



# The Foghorn

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



December 2018

## From the Master

### Reflections

The weather has turned and we are seeing winter like conditions. I encountered icing on my last upbound trip on the River.

This all reminds me that we are nearing the end of yet another year — a successful year for the Division and indeed the organization as a whole nationally.

Our presence, visibility and reputation is growing as an organization that can provide expert marine advice on a number of subjects. Requests for our input have grown year over year.

This year, in partnership with Dalhousie Law School the Division coordinated a very successful one-day seminar on autonomous ships.

Nationally, at the AGM we hosted a one-day seminar pertaining to the protection of the North American right whale. but, we need to keep a vigilant eye on the horizon for the storms that are brewing.

### Storms

There are a number of issues on the horizon that will cause problems for the industry.

There is a shortage of qualified and experienced seafarers in Canada. The shortages span all of the disciplines at all levels. At one point this fall, there were 19 ships anchored at various anchorages below CIP No.2 at St Lambert lock waiting for pilots to make the transit upbound in the Seaway. The delays to shipping are real. At one point, I contacted an authority to firm up a departure in six-hours to be told that pilot availability was, 'maybe tomorrow.' The shortage of masters with piloting certificates and licensed pilots is only going to worsen in the short term. Although the authorities are recruiting heavily, their ideal candidates appear to be masters with a pilotage certificate. The result of their recruiting is to cause shortages of masters in the established companies.

During my last trip, we contacted the hiring hall to engage a bridge watchkeeper only to be told

there were none available with a bridge watch rating! And, licensed deck officers with experience are becoming very difficult to find.

The Coast Guard is also seeing pressures brought on by shortages of qualified and experienced personnel. I believe the Coast Guard would be unable to provide crew for all of their vessels if they were operational (many of their vessels are currently in refit). They face additional problems in recruiting due to the unwieldy hiring processes to which they are bound.

In the end, services are going to suffer and costs for crewing and delays are going to increase. Something has to be done and soon to resolve this issue.

### Political Expediency

I became completely engrossed in the state funeral of President George H.W. Bush (my wife says this is an understatement). Although I had always thought of the 41st president of the USA in a positive light, I was unaware of just how effective he was as a leader and politician. I believe he was one of those very rare politicians that put the good of the country ahead of his own political survival.

I believe that we need to be vigilant of politicians doing what is politically expedient. We are going to see calls for increased use of foreign temporary workers, coasting licenses for foreign ships, bans on oil and gas development and tanker traffic based on emotion and misinformation without balanced risk assessments and risk management.

Yes, there will be fake news — just look at the recent Angus Reid poll that asked respondents how many oil spills had occurred from tankers in Canadian waters in the previous ten years. A high number of Canadians believe that number is three when in fact the correct number is zero! And when our current prime minister has to be forced to put the crisis in the price differential for Alberta's oil caused by a lack of pipeline capacity to tide-water (not to mention the ban on tanker traffic) on the agenda for a first ministers meeting I am left with the impression that our current federal leader is only interested in being re-elected.



# The Foghorn

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



December 2018

I can not help but feel I am seeing dark clouds on the horizon.

### **Season's Greetings**

My thoughts now go to wishing all of our members season's greetings.

In particular, I ask all members fortunate enough to be home to take a moment or two to think about those at sea during this time of year. Think about those that are standing by to provide Search & Rescue response, that will provide ice breaking assistance, that will pilot and guide ships up the Seaway and in and out of our ports. Think about the crews manning the Canadian and foreign ships that keep this great Canadian economy rolling along. Happy Holidays!



### **Announcements**

1130 Wednesday 12 December  
Missions to Seafarers Christmas Lunch - Cunard Centre  
Contact Capt Greg Wilkie for an update on our table.  
wilkieg@gmail.com

1900 Wednesday 9 January 2019  
Monthly Professional Meeting  
Maritime Museum of the Atlantic

### Report of the Professional Meeting at MMA Wednesday 14 November 2018

At 1910, in the absence of the Master and Deputy Master, Capt Wilkie, Treasurer and Membership officer, called the meeting to order. There were 10 members present.

There was discussion on the administration of the Christmas Dinner scheduled for the Royal Nova Scotia Yacht Squadron which has become our recent tradition. As this report is written for the December FOGHORN, the dinner

successfully took place with 36 members and guests.

### National Treasurer Update

As we are fortunate to have Capt Gallagher, the National Treasurer in our Division, he gave details on the following issues:

- CMMC national insurance requirements;
- the successful support to Transport Canada policy work;
- ongoing dues policy;
- overall membership trends;
- Foundation and Baugh Funds.

