



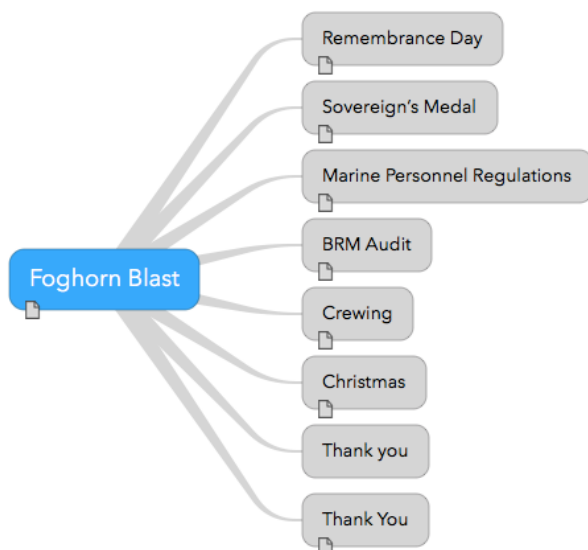
The Foghorn

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



November 2018

From the Master Captain Chris Connor



Good afternoon from the bridge of NACC QUEBEC! Actually, I am not writing this on the bridge but from my office one deck down. I still have a wonderful view out the window at the Gaspé Peninsula covered in snow. Yes, that is right, snow. The view is spectacular except for the 50 or 60 windmills blighting the landscape. Oh well, I guess visual pollution doesn't factor in the environmentalist's world.

I have had another month carrying cement from Port Daniel up the Seaway returning in ballast. The Seaway is busy with ships carrying grain for export. The end of the year is approaching. We will be switching from Daylight Saving Time this weekend as well. I wonder if we will follow the suit of the Europeans and abandon this change in time we suffer through year after year for little or no benefit so the research says. Nevertheless, here are my ramblings for this month!

Remembrance Day

Remembrance Day is fast approaching. We will have to have a representative to lay our wreath at the cenotaph at Point Pleasant Park. I have always thought it appropriate that one of our members who served during the time of conflict to lay the wreath. Perhaps this year we could find a younger member to assist to show the connection we feel between those that served and those that followed later? Unfortunately, I will still be at sea on the 11th hour of the

eleventh day of the eleventh month and cannot attend. If anyone is interested in assisting -- please contact me by email and I will make the arrangements.

Sovereign's Medal

I am hoping this issue of Foghorn will have the pictures from the ceremony showing the awarding of the Sovereign's Medal to Captain Angus MacDonald on 25 October 2018 at Province House. Imagine the honour bestowed on Captain MacDonald for his many many years of loyal service not just to the Company of Master Mariners but all of the organizations he belongs and contributes to! Bravo!

Marine Personnel Regulations

Transport Canada is holding consultations pertaining to the Marine Personnel Regulations (MPR) on 27 November 2018 from 0900 to 1600 at the Marriott Harbour Front Hotel. I have registered and intend to go to represent the Division. There were still 45 seats available. Attendance is free (and very little is free from the government these days). Any members that have concerns about the MPR should plan to attend. If you are unable to attend and still have concerns -- please send them to me so that I can air them at the meeting if given the chance.

BRM Audit

Here in the ship we completed a BRM/Navigation Audit while transiting upbound on the Seaway from St Lambert Lock to Oshawa. I was very impressed with the audit and the findings were quite good. The day after receiving the audit I opened up my CMMC news clips to find articles on BRM subjects like challenge and response and managing fatigue. Several days after that the TSB Watchlist was released with one of the concerns being fatigue in all of the transportation modes. It goes to show that the information being promulgated in Newsclips is timely and relevant. Kudos to Captain Ivan Lantz for his hard work in this endeavour.

Crewing

The shortage of personnel to man the ships plying our waters is growing and I would suggest approaching a critical point. The pilotage authorities are short personnel and recruiting from the shipping companies. The shipping companies already short of mates and masters



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are struggling with some of them tying up ships early in the season for lack of masters. Ships are having to anchor to wait for GLPA pilots because there is a shortage of piloting masters certificated to pilot their own ships. Or the vessel anchors to allow the master to get six hours of rest because there are no mates onboard qualified to pilot their ship in the Great Lakes pilotage area. I am told that coast guard is recruiting aggressively. There are shortages of officers with Polar Code and tanker qualifications. And we are seeing lots of ships on coasting license waivers and the use of foreign temporary workers. The situation is going to worsen before it improves. This is another good reason to attend the consultations on MPR.

