



The Foghorn

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



May 2019

From the Outgoing Master Captain Chris Connor

It has been my very great honour and pleasure to have served you as Divisional Master over these past few years. I was very happy to learn that Captain Marshall Dunbar was elected as the new Divisional Master and I know there is a firm hand on the tiller.

The only ask I have for the future is that we all give Captain Dunbar as much support as possible in his efforts to sail to windward with the Division. The success of the Division is not determined by one person alone. It can be time consuming and the commitment is onerous, especially for members that are still active in industry.

I will continue to serve the Company and members in other ways going forward as a member of the National Board of Directors and the Chair of the Views and Positions Committee.

Finally, I would like to thank all of the members for their support when asked for and especially those members that are active in the ongoing running of the Division including Captains J. Reddy for always looking after the minutes of the meetings and all of the other things he does without recognition, J. Calvesbert for taking the time to produce the Foghorn and print certificates on a monthly basis, G. Wilkie for keeping the books and other things, D. Roe for standing in for me when I was at sea (among others) and all of the others who have contributed their time for conferences, council meetings and participating and representing the Division at various functions. I hope I do not offend anyone by not mentioning them by name - there are so many. When thinking like this I often remember a line an older and wiser Chief said to me once,...'Laddie, we all bring something to the table.' Let us all continue to bring something to the table!

And an additional note: Captain Ivan Lantz is stepping down from the position of National Secretary and is being replaced by Cindy Brown at NSCC/Nautical Institute who is coming on as National Secretary.

Signing off - Chris
Full Stop.

From the New Master, Captain Marshall Dunbar

It is my first time adding in my comments as the Divisional Master. I must say that it is an honour to step into this role and looking forward to it and the opportunity to represent the Maritime Division.

As an introduction, I am currently the Operations Manager for Federal Fleet Services here in their Halifax office. The company is providing the Royal Canadian Navy a supply ship, MV Asterix, and she is currently in consort with HMCS Regina patrolling the Indian Ocean and Persian Gulf.

I have been with Federal Fleet for the last three years and previous to that my other shore based position was with Suncor Energy (Mississauga and Fort McMurray). Yes, Fort McMurray and that is another story! For sea service I worked with various shipping companies and the last position was as Captain on AFRAMAX crude oil tankers.



UPCOMING EVENTS

Canadian Merchant Navy Battle of the Atlantic
Remembrance Service
1100 Saturday 4 May
Maritime Museum of the Atlantic
New Division Master Capt Marshall Dunbar
officiating

Battle of the Atlantic Ceremony Point Pleasant
Park
1040 Sunday 5 May
Capt Dunbar placing the CMMC wreath

Professional Meeting
1900 Wednesday 8 May
Maritime Museum of the Atlantic

Annual June Reception
1830 Friday 21 June
The Bridge in Juno Tower Stadacona
Book with the Secretary at 462-3089 or
jessup.reddy@ns.sympatico.ca



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Report of the Professional Meeting 1900 Wednesday 10 April 2019 Maritime Museum of the Atlantic

At 1910, with 10 members present and in the absence away on training and at sea of Capts Connor and Roe, Capt Calvesbert called the meeting to order. He noted that under the recently adopted national CMMC structure, there is no requirement for a local "AGM". Nevertheless, the Division needs to update its Council membership and receive annual reports. Maritimes Division chooses to do so as part of the April meeting.

Capt Calvesbert reported that Capt Connor was in St. John's undergoing currency training. He also reported that two new cadet members had been accepted.

Capt Calvesbert also reported that the recent skills competition and career day in Port Hawkesbury were successful. Capts Connor and Kehoe represented the Division.

Capt Gates called for new volunteers to review national Foundation Scholarship applications. Capt Calvesbert offered and was accepted.

Reports

The Secretary reported on the last year's overall activity and meeting attendance statistics. Capt Wilkie then overviewed the Division's financial position which had previously been distributed to the membership.

In response to a question from Capt McLea regarding the seemingly large transfer of dues proceeds to CMMC national, Capt Gallagher, national treasurer, outlined the rationale for the existing CMMC financial structure.

