



The Foghorn

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



From the Master Capt. Chris Connor

I am getting off on the 14th and will not be home in time for the meeting. This is my last trip to Tenerife and the Offshore.

Big changes for me. Going to the merchant navy with Algoma Central as Master in NACC Quebec a cement carrier on scheduled runs from Gaspé to the Lakes, Newfoundland and Rhode Island/New York. I start in late April.

NACC QUEBEC (IMO: 9546057, MMSI: 316034372) is a cement carrier built in 2011 and currently **sailing under the flag of Canada**. (*Wow, one of the few, Chris*)

NACC QUEBEC is 139m length overall and beam of 20m. Her gross tonnage is 10243 tons.



Announcements

UPCOMING EVENTS

Professional Meeting
1900 Wednesday 14 March
MMA
Speaker TBA

Maritimes Division AGM
1900 Wednesday 11 April
Maritime Museum of the Atlantic

Autonomous and Remotely Controlled Ships
Seminar Dalhousie
Wednesday 25 April

Canadian Merchant Navy Battle of the Atlantic
Remembrance Service
1100 Saturday 5 May
Maritime Museum of the Atlantic

Battle of the Atlantic Ceremony Point Pleasant
Park
1100 Sunday 6 May

Professional Meeting
1900 Wednesday 9 May
Maritime Museum of the Atlantic

Annual Waterfront Reception onboard HMCS
Sackville
mid-late June TBA





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Report of the Professional Meeting 1900 Wednesday 14 February 2018 Maritime Museum of the Atlantic

At 1925, the Deputy Master, Capt Roe called the meeting to order with 15 members present. The group moved into the MMA theatre where Capt Millar introduced his friend and classmate, Capt Tim Allard who currently serves as one of two masters in MV ASTERIX, the recently converted container ship that now is being introduced into service as a replenishment support vessel to the Royal Canadian Navy.

(on 6 March, MV ASTERIX was formally accepted in the 5 year support arrangement with the Navy)

In a wide-ranging presentation and discussion, Capt Allard addressed the following aspects of his new command:

- the overall contract between Federal Fleet Services and the Navy;
- background of the Canadian conversion of the container ship AMORITO to the replenishment ship ASTERIX;
- particulars of the 2300T, Finn-built house and installation;
- dramatic at-sea replenishment trials with Navy frigates;
- flight deck trials;
- dangerous cargo issues related to ammunition;
- power plant characteristics and shiphandling;

- unique military and civilian crew blending issues;
- the public relations aspect of her transition to the Pacific operating area;
- the new tasks that will certainly develop.

At 2025, Capt Roe, adjourning the meeting, thanked Capt Allard for a most worthwhile, professional review of his groundbreaking command.



2018 Dues

Our new Membership/Treasurer Chair, Captain Greg Wilkie, can accept your dues payment by e-transfer. Contact him at wilkieg@gmail.com

NSCC Marine Campus Port Hawkesbury Skills Competition

The 2018 Skills Competition was a great success last week. Captain Todd Gilmore presented the Capt Thomas Kearsey Safety Award at the sold out Gala dinner and even managed to get a plug in for the MMC and our upcoming conference on the local radio station. Capt. Dave Thorne and Capt. Gilmore were successful in enrolling a few cadet members for the Maritime Division as well.





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<https://www.eventbrite.ca/e/autonomous-remote-control-ships-who-is-in-command-registration-43569582795>

Hello,

You are invited to the following event:

AUTONOMOUS & REMOTE CONTROL SHIPS - WHO IS IN COMMAND

Event to be held at the following time,
date, and location:

Wednesday, 25 April 2018 from

8:00 AM to 5:00 PM (ADT)

Kenneth C Rowe Management

Building

[6100 University Avenue](#)

[Room 1020](#)

[Halifax NSCanada](#)

Registration

You do not need to print out the ticket, we will have your name and delegate package waiting for you at 08:00. We look forward to seeing you at our event. Please advise in advance if your plans change and you will not be attending as we would like catering arrangements to match attendee numbers.

Introduction

This will be a one day event to be held at Dalhousie University on 25th April 2018 and will include a luncheon and coffee breaks.