Christmas

We have secured the Royal Nova Scotia Yacht Squadron facility for our Christmas Dinner on 4 December 2018. This is a premier event for the Division. The RNSYS Wardroom and indeed the whole facility is closed to members, i.e. we have the whole building to ourselves! Last year saw the largest turnout in many years. If you haven't planned it already, make sure you contact the secretary and RSVP so that you do not miss out! Also, we will fund our normal contribution to the Seafarer's Mission's Christmas Lunch on 12 December 2018. We are always looking for volunteers to partake in this event. It is a chance to see a lot of old colleagues and friends and enjoy a lunch at the CMMC expense!

Thank You

Finally, I want to acknowledge the hard work done by many of our members working to support our goals and projects. It was fully my intention to list by name everyone who has contributed time and effort to the Division over the last year but it is highly probable I would miss out someone and feel poorly about it for many days and weeks. In fact, we all know who works beyond the call of duty (and there are many). So, for those that look after the books, maintain the membership lists, do the newsletters, attend the industry and government meetings on behalf of other members, who judge at the skills competitions, who constantly recruit for the division I say THANK YOU. Without your support and hard work this would all end in very short order. All of this is done without compensation but that is not to say that it is not without its rewards. I urge anyone interested in

contributing to our missions and goals to stand up and participate!



Announcements

1400 Sunday 4 November
Vera Lynn Remembrance concert featuring choir
including Capt Earle Wagner
St. Agnes Church

1400 Saturday 10 November
'Til We Meet Again Concert
36 Brigade Group Band and guest performers
Halifax Central Library

1100 Remembrance Day
Ceremonies at Halifax Grand Parade and Sailors'
Memorial Point Pleasant Park
Also at cenotaphs in most communities.

Monthly Professional Meeting
1900 Wednesday 14 November
Maritime Museum of the Atlantic

1830 Tuesday 4 December
Maritimes Division Christmas Dinner RNSYS
Members must book with the Secretary at
jessup.reddy@ns.sympatico.ca
or 462-3089 or 476-2788

1130 Wednesday 12 December
Missions to Seafarers Christmas Lunch - Cunard
Centre

Report of the Professional Meeting at MMA Wednesday 10 October 2018 Courtesy of Capt Doug Roe

We had 9 members including myself (the usual suspects).

Ideas for Speakers:

- Rick Gates suggested Janet Maybe could return to discuss some new information she has come across concerning the pilots involved in the Halifax Explosion.
- George suggested a speaker to discuss the Manolis L project which has now concluded



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The group agreed that we would like to continue the tradition of having Christmas dinner and that the RNSYS would be a good venue for that if it was still open to us. The Mission lunch this year is on the day we would normally have the dinner so we agreed it would be best to move it to a different day if possible. Some suggested the week before which would be Dec. 5.

The question was raised if we would be having a table at the Mission Christmas lunch this year?

We had a lively discussion on the 10 knot speed limit in the Gulf and Rick Gates gave an overview of the symposium and AGM which was recently held.

Alan Knight suggested that we consider MARPOL Annex 6 for a topic for a symposium. This would have to do with the mandatory sulphur content reduction in fuel coming in 2020 and some of the issues around low sulphur fuel and installing scrubbers. George mentioned that he recently saw a very well done DNV webinar on the topic of scrubbers.

Earl Wagner informed us that he attended the graduation of the Maritime Affairs program at Dal recently.

We reviewed the 2 member applications and agree that they are good to be officially welcomed as new members. We agreed that we should collect their dues now to confirm their membership but that the due paid now would be good for next year as well.



Captain Angus McDonald Awarded the Sovereigns' Medal for Volunteers

On Friday, October 26, 2018, 13 provincial residents honoured Friday during a medal presentation by Lt.-Gov. Arthur J. LeBlanc. The investiture ceremony was for those receiving the Sovereign's Medal for Volunteers.

Among those was Captain Angus McDonald, a founding member of the Master Mariners of Canada.

"On behalf of the Queen and all Nova Scotians, it is a great pleasure and honour to recognize these

outstanding people who have volunteered their time to help others," said LeBlanc.

The award was first established in 2016 by then Gov.-Gen. David Johnston, to recognize exceptional volunteer achievements of Canadians in a wide range of fields. As an official Canadian honour, the medal incorporates and replaces the Governor General's Caring Canadian Award.



Such awards are open to any living Canadian citizen who has made significant, sustained and unpaid contributions to their community or abroad.

The medal is only awarded to individuals, not to groups or couples. Living non-Canadians are also eligible if their contributions have brought benefit or honour to Canadians or to Canada. There are no posthumous awards.





