



The Foghorn

Newsletter of the Maritimes Division of the
Company of Master Mariners of Canada
www.mastermariners.ca



April 2020

From the Master Captain Marshall Dunbar

Good Day Everyone,
As you would have seen from Captain Calvesbert's email last week the notice of Captain Angus MacDonald's passing. A long term and active member of the Master Mariners of Canada. One who will be sorely missed by all. As with so many things in our current world, his memorial service has been delayed due to COVID-19.

I had a conference for work in the US the second week of March and the trip went OK, but returned home with the recommendation of self isolation for 14 days. I have the capability to work remotely and so staying at home did not affect this and we had enough supplies to last two weeks. We also have family members who offered to drop off groceries if needed and so the 14 days passed without any issues.

Since the COVID-19 crisis has turned in to a pandemic we have seen a torrent of emails and stories about COVID-19 that affect our industry. Our industry provides a vital link and is critical to world trade and movement of goods and people. Of course this all happens because of the seafarers who continue to perform their work while they wonder about their health and their families and friend's health at home. Along with the question if they will get relieved on time and will the next country / port allow them access to berth and shore leave.

Canada, through Transport Canada Marine Safety bulletins, has stated that crew changes (domestic and international crews) along with shore leave will continue as long as crews are asymptomatic. That provides a glimmer of hope for some seafarers whose ship is in or will visit Canada as so many countries, ports and companies have postponed crew changes. With approximately 100,000 seafarers travelling each month for crew change it truly has a large impact on the industry, the travel industry has to get them to and from the ship and also for those crewmembers who are at home and not on pay waiting to return to their ship.

We all have had times where for some reason our hitch has been extended and it is part of the seafarer's life. Let's just hope that this pandemic comes to an end sooner than later and we can

resume the normal tempo in our lives that we want and expect.

Of course, all other parts of the marine industry continues to do their part and so many thanks to pilots, tug operators, terminals, agents and a whole host of others who do their part.

In the meantime, follow all the guidelines to help end this pandemic. Reach out to family, friends and co-workers to see if they are alright and need assistance. Remember to support organizations that help seafarers and all of society in a time of crisis and throughout the year.

All for this month and many thanks

Marshall



Announcements

Due to the Covid 19 situation, our April meeting is cancelled and the Battle of the Atlantic ceremony has been postponed. More updates as they become available.



March Meeting Held at the Maritime Museum of the Atlantic

With Captain Greg Wilkie in the chair and not much official business to discuss, we had an enjoyable free-form discussion on several items.

- Moment of silence for Capt. Champagne
- Recognized organizations
- Noted that USA is decommissioning ground based MF GPS differential signal transmitters, leaving only SBAS WAAS
- Coronavirus
- State of the industry
- (Life Member Capt. Angus McDonald's last meeting)





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Secretary's Position

Our Divisional Secretary plays a very important role in ensuring the recording of decisions, scheduling of meetings, assisting the Master (Vice President) with coordinating activities, and maintaining contact with the other divisions to make Master Mariners of Canada a truly national organization that *“Represents the interests of Shipmasters and senior deck officers in Canada and internationally through membership in the International Federation of Shipmasters Associations.”*

Jim Reddy filled this position for many years in a manner which responded to all of the above requirements and his performance will be a target to be achieved for our next Secretary.

If you have an interest in assisting us by filling this position, please contact the Master, Capt. Marshall Dunbar, at Marshall.dunbar@federalfleet.ca



Speaker Coordinator

Our Master has done a wonderful job of finding guest speakers but it does take time and as one of us who still works full time, it does become burdensome.

If there is someone in our group who has some time to arrange speakers, it would be appreciated if you would let the Master know at marshall.dunbar@federalfleet.ca



NSCC Nautical Skills Competition 2020 Capt. Jack Gallagher

Master Marines of Canada provided watchcaps for all of the participants in the NSCC Nautical Institute Skills Competition. The watchcaps were provided to the team leaders for their respective teams. 2020 Marine Skills Competition NSCC Nautical Institute March 4, 2020



L- R
Mitchell Haynes - Team Anchor Management
Taylor Stensrud- Team Pier Pressure (2nd place in competition)
Capt Jack Gallagher MMC
Shawn Murley- Team Schooner or Later
Stephen MacNeil - Team Mooring After (Winner Competition)



Capt. Tom Kearsey Safety Award Capt. Jack Gallagher

March 4, the Nautical Institute held their annual Skills Competition. That evening at the gala dinner the Captain Tom Kearsey award for Safety was awarded to 3rd year navigation student Taylor Sensrud.





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The recipient is chosen by the faculty based on observed attitudes and actions the exhibit and promote a safety culture. Jack Gallagher presented the award on behalf of the Maritimes Division.



Does Canada Need a Merchant Marine?

