
	<p><i>THE FOGHORN</i> <i>The Newsletter of the Maritime Division of the Company of Master Mariners of Canada</i></p>	
<p>SEPTEMBER 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

Council meeting (1900) prior to general meeting

1930 hrs, 14th September 2011

Maritime Museum of the Atlantic

Speaker

Marc Sloan talking about his study on piracy

SHOE BOX CHRISTMAS

It is time to start thinking about gathering items for the Mission to Seafarer's Shoe Box Christmas drive.

Warm sox, gloves, hat, personal items and a small gift

**For those who make our life so much better by being away from home
When the boxes are ready please drop them off unwrapped at the Mission
where they will be checked and distributed.**

CMMVA ANNUAL MEMORIAL SERVICE

1100 hours, 3rd September 2011

Merchant navy Memorial, Halifax water Front

or

Maritime Museum of the Atlantic if inclement weather

**MINUTES OF THE
ANNUAL GENERAL MEETING**

***Minutes of the 34th 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.

OTHER BUSINESS

Capt Gates then updated members on the following, upcoming events:

Wed 11 May – Dinner Meeting at RNSYS with a presentation by the Nova Scotia Sea School which we regularly support;

Tue/Wed 7/8 June – our major conference at the Westin Hotel immediately preceding the IFSMA conference at the same location.

Finally, Capt Gates introduced a number of ideas for modification of our 2011/2012 program in light of diminishing membership participation. These included changes to meeting frequency, venues and social aspects. Also, changes to the FOGHORN format and distribution were discussed. The new Council will address these issues.

Capt Gates adjourned the 34th AGM at 2118.

NAUTICAL NEWS WEATHER AND SPORTS

***COUNTERING PIRACY – REQUEST FOR INPUT TO A STUDY
CONSIDERING A COMPREHENSIVE APPROACH TO THE CHALLENGE***

During the past 30 years, there have been at least six distinct outbreaks of “piracy”, defined as crimes of violence affected on the high seas and in areas beyond national criminal jurisdiction. While these outbreaks have all been dealt with under the general rubric of ‘piracy”, they have been sufficiently different in geography, motivation and execution to preclude a uniform solution. Most past and current meetings and conferences on the topic have dealt with the problem from a single perspective (namely security/military, commercial shipping, legal enforcement, etc), and usually from the regional geo-political perspective where the outbreak has occurred. However, there is a need to consider the problem from both an integrated and international perspective, not just examining the current manifestations of piracy, but also considering how current lessons and insights may be applied to anticipating and preventing the next outbreaks of violence at sea.

To develop this new approach, Dalhousie University’s Marine Affairs Program has initiated a major project on Global Piracy, with the intention of studying the causes and consequences of marine piracy, identifying the precursors of piracy outbreaks, and developing effective policy options to prevent them in the future.

For the purposes of the project, the definition of piracy has been widened to: “a violent, economically motivated crime, including hijacking, carried out with the use of a vessel and against vessels (ships, boats etc), their crew and/or passengers, by criminal enterprises, private groups or individuals who have no direct commercial or proprietary interest in the threatened vessels”. Also as defined for the project, such acts may occur on the high seas, or within the marine territorial jurisdiction of a coastal state, or both.

The work will therefore undertake an integrated analysis of the causes of maritime piracy and its consequences on the shipping and coastal communities, with a detailed and multi-sectoral consideration of possible responses and preventive courses of action. The final outcome will be to present policy options to a high level meeting of public and private sector global leaders. Those options will be based on the study’s recommendations as regards not only how best to identify and respond to outbreaks of piracy, whether existing or potential, both now or in the future, but also how to identify and prevent the social/political situations which lead to outbreaks of piracy. A major emphasis will be on the human cost of piracy; how to protect merchant ships’ crews and passengers, and how to deal fairly and humanely with the pirates and affected coastal communities.

The reason for this article is to request input to the Operational Responses theme from you, practitioners at the heart of the commercial maritime sector. Much work, such as the guidance “Best Management Practices 3 - Suggested Planning and Operational Practices for Ship Operators, and Masters of Ships Transiting the Gulf of Aden and the Arabian Sea” has already been undertaken and appropriate measures implemented. Nevertheless, key areas of interest on which input is sought include, but are by no means limited to:

Examples of best and worst practice in preventing piracy either in general or in terms of specific incidents.