Division Council

After lively discussion and a positive response to Capt Dunbar's offer of candidacy, the following makeup of the Division Council was arrived at through appropriate motions and procedure:

Capt Dunbar	Division Master/President
Capt Roe	Deputy
Capt Wilkie	Treasurer/Membership
Capt Gilmore	

Capt Knight
Capt Kehoe
Capt McLea
LCdr Reddy Secretary

There was some difficulty in clarifying new CMMC guidelines with regard to naming Division membership on the national Council. Subsequent to the meeting, new information resulted in Capt Dunbar being named to the National Council for Maritimes Division. Capt Connor, now assuming the national position of Chair Views and Positions Committee will also sit on the National Council so Maritimes will be well represented.

Capt Calvesbert adjourned the meeting at 2040.

Do you have any news of interest about local marine activity or members that you think should be included in The Foghorn? If so, contact the editor, Capt. Jim Calvesbert – jim.calvesbert@gmail.com



New Members Captain Greg Wilkie

- (Cadet) Ryan A. Warren
- (Cadet) Ryan J. Delaney
- (Full) Marshall Dunbar - transferred back from Great Lakes division



Carnival owns a lot of cruise lines

....and the cruise season is just starting for the Maritimes. The following article raises concerns in my mind! (Editor)

The Associated Press
Published Thursday, April 11, 2019 7:32AM EDT
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MIAMI -- A federal judge has threatened to temporarily block Carnival Corp. from docking cruise ships at ports in the United States as punishment for a possible probation violation. The Miami Herald reports U.S. District Judge Patricia Seitz said Wednesday that she'll make a decision in June, and she wants company chairman Micky Arison and president Donald Arnold in her courtroom for the hearing.



"The people at the top are treating this as a gnat," Seitz said. "If I could, I would give all the members of the executive committee a visit to the detention centre for a couple of days. It's amazing how that helps people come to focus on reality."

Miami-based Carnival has been on probation for two years as part of a \$40 million settlement for illegally dumping oil into the ocean from its Princess Cruises ships and lying about the scheme, according to court filings.

Despite this, prosecutors say ships have dumped grey water into Alaska's Glacier Bay National Park, prepared ships in advance of court-ordered audits to avoid unfavourable findings, falsified records and dumped plastic garbage into the ocean. The company has acknowledged these incidents in court filings.

In a statement after the hearing, Carnival said "It appears there were some mischaracterizations made by others to the court. We intend to fully address the issues raised at today's court conference."

Carnival's Chief Communications Officer Roger Frizzell said "our environmental responsibility has been and continues to be a top priority for the company."

The five-year probation began in April 2017 and requires a third-party auditor to inspect ships belonging to Carnival and its subsidiaries. Carnival owns nine cruise brands and has 102 ships.

The court filings say that during 2017 Carnival had a program in place to prepare ships in advance of the audits to avoid negative findings. Seitz ordered the company to stop in December 2017, and it stopped. But federal prosecutors said the practice continued in 2018.

Prosecutors said internal emails shared among Carnival's subsidiaries discussed the practice. An email from Carnival's German-based cruise line AIDA Cruises said, "It would be really important to go onboard on August 12 for one week in order to have time to manage issues before the audits and avoid findings."

They said a similar email from Carnival's Seattle-based Holland America Line mentioned "prevent audit findings" as a goal in early 2018.

The court filings said the monitor found that Carnival and its subsidiaries repeatedly falsified records, as recently as September 2018, when an engineer on Holland America's Westerdam ship falsified maintenance records to make it appear he had cleaned and tested equipment when he had not. The same ship, according to court filings, dumped 26,000 gallons of grey water into Glacier Bay National Park in September 2018.

Monitors also found that the Carnival Elation ship dumped plastic garbage overboard during an audit in December. The plastic wasn't being separated from food, court filings said.

The judge on Wednesday mentioned a 45-minute presentation she received as a guest onboard Carnival Corp.'s ultra-luxury cruise line Seabourn about how plastic straws are damaging the marine environment.

"I was thinking to myself, 'I'm impressed,'" she said. "Obviously they talk the talk, but they aren't walking the walk."



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Nice Picture of the Canso Canal

Canadian Coast Guard Verified
account @CoastGuardCAN Apr 10

The Canso Canal, in Cape Breton, will be re-opening April 14, at 7:30 AST and will close again on December 24, 2019 at 7:30 ADT. Wishing all sailors, who are using this shortcut, a great season.



