
	<p style="text-align: center;"><i>THE FOGHORN</i> <i>The Newsletter of the Maritime Division of the Company of Master Mariners of Canada</i></p> <p style="text-align: center;">MARCH 2010</p> <p style="text-align: center;">Submissions to Tom Kearsey 5 Averill Street, Dartmouth, NS, B3A 2H1 Thomask@ns.sympatico.ca</p>	
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Any opinion or meaning you find in this newsletter is your own

ANNOUNCEMENTS

NEXT MEETING

*1930 hours 10 MARCH 2010
MARITIME MUSEUM OF THE ATLANTIC*

*CAPTAIN THOMAS KEARSEY
LIFEBOAT OR DEATHBOAT*

LIFEBOAT RELEASE SYSTEMS; PROBLEMS & SOLUTIONS

MEMBERSHIP DUES ARE NOW DUE

Full Member \$ 160.00
Senior Member \$ 80.00 (65 before 01 01 2010)
Associate Member \$ 80.00
Cheques payable to Company of Master Mariners of Canada

mail payment to
Company of Master Mariners of Canada, Maritime Division
PO Box 315
Dartmouth Post Office
Dartmouth, NS
B2Y 3Y5

***BATTLE OF THE ATLANTIC CEREMONY
MERCHANT NAVY VETERNS CEREMONY***

*1100 hours Saturday 1 May 2010
Maritime Museum of the Atlantic*

2010 MARITIMES DIVISION ANNUAL GENERAL MEETING

*1930 hrs Wednesday 14 April
Maritime Museum of the Atlantic*

***MINUTES OF THE
PROFESSIONAL MEETING***

Maritime Museum of the Atlantic
Wednesday 10 February 2010

Council

As members gathered in the Small Craft Gallery of the Maritime Museum and sampled some fine wines, properly licensed, Council met at 1905 in an adjacent space. Capts Gates, Stockdale, MacAlpine, Calvesbert, Denton and the Secretary were present, making a quorum.

The Division Master, Capt Gates opened with a review of membership on the Council and the need to bring new candidates to the April AGM. Names were discussed and the DM undertook to pass them to Capt McDonald who coordinates Council election nominations for the AGM.

Capt Gates then raised the issue of recent low meeting attendance. It was agreed that an effort needed to be made to recruit speakers and presentations that would appeal to the membership. Meeting timings were also discussed with the result that for March, Council would meet the day before and that the main meeting would be set earlier in the evening, the traditional 2000 being seen as too late a start. The announcements above reflect this change.

At 1925, the Council adjourned to join the main meeting.

Main Session

At 1930, Capt Gates called the main session to order in the Small Craft Gallery of the Museum. There were 36 members and guests present. Following are the notes of Capt Angus McDonald inserted here with the sincere thanks of the secretary.

Summary of Talk on Piracy - CMMC Meeting, Feb. 10, 2010.

Speaker; Lt.Cdr. David Mugridge MA, MSc, MNI, RN
Research Fellow at Centre for Foreign Policy Studies,
Dalhousie University, Halifax

Location of Event; Maritime Museum of the Atlantic; Time, 1930.

Speaker introduced by Capt. Rick Gates, Master, Maritimes Division, then, aided by his power-point illustrations, he opened his presentation with some background information to the present scourge of piracy off the Horn of Africa and across the Arabian Sea as far east as the Seychelles. He spoke of the "dichotomy of globalization" which is a modern marvel of transportation and distribution of goods worldwide but its down-side in that it facilitates illegal activities of organized crime, non-state terrorism, piracy, kidnapping, smuggling of goods and people. This affects the balance of power and exposes the vulnerability of North America and Europe.

Today an increase in unrest is sparked by religion, ethnicity, social imbalance, cultural differences, unequal wealth distribution and competition for the world's natural resources. Historic enmities have revived in Ethiopia, Eritrea, Somalia, Egypt, Sudan and Yemen. This latter territory is host to terror groups and has been supplied with weapons by North Korea.

New Maritime Security Realities

The current piracy, based in Somalia, is based on poverty and the rape of local fisheries by foreign vessels, depriving Somalians of their livelihood. The pirates have succeeded in discouraging foreign fishing vessels in Somalia waters but the alternative source of revenue, hi-jacking merchant ships, continues. The U.S. and European approach to the Horn of Africa Piracy is completely wrong, ineffective and very costly to nations which have deployed inappropriate naval units to deal with fishermen in open skiffs, some of which operate from “mother ships” far from shore. There is no clear and agreed method of dealing with the problem, nor are the relevant clauses of UNCLOS being invoked. Warships are careful not to harm pirates for fear of reprisals against seafarer hostages in pirate hands.

The Sickness Diagnosed; what is the Cure?