Proposals for anti-piracy tactics, techniques and procedures that are best suited to merchant shipping practices;

The provision of protection by private security companies, whether onboard ships or in accompanying vessels;

The pros and cons of arming properly trained crew members as a last line of defence;

How different factors have to be considered when faced with an actual or potential piracy incident on the High Seas, and when faced with the same in Territorial or Internal waters.

Input is not limited to considerations as they relate to the Indian Ocean and Gulf of Aden – piracy is a worldwide problem, and it is hoped that responses will reflect this. In addition, contributions to any of the other lines of investigation will be passed to the relevant teams. Members are also encouraged to pass the request to senior colleagues elsewhere in the commercial marine sector.

Any input you provide will be stored both anonymously and in confidence on a secure server at Dalhousie University in Halifax, Nova Scotia, Canada. It will thus not be possible for the researchers to identify you in any reports accruing from the survey. Anonymity for all online survey respondents choosing to provide an email contact for a follow-up interview will be assured through the preservation of their identities in a sealed hard copy file locked in the Marine Affairs Program office with access only to the lead researchers and the use of a pseudonym in all published forms.

To offer input at our secure online survey site, please follow this link:

<https://surveys.dal.ca/opinio/s?s=12324>

Questions or comments should be addressed to Mark Sloan, mark.sloan@dal.ca

CAPTAIN STEPHEN A. GOMES

Eulogy by Captain Don MacAlpine.

We first met in the spring of 1958 in Port Alfred, QC, where our ships were berthed in the same area and we were in a barber shop waiting for a hair cut. Then in 1959, we were shipmates in the Bowater ship “*Liverpool Packet*” where I was second mate and he joined as third mate. We spent a great summer bringing cargoes of pulpwood to the mill in Corner Brook from out-ports in northern Newfoundland.

On his desk, Steve had a photo of a blond named Carol who he had met while attending Navigation School in Halifax. I’m sure he wrote her everyday judging from the overweight envelopes he gave me to mail every trip in Corner Brook. Remember, this was a time before instant communications and people actually wrote letters to one another. Steve didn’t go ashore much and was saving his money because he told me “I’m going to marry that girl someday”.

At the end of the year, the ship was turned over to foreign crews and we were out of a job. However, Steve went with the Canadian Naval Auxiliary Vessels in the Dockyard and I went to other ships and we never sailed together again.

However, Steve Gomes was a fellow one doesn’t forget with his pleasant nature, good humor, and the ability to tell a story that makes you laugh. We kept in touch, Steve married Carol and I married Barbara in 1960, children came along and we visited occasionally when we were both home at the same time. One summer, Steve and Carol were down to our cottage at the lake for a few days and every evening, the children were read Bedtime Stories by Thornton W. Burgess. I wasn’t there but apparently Steve had never heard these before and was quite taken with the woodland characters like Grandfather Frog, Sammy Jay, and Blackie the Crow and would plead for Barbara to read another story before the children went to bed.

Now Steve liked to eat hot spicy food and there was another special treat that he would make at Christmas called “garlic pork”. They lived on Esson Road at the time and I’m sure you could clear out your sinuses from the smell down on Pleasant Street as we made our way to their house on Christmas morning. Now garlic pork is great as long as all partake; those who don’t won’t stay long in the company of those who are still breathing. That afternoon, I was driving a cousin who was coming for dinner and he thought the car’s wiring was burning even though I had the windows open in December.

Steve had transferred to the Canadian Coast Guard in 1963 and served in all deck capacities from third officer to Master of buoy tenders, cutters, and major ice breakers. He spent one period in the Great Lakes, and many summers in the Arctic during his thirty five years in the Coast Guard. He was the first commanding officer of the medium ice breaker “*Henry Larsen*”, built in Vancouver in 1987 and his last command was the “*Louis St. Laurent*”, the largest icebreaker in the eastern fleet. He was a successful shipmaster of the old school and had a reputation of being “firm but fair” and one of the best at handling the ship in ice or bad weather. In 1992, Steve was awarded the Governor General Medal for exemplary service to Canada.