Climate Change?

Capt.. Jim Calvesbert

No, not climate change, just reverting to the ice conditions of years ago. The same problem existed in the Gulf and is reminiscent of the late 60's and 70's.

The Canadian Coast Guard realigned their regional responsibilities in the last decade to consolidate operations into three areas of control. They have since inaugurated a fourth region for the Arctic.

This realignment has resulted in the appearance of ships and personnel in areas that were not previously considered as normal. We have seen that here with the major icebreakers moving to NL and some previously NL based ships working in the NS area.

The Coast Guard used three large icebreakers and one medium icebreaker/buoy tender to help break ice on the Great Lakes. The CCGS Des Groseilliers, CCGS Pierre Radisson, and the CCGS Amundsen were operating on the Great Lakes at the same time. This was a first! During the same period, CCGS Martha Black was assisting with the heavy ice on the Lakes.



CCG Ships Amundsen, Des Groseilliers, Pierre Radisson, (River Class Icebreakers Type 1200)

Pierre Radisson is the lead ship of this type 5,775 GT and 1,678 NT 98.3 metres (L) 19.5 metres (B) 7.2 metres (D)



CCG Ships Martha Black lead ship of the *Martha L. Black* class of icebreakers, 3,818.1 (GT) 1,529.4 NT). 83.0 metres (L) 16.2 metres (B) 5.8 metres (D)



A tale of two captains, and a sincere mea culpa
Jack Knox / Times Colonist April 14, 2019

Capt. Myrtle (Molly) Kool was Canada's first female master mariner.



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I screwed up Saturday. Got on my high horse and took a swipe at the Canadian Coast Guard over the description of the New Brunswick woman for whom its new icebreaker, the CCGS Molly Kool, was named. It called her the first licensed female ship captain in Canada.



Pshaww, I said. The first female master mariner in Canada was Dorothy Blackmore of Port Alberni, who got her certification in 1937, two years before Kool.

And that got me slapped around the head by a couple of letter-writers who pointed out, rightly, that the term master mariner is reserved for those with the highest certification, while Blackmore's papers were for a lesser qualification, that of a tugboat captain in minor waters. Kool, who earned her certificate in 1939, was a master mariner. Blackmore was not. I was sloppy, used the term too loosely.

Ah, but the government of Canada still sailed into dangerous waters, as did news outlets across the country, when in December they referred to Kool as the first female licensed ship captain.

Capt. Jim Ewart of the Vancouver Island division of the Master Mariners of Canada says anyone granted master's papers qualifies as a ship captain. So Blackmore, even with a lesser designation, still deserves to be called the first licensed ship captain. And her daughter, Sidney's Patricia Currie, has valid reason to keep pushing for her mother's place in history to be recognized.

But really, rather than getting into an unseemly title fight, how about using this as a teachable moment, Ewart says. How about celebrating the accomplishments of both women, and using them as a timely reminder of how space needs to be made in the profession for all.

Note, he says, that the Master Mariners of Canada have just scheduled a fall symposium titled *The Evolution of Equality and Inclusion in the Maritime Profession*. To be held in Ottawa this October, it challenges participants to ask questions like: "What is unconscious bias?" and: "How does it affect our everyday interactions in the workplace?"

The group is also looking for panel participants who can discuss the barriers they faced when introduced to the maritime field and how they overcame them.

Heaven knows both Kool and Blackmore had to overcome obstacles, which, yes, makes the "who's on first" debate seem somewhat petty. To quote the coast guard: "Captain Blackmore and Captain Kool have both provided an extraordinary example for women in the maritime world. Their contributions to Canada, in both leadership and courage, are invaluable." *Port Alberni's Dorothy Blackmore was the first woman to become a licensed ship captain in Canada.*

That's how Currie sees her mother's story. Blackmore had worked for her father's maritime business for six years before earning her master's papers as a tugboat captain in 1937. It was a big deal at the time, earning lots of ink from newspapers across North America (even if many of the papers did spend as much time dwelling on her looks as on the breakthrough of Canada getting its first female skipper).

But Blackmore would not have been the first had a Mrs. J. Hay been awarded her certificate.



