



The Foghorn

*Newsletter of the Maritimes Division of the
Company of Master Mariners of Canada February 2018*



**From the Master
Capt. Chris Connor**

Well, we are already nearing the end of January of the new year. Resist the urge to hibernate and volunteer as a judge for the Nova Scotia Community College – Nautical Institute's Skills competition. The tentative date this year is 6 March 2018. Participants usually stay for the career fair and meetings held the following day as well. Expenses are covered by the Division. We normally look for four members to participate. If you are interested, drop us an email or call.

If you have not had a chance until now, check out the Company's posts on LinkedIn. Captain Jim Ewart on the West Coast has been doing a terrific job getting us exposure with interesting and timely posts. If you have anything that might be interesting to the general public - get it to Captain Ewart or myself and we will try to get it uploaded.

We are still looking for a guest speaker for the meeting in February. If you have an interesting story to tell or know someone that might be interested in getting exposure to the Company please let us know.

I will be leaving for Houston on Monday to participate as a panelist on a two day workshop being delivered by the National Academies of Science, Engineering and Medicine (NASEM). Part of the requirements arising from the Deepwater Horizon – Macondo Disaster in the Gulf of Mexico were that \$500M of the fines levied against BP would be used to conduct research to prevent reoccurrence. NASEM is administering this fund. The workshop will look at human factors and empowering the worker in the Gulf of Mexico. I will report on the outcome at our meeting in February

Once again the oil and gas industry is recruiting for positions on oil rigs and ships working in the Nova Scotia sector of the offshore. The province no longer appears to be interested in discussing our issues and the CNSOPB refuse to acknowledge a

problem even exists contrary to the Special Report done by the Chronicle - Herald in October 2016.

The Company has received quite a lot of positive feedback from various sources for our participation in developing the TP and training standards for the Polar Code in Canada. They are interested in getting further participation in other areas of concern. No doubt, TC is under a great deal of pressure to produce legislation and regulations but are lacking in experience and resources.

Federal Fleet Services have made good on their promises and delivered a functioning iAOR, on time and on budget. Perhaps a first in Canadian military/coast guard procurement! And, on Thursday the Prime Minister announced the government would be looking at buying/leasing the four ice breakers Davie have ready to go (vessels originally intended to be used in the oil and gas industry by Shell in the U.S. Arctic). I wonder if they will go for a second iAOR; they would be admitting Admiral Norman was right. Although he is yet to be charged with any offenses, it is clear that he has committed the gravest sin of them all – embarrassing the party in power.

I hope to see many of you at the next meeting in February! Fair winds.

End of transmission.





The Foghorn

February 2018



Announcements

Next Meeting

Wednesday 14 February
Maritime Museum of the Atlantic
Guests are Federal Fleet Systems
Captain Allard, Master, M/V Asterix

Wine and Cheese Social
Private Function, Members Only

On 25th April 2018, it is our intention to host, jointly with Dalhousie University, a seminar entitled **“Autonomous and Remote-Control ships; Who is in command?”**



The Mission to Seafarers – Halifax

Loneliness, danger and separation from loved ones are just some of the challenges that seafarers face every day.

The Halifax Mission to Seafarers is a Canadian non-profit charity. As part of a worldwide network of Anglican sponsored Missions, the Halifax Mission offers seafarers help and support when their ships arrive in port. Year after year, the Mission provides seafarers a special place of respite from their ships. Their days at sea are long and demanding and loneliness is common.



Under the guidance of our mission manager and seafarer coordinator, our volunteers provide a warm welcome where seafarers can relax away from their ships, get local information, find help with problems, share in worship, and phone or email their loved ones.

The Mission provides an interdenominational chaplaincy ministry of practical, emotional and spiritual support to all seafarers passing through our port, regardless of faith or background.

A number of our members belong: if you have some time to volunteer, ask Capt. Jack Gallagher. The current President is Capt. Sean Griffith, CEO of the Halifax Pilotage Authority. CIMarE is well represented by Sandra and John Attersley so we have both Deck and Engine Room joining together to help support this worthwhile endeavour. Check out their website.

We support the Mission through participation in the Annual Christmas Dinner as well.

**Mission to Seafarers Halifax,
844 Marginal Road, Halifax, NS
902-422-7790**

Helen Glenn, Mission Manager
Rev. Maggie Whittingham-Lamont, Chaplain





Christmas Dinner at the RNSYS

Another successful event enjoyed by many. Here are a couple of pictures provided by Capt. Rick Gates.



Divisional Master, Capt. Chris Connor addresses the attendees.



Divisional Secretary, Jim Reddy and his charming lady, Pat Jessup who contributes greatly to many of our activities.



Annual Dues – What Do We Do With Them?

