



The Foghorn

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



August 2020

From the Master Captain Marshall Dunbar

Good Day Everyone,

Continuing with 2020 being a different year, Captain Jim Calvesbert will again produce The Foghorn in August and there will be a meeting in August. Please join us for a ZOOM meeting on August 12th and the great thing about ZOOM is, as long as you can be online, you can join from wherever you are in the world. The ZOOM meetings details will be sent by email and please join us as Dr. John Ross from PRAXES Medical Group will be our guest speaker.

For those who are wondering, the Maritime Museum of the Atlantic is now open to the public on certain days and with limited hours. They are not able to permit us to meet there and until further notice and we will continue our meetings virtually via ZOOM. Please feel free to suggest an alternate site(s) for in person meetings.

We held the 218th National Executive Board meeting via ZOOM on Thursday July 23rd and the Maritimes Division Captain Jim Calvesbert was appointed as Education and Professional Development Chair. He is taking over from outgoing Chair Captain Anthony Patterson (Newfoundland and Labrador Division) and thanks to both for handling this position.

One of the items that we discussed was the Strategic Planning Document, attached, and it will be part of the agenda for the August meeting. Please have a read as it is the "guide" for our / your organization, and we want to ensure that our members are aware and in agreement with what is within the plan.

To finish off where I started, we are always looking for speakers for our meetings and so please send along suggestions. Captain Calvesbert is always looking for articles for The Foghorn. As we represent many segments of the marine industry and we often read an interesting article that not all members will see and so send it along as to provide everyone a chance to broaden their knowledge.

Looking forward to hearing from and seeing the Members as to keep the organization current and growing.

All for this month and safely enjoy the summer.

Marshall



ANNOUNCEMENTS

Next Meeting (by Zoom -instruction will be sent in a separate email closer to the meeting)
August 12, 2020 beginning at 1900 ADT

Guest Speakers will be
Dr. John Ross and Michelle Currie RN

Speaking about
"The PRAXES Medical Group and their support to the marine community"
www.praxes.ca

Capt. Earle Wagner was interviewed recently on two occasions by Peter Stoffer MP, {Retired} about his life experience. The first interview will be broadcast August 4, 2020, noon on radio 97.5 FM, also August 5th and August 6th at 7-8 PM again on CIOE 97.5 FM <communityradio.ca> The second interview is being broadcast September 15th, noon on radio 97.5 and September 16th at 7-8 PM on <communityradio.ca>



Minutes of the July 8th Meeting

This meeting was conducted through ZOOM with the Master, Capt. Dunbar in the chair. At 1910, with fourteen members, including Capt. Edgar Gold from Australia, as well as guests from CMMC NL Division (Capt. Ahmad Zaki) and CIMarE (Dave Windsor), and Joseph Loot, Assistant Manager-Mission to Seafarers Halifax, participating, the meeting was called to order.

Louella Sequeira, MBA, PMP, CM (Prosci Methodology) Certified, a member of the Vancouver Division, was the guest speaker and spoke about a few of her undertakings in preparation for her presentation "The SMART Journey from Data to Knowledge". The premise of her presentation is the importance of "Getting the right information to the right people at the



The Foghorn

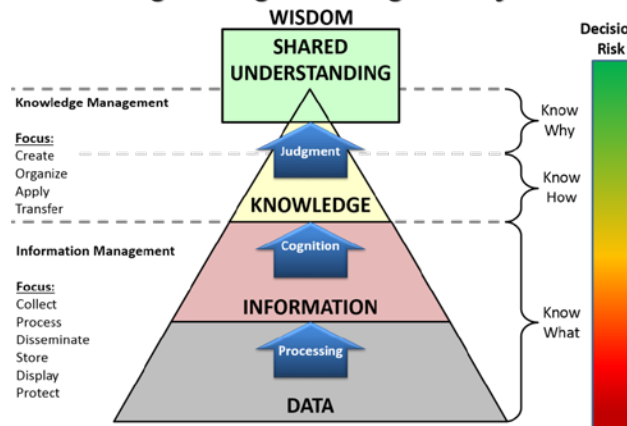
Newsletter of the Maritimes Division of the
Company of Master Mariners of Canada
www.mastermariners.ca



August 2020

right time". A discussion of the exponential growth of digital information, use and storage formed the basis of her presentation. An understanding of globalization being the most important trend in today's world, and that people have come to expect access to data anytime, anywhere – and faster, is important in understanding the DIKW pyramid.

