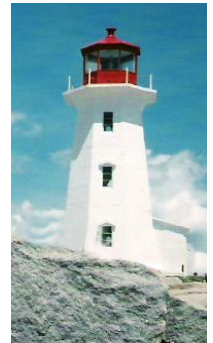




**THE FOGHORN**  
*The Newsletter of the Maritime Division of the  
Company of Master Mariners of Canada*



**MARCH 2006**

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

<b>NEXT MEETING</b>
<b>1800 Wednesday 8 March 06</b>
<b>Dinner Meeting Armdale Yacht Club</b>
<b>Briefing by Capt Andrew Rae Post-Panamax Vessels Arrive In Our Harbour</b>
<b>Call 477-7650 for menu choice</b>
<b>ANNUAL DUES ARE PAST</b>
Please send payment to The Treasurer, Maritime Division Company of Master Mariners of Canada P.O. Box 315 Dartmouth, NS B2Y 3Y5

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**MINUTES OF THE  
PROFESSIONAL MEETING**

**MARITIME MUSEUM OF THE ATLANTIC  
8th FEBRUARY 2006**

Division Council Meeting

The Division Council convened at 1900 in the conference room. A quorum was present. The minutes of the previous meeting at AYC in January were read and approved as printed in the February edition of FROM THE BRIDGE.

The regular reports of finance and membership were given.

Capt Ball raised the issue of supporting the Navy League again this year with a donation. There was considerable discussion on the merits of the Navy League. It was concluded that the Navy League effectively supports the Sea Cadet movement, which brings an active program of citizenship and discipline in the context of seamanship to thousands of Nova Scotia youth. After confirmation from Capt MacAlpine that the funds were available, it was moved and carried that a 2006 contribution of 1000 dollars be made to the Navy League.

There was discussion on the recent arrival at Halifax of the Post-Panamax container vessels which raise a number of navigation issues in the harbour. Capt Ball agreed to invite Capt Andrew Rae, senior harbour pilot, to update the Division on these interesting details at our next meeting.

The Council adjourned at 1940.

General Session

The General Session convened at 2000 in the MMA theatre with 23 members present.

After the minutes of the last meeting were read and approved, Capt Ball presented recently joined member Capt LeTarte with his membership certificate.

The Secretary then introduced LCdr Peter Townsend, Ret'd and Cdr (Navy League) Trevor Wyse from the Nova Scotia Navy League. Over the next 25 minutes, these gentlemen outlined the Navy League program in Nova Scotia. This wide-ranging operation encompasses three principal activities as follows:

1. Navy League Cadet Corps, young children in the 9-13 age range of which there are four corps;
2. Royal Canadian Sea Cadet Corps, older youth 12-18 years old in a very active program that is also supported by DND; and
3. The Maritime Affairs Program whereby the Navy League contributes opinion and material to national, maritime policy development.

A comprehensive package of material is available on the Navy League of Canada website.

When the speakers concluded after questions, Capt Ball presented them with a cheque for 1000 dollars which had been earlier approved, as well as certificates of appreciation.

Capt Earl Wagner rose to inform the membership that work was proceeding on the memorial to Capt John Sampson as well as the plaque to commemorate the Year of the Veteran activities in 2005.

Capt McDonald rose to inform the meeting that two significant, written acknowledgements of our September Security Conference recommendations had been received, one from the Deputy Minister of Transport in Ottawa and another from the London-based Secretary General of the International Federation of Shipmasters Associations (IFSMA).

Capt McDonald went on to read from a very entertaining and colourful account of Capt Alan Knight's current adventures in Australia and Tasmania.

On that uplifting note, the meeting adjourned at 2100.