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When she sought her papers in the 1920s, the government turned her down on the basis of her sex. After the Persons Case of 1929 established that women should have equal rights, the wheels of change began turning and it appeared that Hay was going to finally become successful. Unfortunately, she drowned before that could happen.



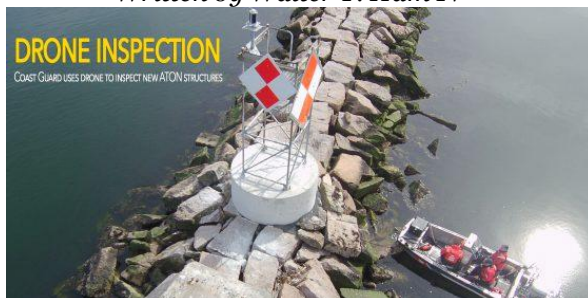
Meanwhile, Currie accepts that it is right to refer to Kool as the first female master mariner, and to celebrate her for that. She's still proud of her mother's place, though.

"She's still the first master, and that's a very significant achievement," Currie said Saturday. And she's glad that the coast guard has reached out to say it "recognizes the tremendous accomplishments of Captain Blackmore and will be looking for opportunities to share her inspiring story."



U.S. Coast Guard employs drone to inspect new ATON structures

Posted by Diana Sherbs, Monday, April 15, 2019
Written by Walter T. Ham IV



Civil Engineering Unit Providence captures an aerial image during a new ATON inspection of the Duck Island fixed channel marker near New Haven, Conn. U.S. Coast Guard photo by Lt. Kieron McCarthy.

U.S. Coast Guard Civil Engineering Unit Providence, Rhode Island, piloted a short range Unmanned Aerial System to inspect the construction of new Aids to Navigation structures.

In a first, Lt. Kieron D. McCarthy conducted the inspections by piloting the UAS from a small boat assigned to the New Haven, Connecticut-based U.S. Coast Guard Cutter Bollard (WYTL-65614).

Hand launching the drone from the 16-foot boat, the CEU inspected and approved the steel tower structures that serve as fixed channel markers at Housatonic River, Black Rock, and Duck Island. All of the new ATON are located within 30 minutes of New Haven, Connecticut.

McCarthy said using the UAS saved the CEU more than 30 hours of work and reduced the risk of having to climb the structures.

"We were able to complete all three inspections in six hours," said McCarthy, the project lead and UAS pilot. "The evolution originally had the Bollard getting under way for 12 hours to visit each site.

"To acquire aerial photographs without the UAS, we would have had to use a contracted helicopter or a Coast Guard helicopter, which would be too costly and impractical," continued McCarthy. "They estimate a helicopter at \$14,500 for a day."

He added that the biggest challenge of operating the UAS from a small boat was the confined space.

"Some expert piloting by the coxswain and UAS pilot made for a safe and efficient evolution," said McCarthy, a U.S. Coast Guard Academy graduate from Upper Lake, California.

McCarthy had to complete Department of Defense UAS training and earn a Federal Aviation Administration pilot certificate to operate the UAS. He has been flying the UAS since his unit received it last June. CEU Providence is one of eight CEUs in the U.S. Coast Guard with UAS capability

"It has proved to be exceptionally helpful with CEU's mission. Largely for elevated assets or assets over water such as roofs, siding, towers, piers and wave breaks," said McCarthy. "The



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UAS has allowed us to be more self-sufficient when it comes to accessing hard to reach assets, so we can better serve our operational partners.”



CEU Providence uses a UAS from a small boat to inspect the Housatonic River fix channel marker. U.S. Coast Guard photo by Lt. Kieron McCarthy.

McCarthy said the Unmanned Aerial System is also an effective tool for post hurricane damage assessments.

“We can use it to quickly map and photograph an area immediately after a storm goes through,” said McCarthy.

Petty Officer 1st Class Patrick M. Rogers, the executive petty officer and coxswain on U.S. Coast Guard Cutter Bollard, drove the small boat during the new ATON inspections. Rogers said using the drone reduced the time, effort and risk needed to complete the inspections.

“Our aids usually take a minimum of two members to do an inspection in order to have a certified climber and rescue climber,” said Rogers. “The UAS was able to be operated by one person.”

ATON lighting and batteries still require trained climbers but UAS is ideally suited for verifying new ATON construction said Rogers.