Knowledge Management Cognitive Pyramid



The digital age began in about 2002 but has increased exponentially to today. Data mismanagement leads to failure but the risk of decision making decreases as you rise up the pyramid. Better use of the DIKW theory leads to "greater operational efficiency" and "higher resource utilization".

During the Q&A, the point was made that there is so much data/information out there that we must learn to use what we need and not to become inundated with what we don't.

At 2040, following Louella's presentation and Q&A, our regular business meeting began with the Approval of the minutes of the previous meeting as moved by Capt. Gallagher, seconded by Capt. Knight, and accepted.

Capt. Knight indicated that a limited printing of Capt. Angus MacDonald's memoirs has been released and that a second printing is being arranged.

Old Business

Our next speaker may be Dr. Ross from Praxes Medical. **ACTION – Capt. Dunbar**

Capt. McLea indicated that his IT person could increase our visibility on the web and social

media for a reasonable sum. Capt. Gallagher said that National is looking at proposals for a website "re-do". Capt. Dunbar suggested that this should be discussed with National. Capt. Amada Slade and Capt. Lori Tribbreck had accepted to develop the social media replacing the late Capt. Jim Ewart. **ACTION – Cpts. McLea and Gallagher**

The Covid pandemic has resulted in the deferral of the previously discussed Seminar and Capt. Gallagher has said that National will be holding the AGM virtually and a seminar may be part of that.

New Business

Capt. Dunbar stated that The Mission to Seafarers golf tournament has been postponed until the Fall but a take-out BBQ will occur on July 24th sponsored by PSA Halifax.

Capt. Wilkie, Treasurer, reported that our membership was down from last year and there are still some outstanding arrears. Current paid up members of this Division total 70 with a downward trend over the last few years. Suggested action to improve communication and value of membership is to continue ZOOM even after we are able to meet in person again.

Capt. Calvesbert announced that applications for the Baugh Fund scholarships have been distributed to the nautical schools with a closing date of September 5, 2020. An assessment board has been established.

As editor of the newsletter, Capt. Calvesbert thanked Capt. Gallagher and Joseph Loot (MtS) for their contributions and requested other articles be submitted as available.

Capt. Gates spoke about the passing of Capt. John MacDonald, formerly of Canaport and Transport Canada and a moment of silence was observed.

The date of the next meeting was set as August 12th at 1900 through ZOOM **ACTION – Capt. Dunbar to arrange ZOOM and Capt. Calvesbert to arrange the Agenda.**

The motion to adjourn as put forth and approved at 2135.



The Foghorn

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



August 2020



Covid-19 Consulting Project **Capt. Jack Gallagher**

In the marine consulting world, there is a trend for companies to be small and to collaborate with others as required on a project basis. It is, therefore, very common for me to field calls from companies looking for assistance with a project.

Shortly after the pandemic was declared I was called by a colleague looking for assistance in developing quarantine plans for ship crew and passengers. At the time, there was still the potential of ships with up to 500 people arriving in Nova Scotia and the province wanted a plan developed.

Foreign ships arriving at their first Canadian port of call with health issues are a federal responsibility, but any subsequent port calls in Canada are provincial responsibility. All domestic ships are provincial responsibility for health-related issues.

The Nova Scotia Department of Health and Wellness was looking for some help to setup potential quarantine plans and sites for seafarers and passengers who fall under provincial responsibility. We were engaged via the Emergency Measures Organization. Two of the team members were mariners while the other three on the team rounded out the required skills and abilities to pull this together.

Top things that I learned:

- A quarantine station is much more than a room. There must be facilities to house, feed, and care for “guests”. There must be protocols for transportation, sanitation, security, communications, and administration. Having reference documentation for guests is important related to how their time will look in quarantine and how they will access goods and services.
- Many businesses and services are not available or only available under widely variant conditions during a pandemic. The only way to build a successful plan is to call and verify capability, timelines

and agree on protocols. Although templates are very helpful it is necessary to be flexible to accommodate various vendors.

- On site managers must have the capability and authority to manage situations as they arise.
- Once department of health decided to expand the use of the plan for populations beyond ship crew and passengers it became necessary to turn over elements of the planning to those experienced with the specific populations.

One of the things I love about consulting is the broad diversity of projects. This certainly fit the bill and was very interesting.