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

### **Dr. SEUSS EXPLAINS WHY COMPUTERS SOMETIMES CRASH**

*Author unknown*

If a packet hits a pocket on a port,  
 And the bus is interrupted as a very last resort,  
 And the access of the memory makes your floppy  
 disk abort,  
 Then the socket packet pocket has an error to report.  
 If the cursor finds the menu item followed by a dash,  
 And the double-clicking icon puts your window in the  
 trash,  
 And your data is corrupted 'cause the index doesn't  
 hash,  
 Then your situations hopeless and your systems  
 gonna crash!!  
 If the label on the cable on the table at your house  
 Says that the network is connected to the button on  
 your mouse,  
 But your packets want to tunnel to another protocol,  
 That's repeatedly rejected by the printer down the  
 hall,  
 And your screen is all distorted by the side effects of  
 gauss,  
 So your icons in the window are as wavy as a souse;  
 Then you may as well reboot and go out with a bang,  
 'Cuz sure as I'm a poet, the sucker's going to hang!  
 When the copy of your floppy's getting sloppy in the  
 disk,  
 And the macro code instructions cause unnecessary  
 risk,  
 Then you'll have to flash the memory and you'll want  
 to RAM your ROM.

Quickly turn off the computer and be sure to tell your Mom!

[or hit any key with a hammer!]

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## ***MUSEUM EVENTS***

The following marine related events are scheduled at the Maritime Museum of the Atlantic over the next few months. Please mark them on your calendar so you do not miss them. A Family or Adult NS Museum Pass is available if you plan to travel the Province this year so you can visit all the locations.

- 1930 hrs 7<sup>th</sup> March, free admission: Talk on the Aberdeen Maritime Museum.
- During the school March break (11 to 19<sup>th</sup>) the Museum will be featuring "Pets At Sea." Call 424-7490 for details.
- 1000 to 1200 hrs, 18<sup>th</sup> March, cost \$4.00 per person, for children 6 to 12, "Build a Model Lighthouse". Call 423-8034 for details
- 1930 hrs 28<sup>th</sup> March, free admission; "The *BLUENOSE II* Mainsail." From material arrival to sail delivered to the *BLUENOSE II*.
- 1930 hrs 4<sup>th</sup> April, free admission, "Our Coastal History as seen from a Sea Kayak."
- Talk at 2015 hrs 26<sup>th</sup> April, following AGM of the Nova Scotia Lighthouse Preservation Society, free admission. "Update on Cape Forchu".
- 1000 to 1700 hrs on the 29<sup>th</sup> April and 1000 to 1600 hrs on the 30<sup>th</sup> April, Museum admission price to the "Model Makers' Showcase."

Ongoing activities:

- Weekdays visit the boat shed to watch restoration of the Stevens Class Sloop.
- "The Stowaway Club", Sundays until end of April, 1300 to 1600hrs. Call 424-7490 for details. Please note, adults **must** be accompanied by a child age 6 to 12.
- "Night Watch," for children 8 to 12, a Museum Sleep Over. Call 830-4953 or visit [www.heritageexplorers.com](http://www.heritageexplorers.com) for information.

The Museum of Natural History has Gordon Fader and Charles Doucet giving their presentation on the "Gateway to Canada; The Story of Halifax Harbour" at 1930 hrs on the 22<sup>nd</sup> March. Food donation to the food bank appreciated. This is a chance to take family and friends to this interesting presentation.

The Fisheries Museum of the Atlantic in Lunenburg has "Fun at Fisheries" every Wednesday until the end of April starting at 0930 hrs and ending at 1600hours. There is a film at 1000 hrs in the Ice House Theatre. There is a charge of \$4.00 per person. See the fish have their 1000 hr mug-up [smoke-ho is not allowed these days, even outside!]. Call 902-634-4794 for details.

During March break the Museum of Industry will have "Train Spotting." Call 902-755-5425 or visit <http://industry.museum.gov.ns.ca> for information.