I thought, the other day, that it is time to pay the annual dues for 2018 and began to think of all the places that we use that money. Well, we pay a percentage to the National office which finances the national council meetings and the AGM. We make donations to the Maritime Museum of the Atlantic, the Mission to Seafarers, sometimes the Navy League, and others. We pay for wreaths for the annual Remembrance Day services. We fund our working groups for the International Icebreaking training course and, as a result of that success, TC has asked us to assist them with other IMO activities. We have been conducting one day seminars at no charge to participants. We participate in the annual NSCC skills competition for upcoming mariners. We present papers at the International Federation of Shipmaster's Association AGA. And that's just the tip of the iceberg: it doesn't take long for the money to go!

And, equally as important, I belong to an organization of persons with a similar background with whom I can gather and speak in a language that we all understand – the sea.

Capt. Colin Millar, colingmillar@gmail.com can accept your dues payment by e-transfer ☺



INTERNATIONAL OCEAN INSTITUTE

TRAINING PROGRAMME ON OCEAN GOVERNANCE: POLICY, LAW AND MANAGEMENT

With the support of Dalhousie University, IOI has offered an intensive, interdisciplinary training programme in Halifax annually since 1981. This purpose of this flagship course is to:

- deepen understanding of the ever-increasing importance of the oceans and their resources in world politics and sustainable economic development;
- assist developing countries in the formation of a core of decision-makers fully aware of the complex issues of coastal and ocean management; and,
- maximise benefits to be derived from the United Nations Convention on the Law of the Sea through the proper integration of coastal and ocean management into national and international development strategies.

The programme emphasises the importance of viewing the ocean as a system with varied users



and multiple, often competing and conflicting, uses. It also aims to increase awareness of the fact that ocean management requires broad interdisciplinary skills, new institutional and legal infrastructures, and new forms of intergovernmental and non-governmental organisation and cooperation at the local, national and international levels.

The course takes place on the campus of Dalhousie University, and consists of approximately 220 hours of intensive learning. While it is primarily lecture-based, it also includes interactive discussions, participant presentations, exercises and simulations, field trips and a round table.

Participants

The training programme is primarily designed for developing country mid-career professionals with responsibility for some aspect of coastal or ocean governance. Given the under-representation of women in the upper echelons of administration and policy-making worldwide, particular emphasis is placed on trying to achieve equal numbers of female and male participants, and to creating a forum where men and women can learn together, sharing different perspectives and examining issues from different viewpoints.

Course Content

The course is a foundational programme in a very important field of development strategy; it is not intended to provide specialised training. Participants are therefore expected to step out of their fields of specialisation and be exposed to broadly interdisciplinary work.

The 2017 training programme was organised into 10 modules covering a wide range of themes and issues, as set out in the following syllabus.

The programme was attended by 17 participants from a range of disciplines and backgrounds. A good balance of countries and regions was achieved, with participants from 11 countries in Africa, Asia, the Caribbean, South America and the South Pacific. As usual, emphasis was placed on having strong female representation among the group. Lectures and presentations were delivered by over 100 speakers, and included local and international experts and practitioners.

The course was organised thematically as follows:

Module 1: Orientation and Introduction to the Training Programme

Module 2: Ocean Sciences

Module 3: Law of the Sea and Principled Ocean Governance

Module 4: Maritime Security

Module 5: Communication and Negotiation

Module 6: Fisheries and Aquaculture

Module 7: Integrated Coastal and Ocean Management

Module 8: Marine Transportation

Module 9: Energy

Module 10: Round Table and Conclusion of Training Programme

Cpts. Angus McDonald, Alan Knight and Jim Calvesbert had the honour of being guest lecturers in this program. If you have the opportunity to participate as a lecturer, don't pass it up; it's very satisfying.



Halterm International Container Terminal commits to investment of \$10 million, boosting Eastern Canada's 'Ultra-capable' terminal facility

Building on increased container traffic through 2016 and the first half of 2017, Halterm International Container Terminal, Eastern Canada's only facility capable to handle 'Ultra' class container vessels (+10,000TEU capacity), will extend its container and reefer handling capabilities, with \$10 million worth of new equipment over the next 12 months.

These developments will support the terminal's existing five ship-to-shore crane operation, providing Carriers congestion-free operations over more than a kilometer of quay, at 3 berths between 14-16 metres draft.

Kim Holtermand, CEO, notes "Halterm provides global container Carriers with fast and efficient access to eastern Canada and the Halifax supply-chain reaches far inland and to the US Midwest." Holtermand continues, "after significant ship-to-shore crane investments delivered into the operation in early 2014, it is the right time to bring on new rubber-tired gantry cranes (RTGs) which will be arriving in February (1) and October (2) of next year."

Halterm is in the process of optimizing its existing container yard, which involves the removal of three redundant 1970's era ship-to-



The Foghorn

February 2018



shore crane assets and the addition of new reefer capacity – an increase of more than 25% to over 600 reefer plugs. Holtermann explains, “our five active ship-to-shore cranes, with outreach up to 22 containers wide are in excellent working condition and still under-utilised with current berth commitments. It is the right time to get out ahead of our customer’s service requirements, amid rising volumes and deliver in all areas of the container facility.”