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Coast Guard Opportunities Capt. Greg Wilkie

The CCG is being more aggressive with recruiting these days. Though many people may not think to look at the government website. External applicants are now able to start directly into Chief Officer jobs. You could share the following job advertisements, if that is something we do:

Chief Officer

<https://emploisfp-psjobs.cfp-psc.gc.ca/psrs-srfp/applicant/page1800?poster=1153301>

Commanding Officer, Small Fleet

<https://emploisfp-psjobs.cfp-psc.gc.ca/psrs-srfp/applicant/page1800?poster=1105737>

Maritime Navigation Instructor (Sydney)

<https://emploisfp-psjobs.cfp-psc.gc.ca/psrs-srfp/applicant/page1800?poster=1148405>

Division Council positions

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

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



Loss of Some Members

We have noted that a number of our cadet members have not renewed their membership for 2018 and they have been removed from our crew list. There were a few full and associate members who were also removed but a couple have been re-instated after a reminder that their dues were "more than late". National requires

that dues be paid by the end of March of each year or the member will be considered to be in default and be stricken from the roles. We have been more than "relaxed" in this regard but, with 2019 fast approaching, would like everyone to keep this in mind. Payment can be by cheque or e-transfer to our Treasurer, Capt. Greg Wilkie wilkieg@gmail.com



MARPOL Annex VI and Scrubbers Various Sources as Annotated Capt. Jim Calvesbert

A Chemical Reaction Converts the Sulfur

"When soft coal or oil are ignited and burned, sulfur dioxide is produced. The main method of removing sulfur dioxide from emissions is to put the "flue gas" from industrial plants through a tank containing a sprayed mixture of powdered limestone and water. The resulting chemical reaction produces a synthetic form of the mineral gypsum, which can be adapted for use in concrete or drywall. This can be done in a few different ways. In a "wet scrubber," the untreated exhaust is sent through a spray chamber where fine water droplets knock down the harmful particulates. The water at the bottom of the chamber enters a miniature water treatment plant where the sediments are removed before the water is recycled to be used again. "Dry scrubbers" use a granulated solid material or electrostatic technology to intercept the particulates, creating a dry waste product. These are not as common as wet scrubbers because of their higher costs of installation. In either case, before the flue gas reaches the scrubber, it may first pass through a filter that consists of some type of cloth bag to catch large particles. A second filter may be installed to catch very small particles after the flue gas leaves the scrubber." <https://sciencing.com/do-scrubbers-do-smoke-stacks-5004709.html>

Prevention of Air Pollution from Ships

"Though air pollution from ships does not have the direct cause and effect associated with, for example, an oil spill incident, it causes a



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cumulative effect that contributes to the overall air quality problems encountered by populations in many areas, and also affects the natural environment, such as tough acid rain.

MARPOL Annex VI, first adopted in 1997, limits the main air pollutants contained in ships exhaust gas, including sulphur oxides (SO_x) and nitrous oxides (NO_x), and prohibits deliberate emissions of ozone depleting substances (ODS). MARPOL Annex VI also regulates shipboard incineration, and the emissions of volatile organic compounds (VOC) from tankers.”

“Following entry into force of MARPOL Annex VI on 19 May 2005, the Marine Environment Protection Committee (MEPC), at its 53rd session (July 2005), agreed to revise MARPOL Annex VI with the aim of significantly strengthening the emission limits in light of technological improvements and implementation experience. As a result of three years examination, MEPC 58 (October 2008) adopted the revised MARPOL Annex VI and the associated NO_x Technical Code 2008, which entered into force on 1 July 2010”

<http://www.imo.org/en/ourwork/environment/pollutionprevention/airpollution/pages/air-pollution.aspx>

Scrubber systems “(e.g. chemical scrubbers, gas scrubbers) are a diverse group of air pollution control devices that can be used to remove some particulates and/or gases from industrial exhaust streams. The first air scrubber was designed to remove carbon dioxide from the air of an early submarine, a role for which they continue to be used today. Traditionally, the term “scrubber” has referred to pollution control devices that use liquid to wash unwanted pollutants from a gas stream. Recently, the term has also been used to describe systems that inject a dry reagent or slurry into a dirty exhaust stream to “wash out” acid gases. Scrubbers are one of the primary devices that control gaseous emissions, especially acid gases. Scrubbers can also be used for heat recovery from hot gases by flue-gas condensation.^[2] They are also used for the high flows in solar, PV, or LED processes.”