He joined the Company of Master Mariners of Canada in 1981 and was an active member until ill health prevented him from attending monthly meetings and functions. We usually traveled together and I will miss his company.

Steve Gomes enjoyed his sailing career but his main concern and love was for his family. Sincere condolences go to Carol, their children Philip, Stephanie, Jackie, Lisa and Gina and their families, as well as his brother and sisters. We all mourn his loss.

Steve, to quote Tennyson, you have “embarked” and “crossed the bar” on this final voyage and we pray that you have seen your “pilot face to face”. Rest in peace old friend.

DIVISIONAL SUPPORT FOR THE MARITIME MUSEUM

The Division’s ‘home port’ has been the Maritime Museum of the Atlantic for many years. The Division has supported the museum financially over the years for the use of the meeting room. The money, however, has been absorbed into the government’s general revenue in the past so did the museum no direct good. Of late money has been given to meet specific requests that the government would not support. A painting of a corvette, that was used as a cover for a book, was purchased a year or two ago by the museum with money donated by a number of supporters, one being the Division. A painting considered of importance, the schooner *MAITLAND*, came on the auction block recently and the museum again asked for supporters to contribute to the purchase of the picture. The council approved the donation of a thousand dollars to the museum in support of this effort. Unfortunately the person on the phone at the auction did not hear the museum’s offer when the bid was a little over \$10,000 and the painting has gone elsewhere for quite a bit less than the museum had available to offer.

The Division will retain the money offered to the museum for the painting until such times the museum have a specific project for which they need flexible and ready cash.

SHORT SNAPPERS

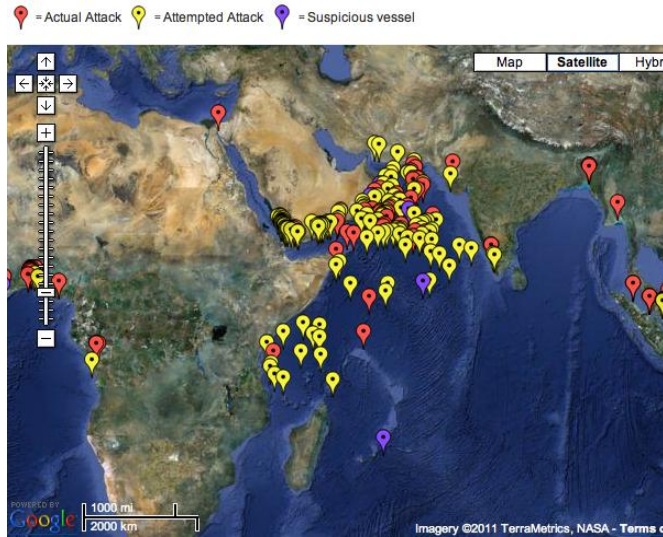
- On the 28th July 1911 the Blue Star line was formed in England to transport frozen meats to the United Kingdom for the Vestey group. This ended in 1998 when the company was sold to P&O Nedlloyd.
- Should the Flag State and not Port State be doing the inspections? If Port State Control is needed then IMO has failed and has a problem with its regulatory authority over many / majority of Flag States.
- Things you find out by chance. The word quarantine comes from the Italian word quaranta, their word for forty; the number of days ships were isolated off Venice during the plague epidemic of 1348. Vaccination comes from the fancy medical word for cow pox, vaccinia, which Jenna started the immunization process with.

A LITTLE VESSEL FISHING FOR BIG FISH



A small Somali (not proven in court) fishing boat (no rule of the road signal for a vessel fishing being shown) acting in a friendly manner to a passing commercial vessel.

Do the ropes under the bow serve a practical purpose or are they just a sign of poor seamanship?



Locations of pirate attacks shows the ever increasing area of operation in the Indian Ocean.

CALL THE MATE



Tanker *TIFOSO* aground off Bermuda. The tanker deviated for engine trouble but had no local charts and ran aground, she became a CTL, was re-floated and scuttled.

What is the day signal to be shown by a vessel aground?



What is this vessel doing and what lights would she show at night? How about the fog signal?

Summer is over, the kids will soon be back in school [time flies, their children will soon be back in school. Ed] and the monthly meetings are starting. Please mark your dance card on the second Wednesday of the month for the CMMC Divisional meetings.

TTFN