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## MARINE NEWS, WEATHER & SPORTS



The *LEOPARDI* as built



The *AL SALAM BOCCACCIO 95*

### MORE ON THE RED SEA SINKING

The Italian ferry company, Tirrenia De Navigation ordered six stern door ferries from Italcantieri for delivery from 1969 to 1971. The vessels were conventional looking for the time and measured 131 X 20 metres with Fiat engines for a top speed of 22 knots. They had space for 220 cars and accommodation for persons with split personalities as the internet indicates they had 506 cabins for 500 passengers. The vessels were used on the Italy to Tunisia route. They took the names of Italian poets and were named: *CARDUCCI*, *BOCCACCIO*, *LEOPARDI*, *MANZONI*, *PASCOLI* and *PETRARCA*. In 1991 all but the *LEOPARDI* had three or four decks added above the original boat deck, extending aft from the bridge. The five ships had blisters added on each side increasing their beam to 23.6 metres, the work was carried out in an Italian shipyard. They returned to the Italy to Tunisian route following this work. Their capacity was increased to 1,300 passengers in 921 cabins. The added decks must have increased the sail area considerably, as well as raise the C of G, as would the additional passenger load. The blisters would appear to make launching

lifeboats very difficult / dangerous even under good weather conditions, something no body seems to have considered in the 15 years since they were added.

This fleet was sold in about 1999 to Egyptian interests with Saudi backing (66.66% Saudi). The *LEOPARDI* became the *SANTA CATHERINE* and was scrapped at Aalang in 2005. The others had the suffix Al Salam placed in front of their original name and a number as a suffix. The number may be their consecutive number in the Al Salam fleet. They became the *AL SALAM MANZONI 94*, *AL SALAM PATRARRCA 90*, *AL SALAM CARDUCCI 92*, *AL SALAM PASCOLI 96*. They are all owned by one ship companies and sometime change names as they are put on different runs or charters. The *PASCOLI* has, for instance, carried the names *AL SALAM PASCIOLI 96*, *TERTIUM MILLENIUM*, *PASCOLI 96*, *AL SALAM 96* and *PASCOLI 96* since being sold by the Italians.

The *BOCCACCIO* was laid up in 1997 before being sold in January 1999, taking the name *AL SALAM BOCCACCIO 98*. She was placed on the pilgrim run across the Red Sea until July 2001 when she returned for a month on the Italy to Tunisia route. In 2002 she was on the Savona to Tangier route and in 2004 she was on the Beirut to Arcona service. There are reports she was in Genoa as a hostel during the G 8 summit meeting. Between times she was running across the Red Sea with cargo and passengers between Safaga in Egypt and Duba in Saudi Arabia. Cargo figures on the internet for her departures from Saudi ports indicate she carried anything from 43 to 985 tons per voyage, a rough average being 430 tons. I have not located any passenger figures but it would appear she was "full" on most trips.

At about 0100 local time on the 3rd February 2006 the *AL SALAM BOCCACCIO 98* sank with great loss of life, as has been reported in the Canadian press.

The rescue was uncoordinated and ineffective. A ship of the Al Salam line, the *SANTA CATHERINE*, passed near the location of the sinking but in the reported 60 knot winds did not want to turn round. [Being cynical, was it overloaded and did not want to arrive in such a condition in the glare of the media?]. Other reports say the weather was not that severe but the water was cold, at +15°C The *SANTA CATHERINE* sailed at about the time the

*BOCCACCIO* should have arrived and was on the same but reverse route so why this did not raise some concern is not known. [Normal operations?] The *SANTA CATHERINE* spoke to the 3<sup>rd</sup> officer of the *BOCCACCIO*, who was in a lifeboat, on VHF and the



The blisters on the side of the *AL SALAM MANZONI 94*, similar to those on the *BOCCACCIO*

*SAINT CATHERINE* sent out a Mayday Relay but continued on her way.

The blame game has started.

A fire has been reported on the car deck, a fire has been reported in the engine room, a fire has been reported in a storage locker and the master leaving the vessel before the passengers has also been reported but he has not been located, alive or dead. There was no bow door to mysteriously open and jump off the ship as was the case with the *Estonia* [if you believe the official report] so the cause of the sinking is unknown at this time. The 3<sup>rd</sup> officer has stated there was a fire on the vehicle deck and a considerable amount of water was used on it. [The flat decks and a list make the drain pipes ineffective as half or more are useless]. Free surface will do the rest. The fire is said to have been going 'for hours' before the ship sank but the master refused to return to Dubai. [Some of the times and distances in the media do not add up, making it confusing as to what happened, when and where].