“It can easily do a visual inspection on the actual structure,” said Rogers, a Manorville, New York, native who has served as a coxswain from a variety of different platforms for more than 16 years.

Bollard breaks ice around the Long Island Sound and elsewhere as needed. The cutter also punches a path through the ice for ferry traffic and other waterborne commerce around Port Jefferson Harbor, New York; Bridgeport, Connecticut; and New London Harbor, Connecticut. In addition to helping frozen waterways stay open during the winter months, the 66-foot harbor tug also maintains 117 Aids to Navigation in the Long Island Sound area.

Rogers said the Unmanned Aerial System could serve as a force multiplier for many U.S. Coast Guard missions, from law enforcement and search and research to ATON verification and ice breaking.

“For ice breaking, we could get a 360-degree view of the condition and develop a plan accordingly,” said Rogers. “Things like ice type and thickness could be recognized from visual stills the UAS could take.”



Marijuana use remains incompatible with sea service despite changes in state laws

Posted by Lisa Novak, Tuesday, April 16, 2019

*Submitted by Suspension & Revocation
National Center of Expertise Staff*

Every year, dangerous drug use disrupts or destroys the careers of hundreds of professional mariners, threatening safety throughout the maritime transportation system at the same time. The ravages of addiction and accidental overdose make headlines daily, yet drug use among both the general population and safety-sensitive workforce continues to increase. Much of the rise is attributable to the growing use of marijuana, which has become at least partially legal in 35 states but remains criminal at the federal level under U.S. Code. Along with criminal concerns, testing positive for marijuana or any other dangerous drug triggers serious consequences for mariners, including termination of employment, removal from safety sensitive duties and revocation of merchant



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mariner credentials. Even in circumstances where the Coast Guard settles marijuana use cases, mariners are still required to complete rehabilitation and show a year or more of negative drug tests before returning to service.

Despite growing state legalization and a cultural shift toward greater acceptance of marijuana use and consumption of marijuana-derived products such as Cannabidiol (CBD) oil, Coast Guard and U.S. Department of Transportation (DOT) chemical testing continues to identify as dangerous drug users individuals with significant amounts of delta-9-tetrahydrocannabinol (THC), the primary psychoactive ingredient in marijuana, metabolized into their systems. While CBD itself will not cause a positive DOT test, CBD products commonly contain psychoactive THC in sufficient amounts to cause a positive drug test. Further, once THC is in a person's system, it may remain detectable in urine samples for weeks and hair samples for months after its use is discontinued.

Whether a mariner is a cadet carelessly indulging in recreational use of marijuana in a location where it is legal at the state level or a master aboard an oceangoing vessel that used legally-obtained CBD ointment to treat bodily aches and pains, the resulting positive drug test will lead to the same cascade of negative consequences that can be difficult to overcome. Unless and until the drug testing system changes, the best decision a mariner can make is to avoid using marijuana or any products derived from marijuana that may contain THC, such as CBD oil. The threat to maritime transportation and risk of career disaster are both too great to take the chance

Statement of Purpose:

- To provide senior, command-level mariners in Canada with a representative central body;
- To encourage and maintain a high and honourable standard of ability and professional conduct among mariners;
- To develop education, training and mentoring programs for seafarers and cadets;
- To provide input into national and international groups in matters concerning the safety, operation and regulation of ships and their crews;
- To organize conventions and seminars for the discussion and considerations of topics of interest to members and mariners;
- To promote and foster efficient and friendly cooperation between the commercial, government and military fleets in Canada.

THE COMPANY offers these categories of membership:

Full Member \$200.00 / year

Corporate Member \$215.00 / year Companion Member \$200.00 / year

Associate Member \$100.00 / year Cadet Member \$ 20.00 / year

THE COMPANY OF MASTER MARINERS OF CANADA is a professional organization representing command-qualified mariners as well as like-minded seafarers, industry and government members, and cadets across Canada. Our work with and for our members is organized around three pillars: awareness, education and advocacy.



THE COMPANY OF MASTER MARINERS OF CANADA

CMMC represents the interests of Shipmasters and senior deck officers in Canada and internationally through membership in the International Federation of Shipmasters Associations. <http://www.mastermariners.ca>

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F.W.E. for this edition

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