeni court for taking a tanker and killing two of the cabin crew. Ten other pirates also got 10 years of jail time. At least these 16 will be out of action for a while.

Between 1390 and 1600 at least 533 pirates are recorded as being sentenced and executed in the City of Hamburg. The last time a pirate was tried in that City was thought to be 1624. Hamburg now has ten Somali people on trial for piracy after Dutch military personnel boarded a high-jacked vessel and captured the ten together with five guns and two missile launchers. The ten were taken to Holland and then extradited to Germany. Three of the ten are of unknown age so are being tried in youth court. It will be interesting to compare the Yemeni sentences with those in Germany as well as the old and new sentences in Germany.

Attacks have taken place recently as far south as Tanzania and Madagascar and just short of the Indian coast line, possibly because the waters so close to home are being filled with naval vessels which are unprofitable because their owners have said they will not pay any ransom. These naval ships say they disrupted 120 attacks in 2010 and 'captured' 400 pirates but only 15 are to stand trial. Four hundred and seventy-six mariners were captured, and released, eventually. [Number crunching does not appear to be a naval strongpoint]. Why not do the same to those caught fishing with guns and ladders far from land? Keep the pirates for a six month spell on some deserted island with little to eat or do, a form of 'catch and release' that does not require evidence.

An American court has sentenced the sole surviving pirate that took the *MAERSK ALABAMA*'s lifeboat for a ride a year or so ago to thirty some years in prison. Within days of this announcement pirates took a US yacht off the Somali coastline. Things went wrong in some way as they shot the four people on board. The boat was boarded by US forces who took the alleged pirates / murderers in to custody. This will be an interesting court case, if it makes it that far. Who in their right mind would sail a small boat into these waters in the first place?

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### ***SHORT SNAPPERS***

- A learned professor in England had the time and money to study many video editions of Thomas the Tank Engine and has determined there are too few females, and those there are only play a secondary role. I wonder if an academic could get funding to see why money is spent on such far reaching and earth shattering studies.
- There are reported to be 110 VLCS (very large container ships about 366 X 49 meters) of 12,500 to 13,100 teus at sea and there are 58 vessels of over 13,100 teus either on order, under construction or in operation. The ULCS vessels are all on the Far East to European runs. There is talk of 15,200 teu vessels (490 X 60 meters) which would be too wide for even the enlarged Panama Canal locks and Suez Canal. Widening the vessel by even one container can greatly increase the number carried.
- Some iron ore loading ports can load a ship at the rate of 16,000 tons per hour while discharge ports can use grabs that weigh 50 tons when empty. The ship's structure should be

built by regulations to withstand these direct forces as well as the bending moments on the hull girder.

- It is reported a container loaded with 18 tonnes of copper was shipped from a place called Adjman in the UAE through Jeddah and Gioia Tauro to Genoa. The container arrived in Genoa on the 20<sup>th</sup> July 2010 bound for a customer near that port. A few days after it was landed the container was found to be radioactive. There are fears it may be a dirty bomb rigged to go off if the doors are opened. There are apparently no decisions yet as to how to handle it so it still sits on the dock with other containers filled with rocks and water around it. I wonder if the shipper has been charged with misreporting the cargo.

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Barge running down a 'duck' tourist boat  
Rear view mirror required



Is this a marine or highway accident?



*KHASHMIR* after being hit by a container vessel, the *SIMA SMAN* off Dubai 2009



"I don't have time to write performance reviews, so I'll just criticize you in public from time to time."

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**CALL THE MATE**



Imagine launching from light ship on a rough night with this overhang



Testing a lifeboat in pack ice off Newfoundland TK at the helm – headway was possible in 7/10s or less but needed a lot of work. Boat rigged for video and other monitoring



More money than sense #1  
The windshield survived



More money than sense #2  
The breakwater survived

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**DECK LOG**

The days are getting noticeably longer and there is some warmth in the sun when the clouds allow it to shine through. The snow banks have shrunk the last few days but there are still days where the shovel will be needed.

It appears IMO has taken steps to make lifeboat hooks, at long last, but there does not appear to be a set date when this is to happen. I hope serving mariners can live that long.

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TTFN