Seafarers- **the forgotten professionals, again.** **Concerned Master Mariner (Anonymous)**

I was thinking of an old friend of mine today, an Australian Master Mariner, and was reminded about a very funny sketch he recommended to me some time back on YouTube, by the political satirists Clarke & Dawe, entitled “The front fell off”. It can be found at the following link and is well worth checking out, particularly during these depressing times –
https://youtube.com/watch?v=3m5qxZm_JqM

Anyway, during this sketch they talk about towing a crippled ship “out of the environment” as if this ends right at the sensible horizon, and that there is nothing out there beyond that other than sea, birds and fish, so can just be forgotten. Well I reckon that statement needs updating, as there are now hundreds of thousands of distressed and forsaken seafarers out there as well!

Forsaken not through the actions of disreputable Owners and Operators, but as a result of the bumbling and fumbling bureaucracies of the world simply ignoring the plight of these hard working and stoic professionals, who just want to go home. They are not putting the world on notice with threats of industrial action, nor



The Foghorn

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



August 2020

making demands for huge salary increases and bonuses, they just ask to be given the same rights as other essential workers, be allowed to end their long overdue contracts and go home and hug their families – just like everyone else. But this is not happening is it?

Why are seafarers not designated as essential workers and afforded the same rights? Why are countries talking about the resumption of their tourism trade and the re-opening of Restaurants and Bars, when they will not allow seafarers to disembark their ships and go straight to the airports? What is the difference between airline crews and ship crews?

All these questions are frequently asked by our long-suffering crews on board, to which we have no answers.

They grow so tired of the same lame responses and platitudes. In a similar manner to the Somali piracy problem, seafarers are being made to once again endure hardships and mental anguish, because there is no Administration or Authority willing to stand up and say this is not good enough, we need to protect and support our seafarers.

Sure, there are some small signs of a relaxing of the draconian Immigration measures against them, but they are far too little and long overdue. When will there be a change in attitude towards our seafarers in times such as these, so they will no longer be just towed “beyond the environment” and forgotten once again?

Well, history tells us that the Maritime Industry is a massively reactive one, and it takes a major maritime disaster before any new legislation is introduced. Some examples: Titanic sinking (1912) – SOLAS, Torrey Canyon (1967) – MARPOL, Amoco Cadiz (1978) – PSC & STCW '78, Herald of free Enterprise (1987) – ISM Code, Exxon Valdez (1989) – OPA '90, MS Estonia (1994) Design parameters changes, Erika (1999) Prestige (2002) – Eur-OPA and death of single hulled tankers, September 11, 2001 – ISPS.

Well, I firmly believe that it is now time for an addition to this list, which should read: Covid-19 (2020) – Seafarer Essential Worker Status.

It is quite untenable to think that the world's bureaucracies cannot be lobbied and influenced sufficiently to assist and protect our seafarers. How many more tragedies must there be, before our seafarers are given their rightful recognition? Until such times as this is achieved, I say shame on us all!

DAILY COLLECTION OF MARITIME PRESS
CLIPPINGS 2020 – 177



Crossed the Bar

Captain John MacDonald has recently crossed the bar on July 5th.

John was mooring master at Canaport for years and later with TC in Cape Breton. He was one of the members of Thirsty Thursday crew at the Old Triangle. With his passing and Angus in March there is only myself (*Capt. Rick Gates*) and a chemistry professor left at the table.

Captain John MacDonald
<http://www.thechronicleherald.ca/obituaries/capt-john-macdonald-41609>



Professional Development Capt. Jim Calvesbert

Have you ever wondered what Professional Development really means? I know we might think of it as taking a course or upgrading a certificate. In other words, just work. But have you thought about the benefits of attending a seminar or conference, or hearing a guest speaker at one of our meetings? Or mentoring a cadet or junior officer? Or judging at a skills competition? Or participating as a member of a group developing a new course or developing recommendation for a change to regulations? Each one of those is a learning experience which can help you develop new skills for your career or volunteer activities.

Ever since affordable and capable computers were introduced, there have been lightning speed changes to the way in which we conduct



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August 2020

our daily work. This includes shipboard processes. Ever notice that new ship wheelhouses and engine control rooms more closely resemble the starship Enterprise? How do you think that the Chief Officer on a container ship calculates the stability when they are only in port for 6 hours and loading and unloading constantly? Talk about the Continued Proficiency Endorsement (CPE) which is just a fancy way of saying Professional Development (PD).

This constantly, and rapidly, changing technology means that we are no longer in the days of get your certificate and keep it forever. The requirement for CPD, or just PD, is here to stay and MMC has a program to acknowledge your participation in it.