### Maritime Division Spring Conference 2019

Maritimes Division has distinguished itself in recent years by hosting relevant seminars here in Halifax in conjunction with the Dalhousie Marine Affairs Institute. For the upcoming 2019 window, Capt Knight suggested the subject of the imminent emission restrictions as required by the MARPOL Annex VI regulation. This regulation will significantly reduce the allowed sulphur emission by ships beginning in 2020.

There was much discussion and a call for volunteers to oversee the proposed seminar.

### TC Marine Personnel Regulation Consultations

Upcoming Halifax consultations with stakeholders in late November are to be attended by Capts Connor and Wilkie. A report is expected at our January meeting.

### HMCS Sackville Update

The secretary gave an update on the docking preservation work completed this past summer on Canada's Naval Memorial. She returned to the water in early October after seven months in the Dockyard submarine building where she received much new transverse framing and shell overcoating. Sackville may dock again in the spring for additional steel repair but will resume her public operation on the Halifax waterfront in 2019 after missing her 2018 season.



# The Foghorn

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



December 2018

At 2025, Capt Wilkie adjourned the meeting



## CCGS CORPORAL MCLAREN M.M.V.



November 17, 2018

The alleged vandalism came as an unpleasant Saturday morning surprise for Dean Mitchell, marine services manager at the shipyard.

In an interview Saturday, he said officials discovered that a cable on the ship's cradle and an additional safety cable had been cut clean through.

"I'm very concerned," he said, adding that he estimates the coast guard will be "down a vessel" for as much as six months or more as repairs are completed.

What made the problem worse, said Mitchell, was that parts had been taken out of the ship's hull for refit, creating holes in the boat that swallowed up water and caused it to partially sink.

Mitchell estimates it will cost as much as \$5 million dollars to repair the vessel and the cradle.



Refloated – but at what cost? Considering more than \$5 million I would think as a result of all the flooding in engine spaces. Salt water and wiring and electrical equipment don't mix.

Why was this done? Is it criminal mischief or piracy? (All lawyers are free to speak up)

Piracy- from the Canadian Criminal Code (R.S.C., 1985, c. C-46)

### *PART II Offences Against Public Order (continued)*

#### **Offences against Air or Maritime Safety**

Endangering safety of ship or fixed platform

(2) Every one who



# The Foghorn

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



December 2018

- (a) commits an act of violence against a person on board a ship or fixed platform,
- (b) destroys or causes damage to a ship or its cargo or to a fixed platform,
- (c) destroys or causes serious damage to or interferes with the operation of any maritime navigational facility, or
- (d) places or causes to be placed on board a ship or fixed platform anything that is likely to cause damage to the ship or its cargo or to the fixed platform,

where that act is likely to endanger the safe navigation of a ship or the safety of a fixed platform, is guilty of an indictable offence and liable to imprisonment for life.



## Senate report on Maritime Search and Rescue 2018

A report from a Canadian Senate committee says the Canadian Coast Guard needs to be empowered, for the sake of saving lives.

Following a review of the Maritime Search-and-Rescue system, the Fisheries and Oceans Committee recommends that “the Canadian Coast Guard be established as a separate statutory agency, reporting to the Minister of Transport.”

The Coast Guard was transferred to the Department of Fisheries and Oceans (DFO), in 1995, as part of the Jean Chretien government’s cost-saving measures.

Committee Chair, Sen. Fabian Manning says, “Right now, it’s operating over to the side and we believe it will be more effective, more efficient if it was operating on its own.”

[https://sencanada.ca/content/sen/committee/421/POFO/reports/MaritimeSARRreport\\_f\(forweb\)\\_f.pdf](https://sencanada.ca/content/sen/committee/421/POFO/reports/MaritimeSARRreport_f(forweb)_f.pdf)



## Christmas dinner at RNSYS



Jack and Lori Gallagher, Chris and Liette Connor and Lynn Gates



## CLOSED loop scrubbers

The CLOSED loop is the most frequently used system. The seawater used in the process is continuously re-circulated. Detailed information can be found in our brochure. Download here.

