



The Foghorn

Newsletter of the Maritimes Division of the
Company of Master Mariners of Canada May 2018



UPCOMING EVENTS

Canadian Merchant Navy Battle of the Atlantic
Remembrance Service
1100 Saturday 5 May
Maritime Museum of the Atlantic
Capt Doug Roe officiating

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

Professional Meeting
1900 Wednesday 9 May
Maritime Museum of the Atlantic

Annual June Reception
TBA

Report of the Professional Meeting
1900 Wednesday 11 April 2018
Maritime Museum of the Atlantic

At 1905, with 12 members present, Capt Connor called the meeting to order. He noted that under the recently adopted national CMMC structure, there is no need for a local "AGM". Nevertheless, the Division needs to update its Council membership and receive annual reports. Maritime Division chooses to do so as part of the April meeting.

At 1910, the Division remembered well-known Capt Ivan Herbert who recently passed away after a sudden illness. Just a few months ago, Ivan and his wife were with us at the Christmas Dinner. Capts McDonald and Knight recounted experiences with Ivan who had commanded the utmost professional respect as well as admiration for his adventures in the vinyard.

Reports

The Secretary reported on the last year's overall activity and meeting attendance statistics.

The Master/Vice President Maritimes (new national CMMC nomenclature) reported on the very worthwhile and successful Skills Competition at NSCC in Port Hawkesbury. This was also well presented in the April FOGHORN.

The Master, Capt Connor also updated the members on the upcoming Autonomous Ships conference, a report on which should appear in the May issue of the FOGHORN. Capt McDonald

reported that Capt John Lloyd, NI executive director and keynote speaker would be welcomed at an event the evening before.

Website Interruption

Capt Connor also reported on an interruption in service on our website. This occurred because of an inadvertant server cancellation that is expected to be corrected shortly.

"Master's new Command" (not a Russell Crowe movie)

Capt Connor reported on his recent career shift from deep sea drilling ships off the Ivory Coast to Great Lakes bulk cement transport with Algoma. This led into a discussion on the drillship mariner hiring practices in Canadian waters as they relate to competing local offshore jurisdictions. It was concluded that hiring unfairness in this area needs to be addressed by the Company.

Ongoing CETA Work

Capt Gates reported on his ongoing activity with the CETA advisory team. Among the many concerns is the empty container repositioning issue in Canada.

Division Council positions

With the withdrawal of Capt Calvesbert from the council and the relief of the Treasurer Capt Millar by Capt Wilkie, as well as the addition of Capt Kehoe, 2018/2019 Council makeup was acclaimed as follows:

Capt Connor	DM
Capt Roe	A/DM
Capt Wilkie	Treasurer/Membership
Capt Gilmore	
Capt Knight	
Capt Boutilier	
Capt Kehoe	
LCdr Reddy	Secretary

National Councilors remain as Capts Connor, Gilmore and Gates (past national master/president).





The Foghorn

May 2018



Captain Ivan J. St. J Herbert Master Mariner, Master Viniculturist Tribute by Captain Angus McDonald

Ivan's sea career started when he was sixteen and joined the reputable British India Steam Navigation Company. Some of his cadet time was on the company's training ship, "Chindwarra". British India, popularly known as B.I. had a big fleet of cargo ships and passenger ships, some on the U.K. to East Africa run and many were trading between India and East Africa, Red Sea ports, as well as Indian and Pakistani ports, Burma and Singapore. Ivan saw much of the world "East of Suez". In due course, the BI Company was losing trade to Indian and Pakistani shipping. It was likely that B.I. would be absorbed by the mighty P & O Company which embraced containerisation.

General cargo ships became obsolete; many B.I. officers, by then master mariners, were seeking shore jobs and Ivan was no exception. He joined a port towage and ocean salvage company in Singapore. However, this work was not for Ivan and he foresaw changes for Singapore and employment of non-Singaporeans, so Ivan and Ilze returned to U.K. in 1971 and emigrated to Canada, settling in Montreal. That was when I met Ivan, when he came to the office of the marine survey company where I worked. Ivan lucked out at Universal Marine Consultants as the company's founder, a Scot named Murdo Matheson had a good association with a local law firm which did quite a lot of marine work, including P. and I. work.