The pirates like the terrorists, feed on publicity; their causes must be publicized world-wide. Deny this, by curbing media reporting will have a beneficial effect. States in counter-piracy activities should replace their destroyers and frigates with small vessels and adopt a “constabulary role”, one which is an essential maritime function in today’s maritime security strategy. Such vessels would be crewed by special forces briefed for anti-terrorism, the gathering of intelligence and enforcement of international law. Such forces might offer Somalis support against foreign incursions and depredations. Perhaps by subversive means, the object would be to re-direct pirates away from commercial shipping by getting to the root of the problem in the territories and focusing on local capacity-building.

Cdr. Mugridge was warmly applauded by the fairly large gathering of members and guests who had enjoyed his lively and well-researched presentation.

Focus on Seafarer Hostages

by Capt. Alan Stockdale, Founding Member and Current Councilor

Capt. Stockdale spoke on behalf of the merchant seafarers, about 200 of them, who are held hostage by the Somali pirates, scapegoats, while ransom money for release of captures ships is negotiated with shipowners. Although, to date, murder has not been committed, their lives are on the line.

Seafarers are at risk as their ships sail through pirate-infested waters. The shipowners do not provide special training nor additional crew for security measures and there are few effective measures which the smaller crews in today’s ships can do against armed pirates approaching in fast craft.

Capt. Stockdale, added that following shipping incidents in recent years, seafarers had suffered incarceration without proof of wrong-doing or, even without charge, by justice systems in countries such as South Korea, Spain, France, Greece and even in the USA. He pointed out that in such cases, seafarers had been abandoned by their shipowners and in consequence there could be a disincentive to risk their lives when Somali pirates attack.

Capt. Stockdale was applauded by an audience, appreciative of his having provided the seafarers’ position against pirates and unfair authorities.

At 2055, after a number of questions, Capt Gates thanked the speakers, photos were taken for the FOGHORN, and the meeting was concluded.





Presenting the certificates of appreciation

CAPTAIN WILLIAM J. NORTH

On February 8, 2010, Bill North passed away suddenly at home. He had been ill for a long time. He was one of that group of Master Mariners who in 1976 gathered in Halifax to found the Maritimes Division of the Company.

He became a member of the Company when the Division was formed on January 1 1977. For a time he was Master of off-shore supply vessels operated by Fednav of Montreal. One of his jobs there was to tow an oil barge from Halifax to Singapore. In the late 1970s he was, for time, a marine surveyor in the Marine Safety Branch of Transport Canada. In 1982/83 he was involved in the investigation into the loss of the oil rig, "OCEAN RANGER". His interest and experience in the off-shore oil industry led him to a career switch to SEDCO, the American rig operators where he spent about 10 years working on rigs off Newfoundland, North Sea and South America. The semi-submersibles required a master mariner to be in command when they were being moved and when drilling he would be a safety manager on board. Soon after he went to the rigs he ceased to be a member of the Division.

Before coming to Halifax, Bill had worked in Montreal where he found his first shore job upon leaving the Port Line where he had been in command. The Port Line's trade was Australia and New Zealand but they were also, at times, on the Montreal/Australia/New Zealand (MANZ).

I knew Bill when we both worked in Montreal and again when we both worked in Halifax. He was a fine, experienced master mariner, a likeable chap too and he was unlucky to have been so ill in the last few years of his life. He has left three fine sons, in good careers now. To them and his wife Mary we send condolences.

NAUTICAL NEWS WEATHER AND SPORTS

SEA CAREER ANECDOTE "THE PLAYBOY CLUB AFFAIR"

The consignee was fit to be tied. We berthed in Miami, in the evening, two hours late and with derricks down and hatches still battened. What was going on?

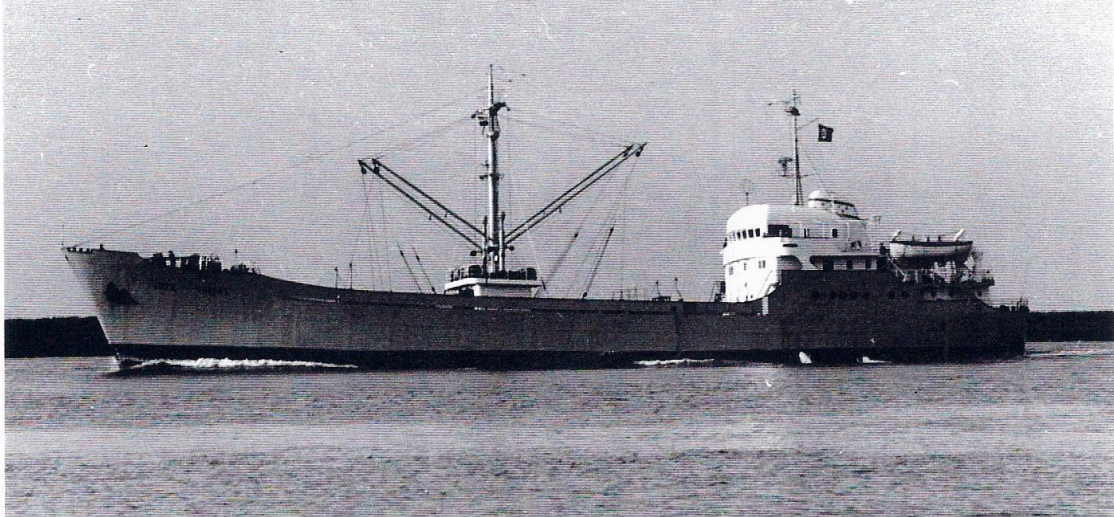
While loading the oranges in Cap Haitian on Haiti's north coast, I had received a telegram from our principals in New York directing me to hold the bills of lading whilst their legal team dealt with the charterers who had defaulted on their charter payment. The ship then had a lien on the cargo.