It was originally reported that the vessel 'disappeared off the radar screen' but later the Egyptian Minister of Transport said the owner did not inform his department that the ship was in difficulty until at least five hours after she sank. The RAF base at Kinloss, Scotland, picked up a distress signal (EPIRB?) at about the time the vessel sank and this was communicated to the French authorities who passed it on to the Egyptians. There are reports that this 'messages were not received by the Egyptian authority as there was no one there to receive them.' The Minister has said that the vessel was unsafe and did not carry enough lifeboats. [It is remarkable that whenever a ship sinks, blows up, pollutes etc. the Minister suddenly finds out it did not meet the regulations, was unfit to sail on the route it was on for some time without it being noticed]. Presumably she underwent Flag State inspections on her return to Italian ports, if not those in Tunisia and at Beirut as well. A reliable web page lists her as having RINA classification for a class C voyage until 26<sup>th</sup> April 2006.

As a passing observation a principal of the Al Salam company is said to be a senior member of the Egyptian upper house.

What of other Al Salam vessels losses?

The *AL SALAM BOCCACCIO* is reported to have been in a collision in 1999 but I have found no record

of where this occurred and who the other vessel was.

On 17<sup>th</sup> October 2005 the *PRIDE OF AL SALAM 95* was on a voyage from Jeddah to Egypt when she was struck by the Cypriot flag cargo vessel *JEBEL ALI* close to the entrance to the Suez Canal. Despite the panic the 1,400 or so persons onboard made their way onto the cargo ship and were then taken ashore. Two to eleven people are reported to have died in the crush to get off the ferry. When the cargo ship pulled out of the hole the ferry sank in three and a half minutes. The *PRIDE OF AL SALAM* was built in Holland in 1972 as the *FREE ENTERPRISE VI* for the Dover to Calais run. She had an additional car deck added in 1985, which made an odd looking ship an exceedingly ugly ship. She carried the names *PRIDE OF SANDWICH* in the channel and the *PRIDE OF AILSA* when she was on a run in Scotland. She was sold to Al Salam in 1996. The Townsend Thorson ships had the clam shell bow doors that slid sideways rather than the visor that lifted vertically up. This allowed the upper deck to be used as a car deck as

the visor was on in the way.

The ugly ship



The *PRIDE OF AL SALAM 95*

The *AL SALAM PETRACACA 90* sank in 2002 after a fire on the same route as the *BOCCACCIO*.

In 1991 the *SALEM EXPRESS*, ex *AL TAHRA*, ex *LORD SINAI*, ex *NUITS SAINT GEORGE*, built as the *FRED SCAMARONI* in France in 1966 hit a reef soon after leaving a Saudi port. The hull was pierced and the bow door opened and the vessel sank with the loss of 464 lives. The wreck is now used for dive expeditions. There are lifeboats on the seafloor near the wreck, presumably the air tanks ruptured as they were pulled down with the ship.

The *SANTA CATHERINE* that did not turn back started life at Cammell Laird as the *SAINT EDMUND* and was part of the British supply train and during the Falkland conflict. From 1983 to 1986 she became *HMS KAREN* then the *SIROCCO* from 86 to 88, the *ROZEL* 89 to 92, back to *SIROCCO* from 1992 to 2004 when she took on the name *SANTA CATHERINE*.