Ivan, by nature, was innovative, forward-looking and personally industrious. With such valued attributes, came a most pleasant and generous nature. I would say honestly, that he was one of the very best men whom I have had the good fortune to know.

Universal Marine Consultants was split by its owner, Murdo Matheson. The branch in the Maritimes was then taken over by Ivan while Murdo went west to set up a branch in the Vancouver area. With his wife, son and daughter, Ivan's home was in Bayside, a pleasant community to the south of Halifax. In 1976, Ivan who, like me, was a member of the Institute of Master Mariners in Montreal, took part in the first meetings of the local master mariners and at the beginning of January 1977, the Maritimes Division of the Company of Master Mariners (CMMC) was formed. Ivan was elected to its council and became the Division's Secretary.

Ivan devoted many hours to a local soccer club and became a certified referee. In 1991, when their children were starting university in Halifax, the family made their home in Bedford and Ivan took up wine and beer-making in a more serious way. They became involved in a vineyard owned by good friends Kit and Gill Childs, in Woodside not too far from Canning, but on the sunny slope of the hill separating the good fields from the Bay of Fundy. My family visited the Herberts in Bayside, and in Bedford. When I retired, I did some survey work for Ivan and I was impressed by his avant garde approach to his work. On his drive home from a survey on a fishing vessel he would dictate his report, give the Dictaphone report to his wife on arrival home and it would be in his client's hand promptly. They liked his work and he obtained a lot of insurance work for fishing vessels as well as for major ships from agents in Halifax.

In 2003, Ivan sold his survey company and built their dream home, just up the hill a bit from their own 12 rows of vines, across the path from the Child's vineyard and with a vegetable garden by it and lots of flowers around their modern bungalow. Ivan and Ilze were so hospitable and we always had such a warm welcome. They had a hot tub and a pool; the pool was popular with the grandchildren. I liked to watch the humming birds at the flowers around the house.

Ivan always looked the picture of good health, tall, tanned and a big smile. That's how we remember him. His property was immaculate which was due to his enviable work ethic. Everything he did, he did it well and we knew how good his wine and his beer were. With these products, cultivated and processed carefully, Ivan was generous. I conclude this tribute with some lines by Robert Burns in 1784 which suit the man whose untimely passing we mourn today.

An honest man here lies at rest
As e'er God with his image blest
Few hearts like his – with virtue warmed
Few heads with knowledge so informed
If there's another world, he lives in bliss
If there is none, he made the best of this.

Rest easy dear Ivan, my unforgettable friend.





**Shipping industry is already efficient:
Dalhousie professor
Stuart Peddle
The Chronicle Herald April 18, 2018**

A Dalhousie University professor says it may be hard to meet greenhouse gas emission reduction targets on an international body's wishlist.

Peter Tyedmers, of the School for Resource and Environmental Studies at Dalhousie, says the industry is already very efficient.

The International Maritime Organization, a specialized agency of the United Nations setting standards for international shipping, recently held meetings of its Environment Protection Committee in London to consider a strategy on the reduction of greenhouse gas emissions from ships. Among the proposals was one requiring the industry to cut its emissions in half by the middle of the century? "Climate change is a big problem that we all need to think about and address," Tyedmers said in a telephone interview on Wednesday. "We're not doing it anywhere near fast enough. It's great to know that the International Maritime Organization and its members are seriously looking at this issue in the context of shipping and should be applauded for helping us find ways to lower our collective emission impacts of our demand."

But it's not going to be easy, he said. "It seems extraordinarily ambitious to think that we can cut greenhouse gas emissions from shipping by 50 per cent," Tyedmers said. "It's a laudable objective but it is not at all evident how they would do that when shipping demand is going to go up."

Population, affluence and demand is undeniably growing globally, he said. Therefore, people are going to be shipping more things. The shipping industry uses a diverse range of fuel. Also, the technologies involved range from ships that are decades old to ones that are newly launched with the most recent propulsion advances, as well as operating in different environments. "You have stuff that are lake freighters, coastal freighters, you have tankers, various sizes of major international shipping. It's a fascinating and large industry." He also said it's important to note other forms of transportation have a much bigger impact, like air freighting.