<https://en.wikipedia.org/wiki/Scrubber>

“The system may be an “open” type, whereby water is taken from the sea, used for scrubbing, treated and discharged back to sea, with the natural chemical composition of the seawater being used to neutralize the results of

SO_2 removal. Typically open seawater systems use $45\text{m}^3/\text{MW h}$ [13] for scrubbing.”

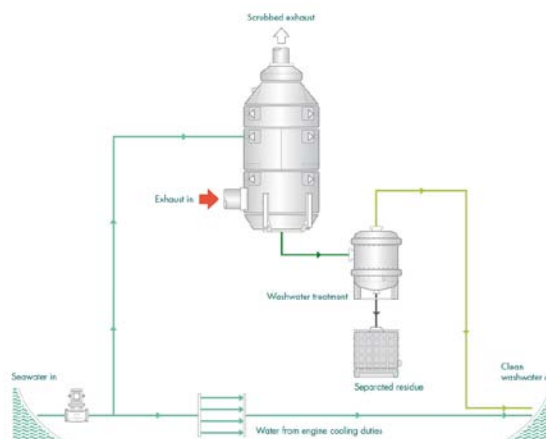


Figure: Open loop exhaust gas cleaning system

“Or, the system may be a “closed” type, whereby freshwater treated with an alkaline chemical such as caustic soda is used for neutralization and scrubbing. The wash water is re-circulated and any losses made up with additional freshwater. A small quantity of the wash water is bled off to a treatment plant before discharge to sea. Typically closed freshwater systems have a discharge rate of $0.1\text{--}0.3\text{m}^3/\text{MW h}$ [13] although the system shown can operate with zero discharge for limited periods.”

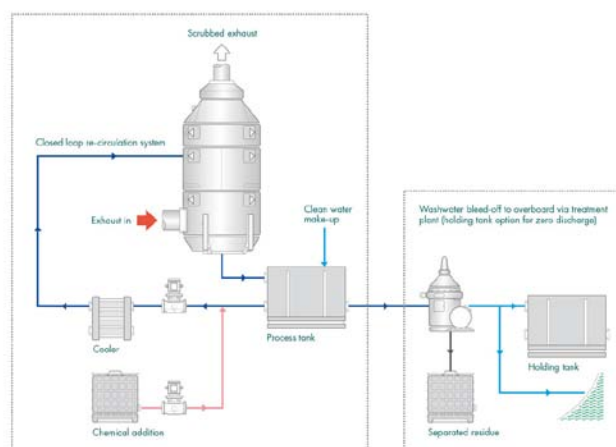


Figure: Closed loop exhaust gas cleaning system

<http://www.egcsa.com/technical-reference/what-is-an-exhaust-gas-cleaning-system/>



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Our Master (Capt. Chris Connor) is also the Master of NACC Quebec which is fitted with a scrubber as indicated by the “strange” funnel shape. Add another V.G. to his discharge book for that.



Halifax Town Wall Capt. Jim Calvesbert

While driving through downtown Halifax this summer I noticed a lot of archeological activity at the “Old Burying Grounds” and wondered if there were attempting to delineate the actual boundaries of this original cemetery from 1749. It turned out that they were looking for the original Halifax City walls. Here is a map of the area indicating those walls from the 1749-1763 era. While there has been a fort (Fort George) on the hill since 1749, the present fort was built beginning in 1828.



Engines to Standby
See information about the latest events of the Mission to Seafarers on the next page.

Capt. Jim Calvesbert
Editor, *The Foghorn*
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MISSION TO SEAFARERS – HALIFAX

Flying Angel

Caring for seafarers around the world



Fall 2018

Get your tickets NOW at the Mission - they are selling fast!

The RCGS RESOLUTE offers exceptional onboard facilities and has capacity of just 146 guests. Many locations on this voyage are well off the tourist trail and they are only accessible by sea. One Ocean Expeditions are proud to be the exclusive marine travel partner of the Royal Canadian Geographical Society and affiliates, and we are grateful to One Ocean Expeditions for DONATING this incredible excursion for two. There are hiking options onshore, visits to small coastal communities, historic sites and outstanding wilderness areas. Encounter the fabled wild horses of Sable Island! As you cruise towards the mouth of the St Lawrence River, view the great baleen whales such as the humpback, minke and blue whale. These rich feeding grounds act as a magnet for an abundance of wildlife. Experience a “touch of France” when visiting the islands of St Pierre and Miquelon.



All proceeds raised go to support the Mission to Seafarers Halifax! Cash or cheque only \$50 per ticket or 3 for \$125 only. Phone: 902-422-7790

600 Tickets to be sold. Tickets are available until December 12th at the Mission to Seafarers Halifax, 844 Marginal Road. The draw will take place on December 12th at our Annual Mission to Seafarers Luncheon at the Cunard Centre.