The intention of this symposium is to present speakers who are or will be involved in the development of autonomous ships such as government regulatory agencies, classification societies, equipment manufacturers and the marine legal profession.

<https://www.eventbrite.ca/e/autonomous-remote-control-ships-who-is-in-command-registration-43569582795>

Time / Event / Speakers

0800: Registration (Welcome Coffee & Muffin hosted)

0845: Welcoming - Captain Chris Connor, Divisional Master, MMC Maritimes Division

Session 1 – Technologies and Opportunities

0900: Key Note Speaker - Captain John Lloyd, CEO, Nautical Institute

0930: Nick Burchill - Subsea Sales Manager, Kongsberg Maritime

1015: Coffee Break

1030: TBA

Session 2 - Policy and Regulatory Environment

1115: Donald Roussel - Associate Assistant Deputy Minister, Transport Canada, Safety and Security

1200: Lunch Break

1300: Colin Clark - President and Consultancy Manager, Lloyd's Register Applied Technology Group / Martec Limited
1330: Peter MacArthur, CFO Atlantic Pilotage Authority

Session 3 – Challenges

1400: Matthew G. Williams - Ritch Williams & Richards, Insurance & Marine Law



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1430: TBD

1500: Coffee Break

1515: Panel Discussion - Selected panelists
moderated by Dr. Aldo Chircop, Dalhousie
University

1645: Wrap-up – closing remarks by Dr.
Aldo Chircop and Captain Chris Connor

1700: Adjourn

1715: Reception – University Club

Event Sponsors:

- Canadian Merchant Service Guild
- Atlantic Pilotage Authority
- Allswater Marine Consultants Ltd.
- Lloyd's Register Applied Technology
Group (Martec Limited)



Battle of the Atlantic Sunday

On Sunday, 06 May 2018, Canadians will gather to remember those brave sailors of the RCN, aviators of the RCAF, and Merchant Mariners during the Battle of the Atlantic Campaign from

The 3rd of May 1939 to the 8th of May 1945.
More details will be forthcoming.



WEIGH, HEIGH, UP SHE RISES by Sandy McClearn, P.Eng., PMP, LEED AP BD+C

Pat Jessup



In the days following the federal announcement of the \$3.5 million grant, *onboard* staff, CNMT volunteers and Dockyard personnel - energized by the good news - turned to in preparation of docking HMCS *Sackville* on the Navy's Syncrolift and into the submarine shed for much need hull repairs. With important archival displays boxed and stored ashore, her mast was removed (to al-

low her to move into the submarine shed). *Sackville* was tretrimmed fore-and-aft to lower the bow and raise the stern (to level out the keel line so she would sit on the Syncrolift's support blocking).

Much planning went into the physical shift from *Sackville's* comfortable berth to the repair facility and winter weather was a concern. With an

Sandy McClearn



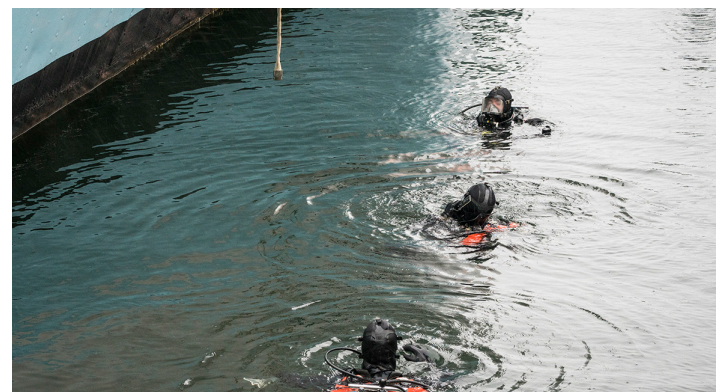
CFAV *Merrickville* arriving before dawn to assist in *Sackville's* move.



Navy divers, critical to the move, ensure that *Sackville* is properly positioned over the lifting point blocks.