"So while it is a sector that needs attending to, in terms of greenhouse gas and other emissions, it's

less problematic than some of the alternatives," Tyedmers said.

His areas of research include food, industrial sustainability, ecological economics and carbon footprint, among others. "My intersection with shipping related impacts is largely through studying the impacts of food production systems so a big area of my own research is what does it take to deliver food to our doorsteps and along the way, shipping come into play, or air freighting comes into play or truck transport comes into play."

Virtually everything that we buy and consume moves to us from somewhere, Tyedmers said.

"Shipping is generally, from my perspective, a really great way to move stuff around the world but no question it has impact."

Ships using the world's waters are not fighting gravity to get off the ground or the friction of rolling tires across it. They also are working with large volumes. "We can move great volumes of material very efficiently and effectively when we move it by ship," he said. "And the faster you move anything, the more energy it takes to get it up to speed and moving. Shipping is remarkably efficient, it just happens to be relatively slow and so when people demand things or the nature of the product demands that it moves faster, then you find yourself dealing with higher-impact forms of transport."

He said while the industry is "brilliant" in many ways, it's also a huge sector that needs its impact attended to like everything else. But mitigating the impact is not a matter of asking people to stop picking up a pineapple at the local grocery store.

"If people are concerned about impacts of their choices, there are a lot of ways that we can address it other than just 'don't eat from a distance,' because there are lots of things that are produced at distance that might have very low impact by the time that it gets to us," Tyedmers said.

Concern for emissions are not only addressable through choosing local. He pointed out that products produced just down the road may be quite impactful, like meat.

"We can probably achieve equal sorts of emission reductions just by thinking more about what we eat in our diet, so I would definitely not recommend ... avoiding fruit and vegetables in



the diet,” he said. They bear an important role in healthy nutrition.

“In contrast, on average in North America, we overeat animal proteins,” he said. “We eat more than we need nutritionally and the impact of producing those animal proteins far exceeds that typically associated with fruit and veg. So, there’s a lot of ways to get at lower-impact diets than just say, ‘oh, I’m going to avoid pineapples.’ “What I can say is if it’s air freighted, you’ve got a problem. Air freighting live animals around the world is impactful. If it can get to you on a ship, maybe not such a big deal, usually.”

The IMO is also considering a ban on heavy fuel oil in the Arctic but will wait to implement it until its impact in northern communities is fully studied as it relates to increased costs of shipping to remote Arctic communities, an ongoing concern in Canada.

Tyedmers said this is a separate issue from greenhouse gas emissions but is also an important consideration for the industry. “Absolutely these have to be thought about,” he said. “The Canadian government’s concern about how will it affect prices of goods in remote communities is a really interesting one.”

Tyedmers said shipping is one of the ways that some remote Arctic communities has access to lower cost delivery of goods.

“If we’re having to shift off the use of heavy fuel oil to cleaner burning diesels and other forms of fuels, yeah, that could drive up costs in the short run but that’s a price we’re going to have to pay. Addressing lower-impact choices is not always going to be cheap or easy.”

This gentleman might be a good speaker for an upcoming meeting of CMMC!



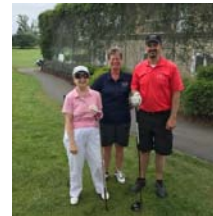
Golf Tournament

MISSION TO SEAFARERS HALIFAX CELEBRATES 75 YEARS OF SERVING SEAFARERS VISITING THE PORT OF HALIFAX.

The 21th Annual MTS Golf Tournament was a maxed out fun filled day , with net revenues of \$28,147, up 26% over last year. We are grateful to all who contributed to this lovely day of golf.

MARK YOUR CALENDARS FOR July 10th, 2018.

The Mission to Seafarers is a non-profit charity, at the Port of Halifax which reaches out to seafarers by visiting them on their ships, offering a warm welcome and whatever other help may be needed. None of this would be possible without your generosity. Many thanks.



F.W.E. for this edition

Jim Calvesbert, Editor
jim.calvesbert@gmail.com