Halterm utilizes mixed equipment assets for stacking - new Konecranes Reach-Stackers, RTGs and toplift forklifts. The three new ‘1 over 5’ RTGs from Konecranes are to be delivered in 2018. They will span six lanes and allow Halterm to stack containers five-high across import and export zones – an effective increase in yard capacity of 160,000TEU, up 40% overall.

Halterm maintains a basic workforce of more than 100 longshoremen, handling services for Ocean Alliance partners (CMA CGM, Evergreen, Cosco and OOCL), Zim Integrated Shipping, Maersk Line, Tropical Shipping, Eimskip, Melfi, TMSI and weekly domestic service to Newfoundland with Oceanex.



Project Resolve Part 2 Icebreakers for Canadian Coast Guard

The struggling Quebec-based Davie shipyard is in line to help the Canadian Coast Guard with its need for more icebreakers.

"I can say that we know very well that the work Davie has done is of great quality, workers are excellent and we need icebreakers for the coast guard," said Prime Minister Justin Trudeau.

Should the Coast Guard lease or purchase? Who will man them if they are leased? When would they be in service? Would the government continue to replace the existing icebreaker fleet? Lots of questions.



Polar Class 3 – Currently M/V Aiviq
110m x 24 m 30,843 HP
DP3 built 2012 USA



Medium Class 4 – Currently 3 vessels
Tor Viking II, Balder Viking, Vidar Viking
84m x 18m 18,300 HP
DP2 built 2000 Norway





NSCC charting innovative course

New nautical navigation simulator upgrades help drive growth in marine talent, industry

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The Strait Area Campus of the Nova Scotia Community College (NSCC) has unveiled upgrades to its internationally recognized Nautical Institute's navigation simulator.

With \$849,170 through the Atlantic Canada Opportunity Agency's (ACOA) Innovative Community Fund, the campus has also added a new marine voltage simulator, which officials said will create further training opportunities to better prepare students for highly skilled jobs in the industry.

"It is a great announcement," Strait Area Campus Principal Tom Gunn told the Casket, just a couple hours after a formal announcement celebrating the federal funding and campus improvements.

The enhancements, ones described as 'state of the art,' include new digital software that simulates ice conditions and Arctic navigation, facilitating

work with industry in the Northwest Passage.

Gunn noted that same day (Nov. 14) was the first formal day of operation for the equipment.

"We have been playing with them over the past couple weeks, but now they are up and running," he said.

Describing it as "great news," the campus principal talked about having the "most state-of-the-art" technology in the Maritimes.

Gunn said preparation work has been taking place for the past three months.

"It is primarily for those working in the industry," he added, when asked who will be benefiting from the equipment and technology.

President Don Bureaux, in a press release, said "NSCC is committed to infusing leading-edge technology into all of our learning opportunities."

"For more than 140 years, the Nautical Institute at our Strait Area Campus has prepared cadets for successful careers at sea by immersing them into a learning environment like no other," he



The federal government has committed almost \$850,000 to improvements and additions to the Nautical Institute of the Strait Area Campus of the Nova Scotia Community College (NSCC). Participants in the recent formal funding announcement included Mitchell Haynes, student; Captain Vivek Saxena, Nautical Institute Academic Chair; Taylor Stensrud, student; Roger Cuzner, Cape Breton-Canso MP; Don Bureaux, Nova Scotia Community College President; Stephen Kelly, Kongsberg Maritime Digital Simulation; Tom Gunn, Strait Area Campus Principal; Stephen MacNeil, student; and Perrygal Strachan, student.

Contributed

added.

Bureaux described the marine voltage simulator as "an important addition to our on-site, hands-on-approach to learning, which allows our cadets and industry partners to access national and international standard training."

Gunn said, last year, more than 1,200 people came to the campus for upgrading and recertification.

Like Bureaux, he talked about the technology as a requirement for the campus's cadet program,

with students training to become master mariners and captains.

"It certainly enhances the learning experience," Gunn said.

He agreed it is also technology in demand for companies across Canada.

"We want to keep them well-utilized," he said, describing it as a "big investment."

The newly-operational technology includes a full navigation bridge, including the aforementioned high voltage simulator, which is now common on big

ocean-going vessels.

The Nautical Institute — the oldest marine training institution in Canada — is more than 145 years old.

"Innovation is critical to Atlantic Canada's economic success, and job prospects in the commercial marine sector are significant. This project enhances the world-class training available at NSCC's Nautical Institute, helping Nova Scotians continue to gain lucrative careers at sea," Cape Breton-Canso MP Roger Cuzner said.



F.W.E. for this edition

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