Ocean Expeditions is a Canadian expedition cruise operator founded in 2007. The company operates three purpose-built ships, with either a Lloyd's 1AS ice-class* or Lloyd's 1A ice-class* and a capacity of up to 146 guests. These research vessels are specifically designed for polar exploration and combine modern comforts and superb amenities with first-class safety features. Offering a range of small group experiential travel programs in the Arctic, Canada's East Coast, Antarctica and Chile, One Ocean Expeditions has developed a reputation for exceptional quality, customer service and great value. As a proud partner of the Victoria Strait Expedition in 2014,

participating in the successful search for the HMS Erebus, One Ocean Expeditions has created itineraries tailor-made for adventure and wildlife enthusiasts alike. These unique programs take passengers into unique and remote areas resulting in the creation of ambassadors for each region they visit. One Ocean Expeditions continually strives to excel as a polar expert by collaborating with researchers and explorers in exciting programs. In the Arctic, One Ocean Expeditions directly supports Northern communities through support of local business, donations and community outreach programs, whilst in Antarctica, they are involved in numerous efforts in the continued scientific support and conservation of the continent.

Buy your ticket/s for a chance to win a Fins & Fiddles cruise for two donated by One Ocean Expeditions.

Chaplain's Message

I am a Deacon, ordained in the Diocese of Nova Scotia and Prince Edward Island. My choice is to be a vocational deacon which baffles many people. I often get asked if I am ever going to be a "real priest". This tells me that many people do not understand the role of a deacon outside of the church or sometimes even within the church.

Remaining a deacon is not because of a lack of education, but by prayerful choice. I have spent many years in higher education and continually strive to increase my knowledge by taking courses and attending seminars, some of which have a religious component and some that are for my personal growth. While I love the liturgy of the Anglican Church, I am called to be a helper, I like interacting with those in need and many times have been guided by the Holy Spirit to aid a seafarer.

We learn in Acts chapter 6 that the first seven deacons were appointed by the apostles. This came about as a result of the Hellenistic Jews complaining that their widows were not being treated as well as the Hebraic widows. Stephen, who was Greek, was the first one named and ever since has been classed as the first deacon. St. Stephen's saint's day is December 26 and he is mentioned in the Christmas carol, Good King Wenceslas. He is the patron saint of deacons, altar servers, bricklayers, casket makers, and stonemasons.

Deacons are often the individuals who are out on the streets aiding those who have come upon hard times and are disenfranchised. They are the ones who will stop and talk to the panhandler, without judgement, remembering that there is a back story that has brought the person to this point. They are the ones in a church hall on a Friday night cooking a nourishing meal for the homeless that will be served the following day.

My outreach is primarily to seafarers who face their own form of disenfranchisement. They are separated for long periods of time from loved ones, some work for minimal pay, they face dangers we can only have nightmares about; intense storms, and the threat of modern day piracy, plus, they may also find themselves abandoned indefinitely in a foreign port. Many seafarers are bullied by a superior, sometimes to the point of drastic outcomes such as stress related ailments and even suicide. They may face grave loneliness, especially if they are the sole person of a particular nationality onboard. I currently regularly visit a ship where there is a seafarer who finds himself in such a position, having no-one who speaks his language onboard. I visit each time his ship comes to Halifax and he has come to value our long conversations that break the monotony of having no-one to talk to. A modern day deacon's work is not all that different to the work of those first deacons who helped those needy widows and carried out the word of God through their actions, living the gospel every day.

Rev'd Maggie

Mission to Seafarers

Mission to Seafarers worldwide is endeavoring to standardize the training its staff and volunteers receive, so this June Rev'd Maggie attended a two week course at the International Labour Organization's Training Centre in Turin Italy to learn how to become a trainer of the Maritime Labour Convention 2006. This convention came into force on August 20 2013 and outlines the minimum requirements for seafarers to work on a ship, it outlines the conditions of employment, the standards for accommodation, recreational facilities, food and catering, health protection, medical care, welfare and social security protection as well as compliance and enforcement.

Seventeen people attended the intense course, with people from such countries as; Holland, China, Nigeria, Italy, Oman, Tunisia, Malaysia, and Germany. Rev'd Maggie was the only one whose mother tongue is English.

The course was partially funded by the International Transport Worker's Federation and Maggie is thankful for the opportunity to add to the strategies to care for Seafarers as the course is rolled out across Canada later this year.



Our very own gourmet – Norman Picton preparing July BBQ