The MMC PD program provides you with evidence that you have been active in staying current and it is our plan to have this recognized by Transport Canada as part of the required certification continued proficiency, particularly for those in shore positions. You can fulfill the annual requirements as simply as attending 5 division meetings and taking part in the annual NSCC Skills Competition. Writing articles and attending conferences also counts toward completing the requirements. Capt. Ivan Lantz has been including a handout about PD in his daily Newsclippings and a full explanation is on the MMC website at <https://www.mastermariners.ca/cpd/>



**Veteran Sailor on Why Navy Ships Can
be Most Vulnerable in Port and Ways to
Change That**
Aaron Amick in "The War Zone" July 15,
2020

The U.S. Navy is facing a unique and severe disaster in what could be the total loss of the amphibious assault ship USS *Bonhomme Richard*. What is so puzzling to many is how this could happen to a capital ship that was unarmed and sitting at rest at one of the world's most capable naval bases that is situated along the shores of a major American city. The answer may come as disturbing to some—U.S. naval

ships can be at their most vulnerable while sitting at rest in their homeport.

Many have also asked what the situation would be like if this had occurred aboard a nuclear-powered supercarrier, three of which are based just across San Diego Bay from the **Bonhomme Richard** at Naval Base Coronado. The answer to that question is interesting in of itself, but it may actually provide a way to help make sure that similar disasters don't occur on conventionally-powered vessels in the future.

The article goes on to discuss some of the contributing factors to the problems such as reduced vigilance during refits and prolonged alongside time, the dangers of dockyard temporary electrical systems and workers equipment, the routine and boredom of long down times. It goes on to discuss how this could be improved if procedures were borrowed from those of the nuclear-powered vessel strategies for refits.

See the full articles at <https://www.thedrive.com/the-war-zone/34832/veteran-sailor-on-why-navy-ships-can-be-most-vulnerable-in-port-and-how-to-change-that>

Aaron Amick is a retired U.S. Navy submarine sonarman. He served in both Atlantic and Pacific Oceans on 688 Los Angeles class fast attack and Ohio class ballistic missile submarines. He has published two audiobooks on Cold War-era submarines, Akula SSN Project 971 Sub Brief and USS Nautilus SSN-571 Sub Brief. Now, Aaron manages a small Patreon page and contributes to The War Zone.





The Foghorn

Newsletter of the Maritimes Division of the
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August 2020

Might Makes Right (of way)

Sometimes Common Sense is less than common



SEE NEXT PAGE FOR OUR DRAFT STRATEGIC PLAN



Virtual Meetings via ZOOM Capt. Jim Calvesbert

We have had a great deal of success using ZOOM for divisional meetings over the last two months for our AGM and with guest speakers. National has purchased a subscription for use by all divisions. The ease of use and the fact that we can sit at home and have a coffee while we listen to, and see other participants makes it more convenient for some members to participate. You can even turn you camera off if you want to participate but not be seen in your

pajamas - 🙋. You don't need high speed internet as I found out using cellular internet from the heavenly backwoods of Cape Breton last month.

For those who find the travel to "Big Harbour" for meetings difficult, give it try for the August meeting. Instructions will be sent out shortly.





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August 2020

OUR MISSION

☑ Master Mariners of Canada engage our members and marine community to continuously improve our knowledge and expertise as marine professionals while mentoring promising mariners as well as advocating for marine safety and cooperation.

OUR VISION

☑ Recognition as the leading Canadian marine organization, representing the interests of shipmasters and senior deck officers, by providing education, advocacy and advice in an independent and unbiased manner.

☑ Strategies

STRATEGIC ENGAGEMENT

- 1) Strengthen our voice within the Canadian maritime industry & capitalize on established recognition to-date

STRATEGIC CAPACITY BUILDING

- 2) Develop greater sustainability through growing internal capacity, gaining efficiencies, re-focusing volunteer efforts and building succession planning

STRATEGIC RE-ALIGNMENT

- 3) Actively consider additional areas of organizational growth and revenue sources

☑ Initiatives / Priorities

- Establish alliances with other professional bodies having a marine focus to build membership and exposure
- Explore other revenue sources (including grants and programs); consider other professional associations and non-profits and how they attract revenue
- Review current practices for efficiencies and ensure internal continuity not reliant on one or more key individuals
- Engage in a visioning exercise on what roles MMC could assume – job board, mentoring, advocating for equality and inclusion in the maritime industry, one-stop resource, networking

☑ Strategic Outcomes

MMC is a(n):

- Sought-out authority to speak on matters affecting the industry and marine professionals
- Sustainable organization that exists beyond the volunteer base. Volunteer efforts are effectively utilized.
- Recognized resource for providing support and critical information for marine professionals at all stages of career.

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