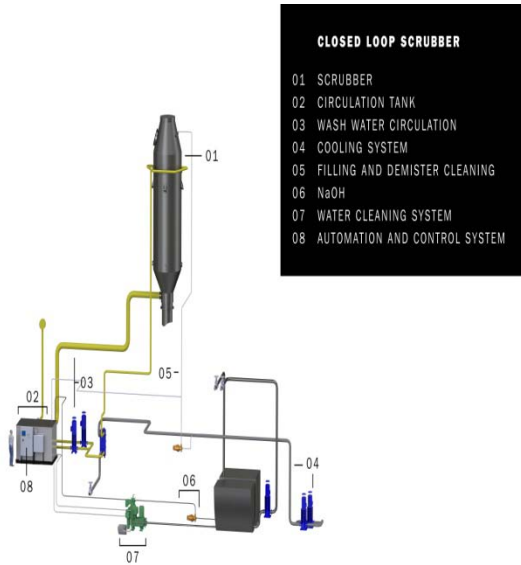


# The Foghorn

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



December 2018



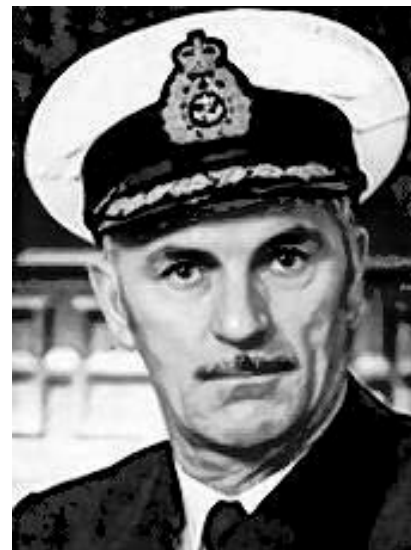
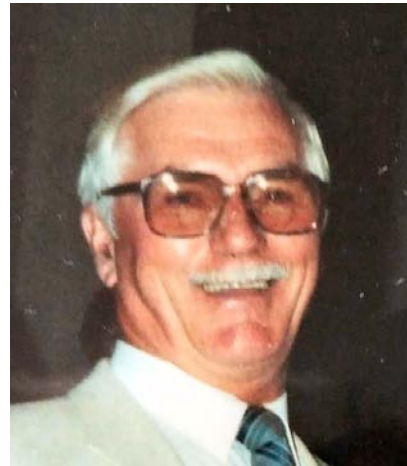
- The process water with high conductivity level will be discharged directly back to sea while complying fully to the IMO regulations.
- The pH, turbidity and concentration of PAH are constantly measured in accordance with MARPOL Annex VI resolution MEPC.184 (59).
- The clean exhaust gases exit the scrubber, removed from sulphur and particulates, through a demister.



**Captain Earl T. Jennex  
has "Crossed the Bar"**

## How does it work?

- From the bottom of the scrubber exhaust gases are led through the scrubber to the top.
- The seawater is fed into the top of the scrubber through nozzles. This results in an equally divided spray.
- The outgoing exhaust gases are washed with seawater in the scrubber.
- The seawater (process water) is continuously re-circulated.
- The sulphur in the exhaust gases dissolves in the process water pumped from a circulation tank and binds with the caustic soda (NaOH) as a salt.
- Based on conductivity level a certain amount of process water is drained out of the system automatically.
- If needed clean seawater is then added to the process water tank and also NaOH, if needed.
- The process water is pumped through the separator.
- This separator will separate solids and oil from the process water.
- The remaining sludge is pumped to the sludge storage tank on the ship.





# The Foghorn

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



December 2018

**Published:** December 06, 2018 Halifax Chronicle Herald

Age 91 of Dartmouth, passed away peacefully on Tuesday, December 4, 2018 in Parkstone Enhanced Care.

Born May 27, 1927 in Oyster Pond, Jeddore, he was the second youngest son of a large family of the late James and Mary (Marshall Tracy) Jennex.

Typical of his generation, Earl left school early to work in a lumber mill and the dockyard. During the Second World War he served in the Merchant Navy. After the war, he stayed on the sea and travelled the world on tankers and cable ships. During this time he worked towards attaining continual levels of certification. In the 50's he started his career with what became the Canadian Coast Guard, serving as Captain on many vessels within the fleet, starting with the Sambro Light Ship, and including the Sir William Alexander and the John A. MacDonald. In 1973 he joined the Halifax Pilotage Authority as a Harbour Pilot.

Earl came ashore to stay with his beloved wife Clara, in 1988. In retirement Earl was actively involved with First Baptist Church, Dartmouth serving faithfully with the Food Bank, the Seniors and Out-reach ministries. He enjoyed singing with the Dartmouth Men's Choir, playing golf, bridge, bowling, wood carving and spending time with his friends and family.

Earl took great joy in his grandchildren and great-grandchildren. Earl is survived by his daughter, Ramona Jennex, Coldbrook; son, Phillip (Colleen), Port Hawkesbury; grandchildren, Kira Williams (Micheal Comeau) of Port Williams; Cameron (Kim) Williams, Mount Pearl, N.L.; Brianne Williams (Jake Durrwachter), Toronto, Ont.; and Courtney Jennex (Kenny MacPhee), Sydney; great-grandchildren, Rhys Ansems, William Comeau, Josephine Williams; and many loved nieces and nephews. He was predeceased by his beloved wife of 62 years, Clara (Young); grandson, Fraser Williams. Earl was the last surviving member of his generation.