When our Miami agent boarded, he told me that Gerry Chester (of Chester, Blackburn & Roder Inc., New York) was in town and wanted to see me, soonest - at the Playboy Club. The charterer almost exploded when, as I stepped into the agent's car, I told him he could not have his cargo till I had been to the Playboy Club.

From the sidewalk there were a few steps leading to the Club door. As I ascended, slowly I raised my eyes, took in a be-jeweled belly button, then up to a bosom that seemed to be enclosed in light armour plating. I found myself confronted by a severe looking Mother Bunny and glancing beyond her, I noted a couple of hefty lads one would prefer to have on one's side. I asked "M.B." if Gerry was in. She checked the board, confirmed his presence and soon a pretty young bunny escorted me to the table where Gerry greeted me most warmly.

Settled with a large scotch in my hand, Gerry told me that the legals had been successful in acquiring the charter payment, so we could lift the lien, but, as Gerry said, “Let them sweat a bit while we have the other half”. After being down on the “dark island”, taking days to load the oranges which had to be picked from the trees and washed in a mild disinfectant solution to please the US Food and Drug Administration, it was so pleasant in the Club admiring the little white scuts which wiggled as the waitresses walked away.

All too soon, I was back in the agent’s car and being driven to the ship to give the Mate the “all clear” to open up and deliver the goods. I was careful to keep out of the charterer’s way; he was a big guy and angry.



Angus McDonald
Master, m.v. "LAKHISH" (ZIM Line Reefer Ship), Sept. 1962 - December 1963

OLYMPIC MOMENTS **OWN THE PODIUM**

Gold medalist:	Mounted podium with a single bound
Silver medalist:	Mounted podium from a running start
Bronze medalist:	Mounted podium with the help of a spring board
Fourth place:	Bounced off the podium
Remaining competitors:	At least made it to the starting line
Spectators:	Will never make it to the record books
Couch potatoes:	Never made it anywhere (except to the fridge. ED)
Commentators:	For the most part, like eunuchs, they know how to do it but were never able to accomplish it
US Team:	Borrowed the podium for 14 days

The TV coverage was, in my opinion, very good for a change. The commentators at sports they have not seen before said little except to identify the participants so left lots of dead air time for the colour commentator to fill, which they seldom did except to point out the technical details. The noticeable exception was men’s hockey where I very quickly succumbed to “analysis paralysis” and turned the volume off.

SHORT SNAPPERS

- In March 1885 Yarmouth had 68.6 cm of snow, the greatest one day snowfall in the province. A shovel ready project if ever there was.
- Giving power and money to politicians is like giving alcohol and the car keys to a teenager.
- On the 2nd of March 1983 Sony and Philips introduced the CD.

- A New Zealand captain of one of Paul Watson's protest ships jumped off a jet-ski onto a Japanese whaler to arrest its Master for attempted murder after its collision with a protest ship. The Japanese arrested the boarding party for piracy.
- What lies at the bottom of the ocean and twitches? A nervous wreck.
- The *MAERSK BOSTON* and her five sisters have been laid up, four in Scotland and two in Thailand. Their yacht like hulls and 30 knot speed are not conducive to slow steaming. Although only four years old they may not return to regular service as they were designed when speed was the essential thing, and fuel was \$ 200 a ton, not \$ 450. One hundred and twenty container ships are idle, representing 10% of the world fleet. There would be more laid up but for slow speed voyages now being the norm on a lot of routes. The average speed of container ships now is said to be about 14 knots.
- The United Arab Shipping Corporation have nine 13,100 teu container ships on order or building despite there being 140 container ship orders cancelled world wide.
- A Dutch company is using sea clutter data for oil spill, tide and current flow as well as small boat detection. Oil calms the waves so no wave clutter indicates oil on the surface. The direction of the wave crests indicates the water flow direction while wake indicates small boat movement.

CALL THE MATE

Are lifeboats still fit for purpose?



Unfortunately the end of too many lifeboat drills Straps do not tighten and tiller head in the stern of the seaman

DECK LOG

Thank you, Angus, for another interesting sidelight of your career at sea and on land. If there are any interesting tales (tails?) you would like to share please forward them to me. I can even type them for you if you can not do so yourself. Photographs are also much accepted.

TTFN