A email response by Capt. Ivan Lantz, CMMC to Cdr (ret) Colin Darlington, RUSI-NS

Tue, Mar 17, 7:52 AM

Good Morning Colin,

Canada does not have any excess of ro-ro or troop-ship or ferry capacity that could be dispatched to war without compromising essential supply lines within Canada needed to bring supplies to port for any kind of war effort.

Canada has a significant fleet of large ferries but if any one of those goes out of service, the level of service is simply reduced since there are no spares to infill. BC Ferries has some - but very limited and mostly of smaller sizes. There are some small ships dedicated to Arctic resupply that lay-up for the winter but not large enough to support a 21st century war effort.

There was a time when the Canadian military had an emergency measures plan, outreach and dialogue with the commercial marine industry to strategize and measure maritime transportation options that could be commandeered for a war effort. I believe that no longer exists. There are plenty of planning options available to acquire capacity in an emergency but one must think globally rather than locally.

Sincerely,
Ivan

On Mon, 16 Mar 2020 at 15:48, RUSI Nova Scotia <rusinovascotia@gmail.com> wrote:
FYI, RUSI(NS) email to RCN contacts:

We Built Her to Bring Them Over There": The Cruiser and Transport Force in the Great War
<https://seahistory.org/we-built-her-to-bring-them-over-there-the-cruiser-and-transport-force-in-the-great-war/>

US but an interesting article for its writing on (re)naming ships. <retorical question> What

sort of re-naming/rechristening ceremonies might have been held?

Also for its highlighting some national identifiers: US Army Transport (USAT) and US Army Chartered Transport (USACT). Brings to mind His Majesty's Transport Service (ships of the HMTS carried HMT - His Majesty's Transport - as identifier). <RQ> Does the US Army 'commission' ships?

I wonder what the Canadian Army Service Corp Water Transport Section (the Canadian Army had 14 vessels in the Second World War) used as an identifier.

There are a number of recent articles about the US capability (or lack thereof) to move military forces overseas in an emergency using merchant ships. What is Canada's capability is another question.

Colin

CAH
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(Editor: Want to weigh in with your comments?
E-mail me at jim.calvesbert@gmail.com)



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Captain Angus McDonald By Captain Alan Knight

Long after Angus' official "retirement", he was taking on challenging tasks for the Canadian Executive Service Overseas, United Nations Marine Training, and the International Maritime Organization, in "capacity-building" ops for former Soviet countries which now had to bring their National training programs into line with the STCW Convention.

One of these expeditions involved travelling to the South Pacific to train mariners in the safe handling of Dangerous Goods, and then do "on-board" training to put the theory into practice. On one of these islands, having completed the shore-based portion of the training, Angus had to travel on 499-ton freighter to a far-off island. Angus recounted that when he arrived on the wharf, the elderly freighter was loading 45-gallon drums of gasoline as a deck cargo. As Angus stood taking in the Conrad-esque scene, he noticed that the Galley door, situated on the front of the Accommodations, was open, which revealed the Cook feeding the blazing stove with driftwood!

Once the freighter arrived at the destination, which was a coral atoll, Angus saw no signs of a jetty. Once the crew finished anchoring, they walked aft, removed a section of railing, put the Pilot ladder over the side, and began pushing the drums of gasoline over the side!. Each man would then light a cigarette, climb down the Pilot ladder, and swim to the beach, pushing a gasoline barrel whilst puffing a cigarette! No life-jackets, no safety boat!

My wife was then a Travel Agent, and had organized Angus' travel around the islands. Many of these "airlines" were "Mom and Pop" operations, which the International Air Traffic Association listing, and which had no internet booking facilities. Tickets had to be booked by telephone or fax.

One of these flights was a 200 mile "over water" flight on an airplane of uncertain age. On his return to Halifax, Angus visited my wife's office, and said, as only Angus could, "Nancy, I do not know how old that aircraft was, but the name Charles Lindberg was carved into my seat!"

Rest in Peace, Captain McDonald.
We will be telling your stories for many years to come!



Angus remembered in
Guinness at the Old Triangle
(photos Capt. Marshall Dunbar)





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Angus receives the Merchant Navy Medal for Meritorious Service from the Lt-Governor 2020



Presentation of the Sovereign's Medal for Volunteerism 2018





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Blast from the Past

CCMC's AGM from 1991 Capt. Rick Gates

The point of this is to show that we have come a long way in the last 28 years. Notice only one lady, Captain Janice Kennific. Today VI Division (wasn't around then) has 35% of its membership are "women at sea."

As I recall, the AGM was held in Montreal that year and David Bremner was elected National Master. I would defer to Captain Angus to remember all the other names. Striped shirts were fashionable then! I think the very distinguished gent seated on the left is Capt. Alan Cabot, with Angus behind and David Bremner, miss one and me and Janice. I used to have brown hair once!!! I was Divisional Master of Fundy at the time.

(Editor: I see Capt. George Legge on the extreme left in the front row. There is no prize but any more names would be appreciated)



*F.W.E. for this edition
Stay Safe Everyone
Capt. Jim Calvesbert, Editor*