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**UNEXPECTED INTRUDER**

The ISPS manuals may have to be rewritten as there may be some unexpected but possible ways in which the ship's security can be breached. The electric system at a LNG pumping station in Songhla province in Southern Indonesia was put out of action by a slippery intruder. After penetrating the security perimeter a boa-constrictor wrapped itself around an electric transmission line and clamped down on an

electric transformer. The flash can be imagined

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The *SAINT EDMUND* as built



*SANTA CATHERINE* that kept going

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**STOWAYAY PROBLEM**

There are a number of incidents of stowaways being thrown overboard so the ship does not have to pay for their return to the place they boarded the ship. The latest case involves the bulk carrier *AFRICAN KALAHARI* when two Tanzanian stowaways were found onboard and were tossed overboard, then five more were found and suffered a similar fate. The first two did not survive but the others made it to shore, resulting in the master and three crew being charged with two counts of murder and five of attempted murder. It would appear this occurred in or off Durban, South Africa.

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**SELF INFLICTED INJURY?**

An injury to the skipper of the 60 foot scallop boat *SHORELINE* out of Atlantic City, USA, resulted in him being air lifted to hospital with severe injuries to his hand, face and body. To quote the report, he "had his arm caught in a wench." No word on the condition of the wench!

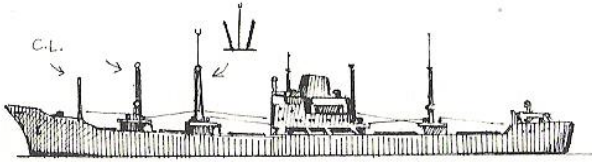
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**SHORT SNAPPERS**

+ The mid body Cammell Laird built to go in the *COSTA CLASSICA* cost \$50 million to build and was sold for scrap for \$5000,000 after Coasta did not have the work done. This was the straw that broke the Camel's back and forced them into bankruptcy.

+ From 1997 to 2000 38 of the 70 scrap yards in Bangladesh closed because of the reduced demand and lower prices for scrap. In June 2000 there were 18 deaths and over 100 injuries to workers in the scrap yards. On the 31<sup>st</sup> May 2000 a fire on the tanker *DENA* killed 17 and injured 60 persons.

+ Two general cargo ships were built by Hitachi Zosen in 1963 for the Burma Five Star line. Of 7,423grt they had three hatches forward of the bridge and two aft, with a Stulken derrick between number two and three hatch. The two were named *PINYA* and *MERGUI*. The company name changed to Myanmar Five Star Line in 1989 but the *PINYA* retained the same name until at least 2003. She must be one of the last of the engines amidships type of vessel left working.



*MV PINYA*

+ It is a sobering thought that whatever problems arise in time of war, marine unemployment is not one of them

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***PUFFING POTTY & PETROLEUM PROBLEMS***

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**HARBOUR CLEAN UP**

The roadway to the location of the sewage treatment plant by the Coast Guard base in Dartmouth has been completed, at what must be great cost. Work has started on the treatment plant itself. To provide a base for the sewage collector pipe rock infilling has been placed along the shore line connecting the outfalls from the Coast Guard base to the Nova Scotia Hospital and beyond Woodside .

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***DECK LOG***

This edition of the Foghorn is a little smaller than normal due to over indulgence as an Olympic spectator. I admire those athletes who participated with little chance of doing anything but improving on their personal best. Their smile at having competed and completed their event is what it is all about. The gloomy demeanour and staring countenance of the big names who did not win show the kick in the wallet they may have just taken. .The reported \$93 million combined salary our ice hockey team is said to earn this year compares well with the \$110 million over five years to be spent on all of the other winter sports. The senior commentators would not have reached the podium either with such comments as one victor 'circumvented the track' while doing a lap of honour. One of the luge or skeleton riders had a crash and the commentator was reporting on the injuries, one of which was a broken something or other that I had never heard of. The commentator was wondering what part of the body it was, only to be told it was the

technical term for the runner the sled glides on. [If my English was better I would not be the editor of the Foghorn, I would most likely not have gone to sea so I cannot complain about them too much].

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***CALL THE MATE***

If only it were so and this safe



Port State Control onboard support group

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***BOMBAY HIGH NORTH*** oil rig on fire  
The cook cut his finger and was hoisted to the rig, the boat hit the gas riser and caused the fire

TTFN