QHM tugs easing *Sackville* onto Syncrolift.



early morning low tide and light winds forecast for Sunday, 11 February, a large component of Maritime Forces Atlantic personnel (including Fleet Maintenance Facility docking staff and riggers, Queen's Harbour Master tugs and pilots, line handlers from HMCS *Fredericton*, divers from the Fleet Diving Unit, and a time lapse photographer from the Forces Imaging Section) gathered with CNMT members before dawn in cold pouring rain to start the process. The move was slow and delicate given the fragility of Canada's seventy-seven year old Naval Memorial.

The much needed repair work is currently underway in the Naval Dockyard, primarily by civilian contractors and mostly within the Captain Bernard Leitch Johnson submarine building, which

leaves the Syncrolift available to conduct urgent repairs on operational ships if required.

The Syncrolift consists of a platform slung by winches between two fixed piers. The winches are synchronized to lift, or lower, the platform on an even keel. *Sackville* was positioned over the support blocking on the lift, and with the assistance of Navy divers, slowly raised out of the water.

Once on the platform *Sackville's* hull was cleaned of marine growth through power-washing. On February 15th the tow motor was connected to the system of rail bogeys under the ship, and *Sackville* was moved into the maintenance building.

Despite regular hull scraping by divers to combat marine growth, it is difficult to win this battle against sea life, especially for a stationary museum ship alongside.



Sandy McClearn

Flower-class corvettes were reputed to "roll on wet grass," and they were the only escort that could turn inside of a U-boat. Sackville's poise in the above photo speaks to both attributes.



Doug Struthers

Photo from aft illustrating the level of marine growth in less than a year.

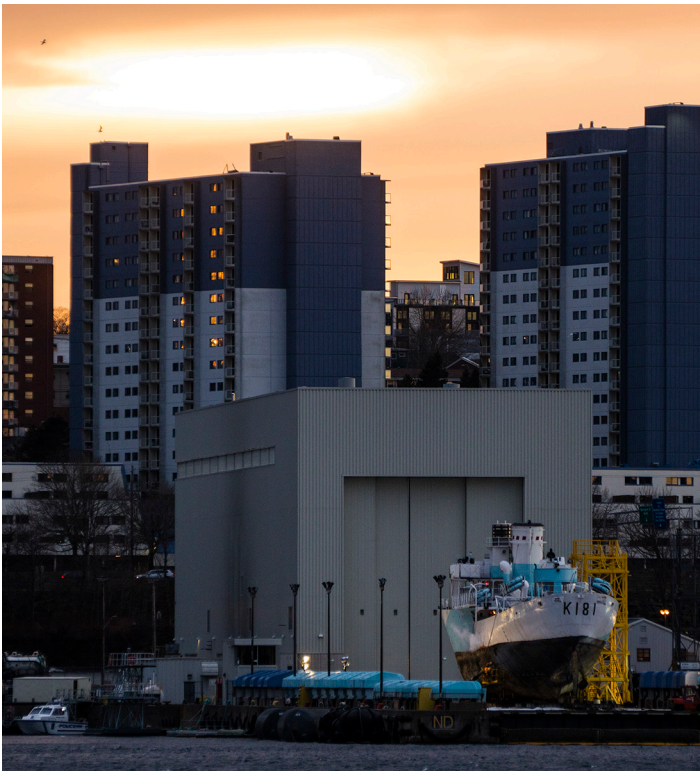


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Doug Struthers

Marine growth up close and slippery.



Sackville on the lift and ready to shift into the repair facility in the morning. Remaining pictures illustrate the slow progression of the 5-hour move.

The ship's condition will be surveyed more thoroughly than was possible when she was afloat, and the refit is expected to last about three to four months. Of particular concern is the condition of the hull's framing and plates.

While the ship is undergoing refit a shore office has been established in the maintenance facility where our shipkeepers can be reached during the day at 902-222-4621. Access to the facility is restricted to the contractors and security is in place during working hours.

The last time HMCS *Sackville* was on the Syncro-lift was in 2008 so she is well due for the royal treatment that is being provided.





Pulling itself along a heavy chain, the orange tow motor transfers Sackville into the modern Captain Bernard Leitch Johnson submarine maintenance facility.



Sandy McClearn