Visitation will be held from 12-1 p.m. followed by the funeral service at 1 p.m. Saturday, December 8th, Rev. Martin Zwicker officiating, both in Atlantic Funeral Home, 771 Main St., Dartmouth. Burial in Dartmouth Memorial Gardens. Reception in Atlantic Funeral Home. Family flowers only. Memorial donations may be made to First Baptist Church, Dartmouth, Tourette Canada, Fraser Williams Memorial Fund (NSCC), or Diabetes Canada. The family wishes to thank the staff at Parkstone Enhanced Care for his loving care and also to the Royal Canadian Legion Fairview Branch 142, and Edith Devlin (FBC) for their faithful visits. Online condolences may be sent by visiting: [www.atlanticfuneralhomes.com](http://www.atlanticfuneralhomes.com) (Dartmouth Chapel)



## Membership Dues 2019

**Our membership year runs from January 1<sup>st</sup> to December 31<sup>st</sup>. You can e-transfer your payment to Treasurer, Capt. Grg Wilkie at [wilkieg@gmail.com](mailto:wilkieg@gmail.com)**



## CSS Acadia finally getting repairs

A number of our members have contributed to accomplishing this action through letter writing to members of government, working with the Maritime Museum of the Atlantic, etc. We did, in fact, have a long discussion about this at one of our regular meetings.

Following was an e-mail send to Capt. Charles (Doug) Maginley which reflects the public input:

“I’m convinced that this wouldn’t be happening without the sustained pressure exerted by members of the public—with you being prominent among them. Thank you.”

Roger Marsters, Ph.D.  
Curator of Marine History  
Nova Scotia Museum Collections Unit



# The Foghorn

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



December 2018

Maritime Museum of the Atlantic  
1675 Lower Water Street, Halifax  
Nova Scotia B3J 1S3  
Canada  
Ph: 902 424 6442 Fax: 902 424 0612

I hesitate to name some of our Captains for their particular actions in fear that I might miss others. Suffice to say that Maritimes Division did contribute strongly.

The following is from  
[blog.halifaxshippingnews.ca](http://blog.halifaxshippingnews.ca)

“The provincial government is making repairs to the only vessel still afloat to have survived the Halifax Explosion, the historic CSS Acadia.”

“The CSS Acadia is a national historic site that is permanently moored at the Maritime Museum of the Atlantic in Halifax. The 105-year-old steel-hulled ship also served in the Royal Canadian Navy during both World Wars.”



“Restoration work that is necessary to preserve the CSS Acadia will include repair of the deck and sub-deck and drydocking the vessel to repair the hull, electrical systems and ballast tank.”

“No word on the cost estimate, or who will be doing the work. I believe the only available facility in Nova Scotia able to accommodate the Acadia would be shelburne ship repair.”

“No tender notice has yet been posted, nor has a time line for the work.”

Engines to Standby  
See information about an opportunity for a Risk Assessment Facilitator with the Atlantic Pilotage Association on the next page.

Capt. Jim Calvesbert  
Editor, *The Foghorn*  
[jim.calvesbert@gmail.com](mailto:jim.calvesbert@gmail.com)





Atlantic Pilotage  
Authority

Administration de Pilotage  
de l'Atlantique

## **Expression of Interest Risk Management – Pilotage Areas**

The Atlantic Pilotage Authority is seeking a professional facilitator(s) qualified to conduct risk management assessments of its non-compulsory areas within the Atlantic Region.

A good comprehension of international and domestic marine business, including a working knowledge of Canadian marine legislation and regulations pertaining to pilotage, would be an asset. An understanding of environmental and pollution matters and a proven ability to facilitate varying views of stakeholders is essential.

Persons(s) selected should be available to accept risk management assessment projects on a “contractual and as required basis” and be expected to both facilitate and bring forth recommendations utilizing Transport Canada’s established Pilotage Risk Management Methodology (TP 13741).

Qualified applicants are invited to submit a cover letter and resumé in confidence to the:

Atlantic Pilotage Authority  
c/o Captain Sean Griffiths  
TD Tower, Suite 1801  
1791 Barrington Street  
Halifax, NS B3J 3K9

Closing Date: January 18, 2019

Please consult our website at [www.atlanticpilotage.com](http://www.atlanticpilotage.com) for information relating to the Authority and consult Transport Canada’s website at [www.tc.gc.ca](http://www.tc.gc.ca) for information relating to [TP 13741](#).

Canada<sup>13</sup>