



The Foghorn

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



November 2019

From the Master Captain Marshall Dunbar

Good Day Everyone,
Another month has passed and Fall has arrived, but so far the weather has been very pleasant. No doubt November will bring its usual nasty weather and some uncomfortable days for those at sea.

Always a topic, membership is the key to our survival and success. Fortunately, we have received one application this month and am hopeful that two other persons will be making an application before the end of 2019. Whenever you are talking to your friends or colleagues try to persuade them the benefits of membership to the MMC, which Jack Gallagher has stated so well in the CMMC Value Proposition(attached) and can be found on our LinkedIn website.

I really do not use social media, but have noticed that as of 30 October we have 2,582 followers on LinkedIn. For bragging rights, The Honourable Company of Master Mariners sits at 1,504 followers. If you have the opportunity, send along a photo, especially one of a MMC member in action or an interesting article to Captain Jim Ewart (marine@silanorth.com) of the Vancouver Island Division who will post it on LinkedIn and then we can generate more interest / membership.

I missed the October meeting due to being away (onboard MV Asterix). We moved it to a Thursday night to accommodate the speakers schedule, which no doubt led to a smaller than average turnout. Those who attended had the pleasure of Joachim Pektzilikoglou giving a talk on the new Atlantic Canada Standby Vessel Guidelines. The talk was followed by a Q&A. For those that are interested, Joachim's PowerPoint presentation is attached.

Speaking of Standby vessels, with offshore Sable Island production done and demobilization underway, it makes you wonder if you will see any more Secunda vessels in Halifax after 2020. It would be strange not to see the familiar colours anymore, unless you are in St. John's. Certainly hope that the company can keep all its Dartmouth based employees(ashore and at sea) on the payroll.

Here is a re-cap from Ottawa and the AGM.

Master Mariners 52nd AGM and Symposium

October 3, 4 & 5, 2019

"The Evolution of Equality and Inclusion in the Maritime Profession" was the title of a Symposium hosted by The Company of Master Mariners of Canada on Thursday, October 3, 2019 at the University of Ottawa. Approximately 130 persons attended the all day event which covered all kinds of questions about issues, faults and success of women and LGBTQ2+ practicing their nautical profession aboard ships and ashore. What a day and what a crowd! The buzz in the room was fantastic. Congratulations to all and everyone from organizers to presenters to attendees. A full report with photos will be forthcoming and posted to the Master Mariners website.

On Friday, Oct. 4, Master Mariners met at the Business Inn for the 214th Board Meeting of The Company. We have Board Members from all of our 7 Divisions across Canada meeting face to face once a year and since our intervening Board Meetings are teleconference meetings, this one allows our people speak freely and see the faces of their colleagues.

On Friday afternoon, our Company Executive held a Strategic Planning Session under the calm and disciplined guidance of Robbin Sinclair DCPA, FCA. Big words falling out of that session were "membership" and "building internal strength". We anxiously await the deciphered version of the will be extracted from the many sheets of wall-paper.

The Company of Master Mariners of Canada Foundation held their annual meeting on Saturday morning under the Chairmanship of Dr. Capt. Jim Parsons. Among the decisions made at this meeting are the Scholarship awards to be made in the coming year and the assistance provided to projects such as the Nautical Skills Competition. We will give you the exact details once the official minutes are published. In the meantime, if you have a project of national interest that needs funding and meets the objects of Master Mariners of Canada and the Foundation, get in touch with



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the Foundation and let them consider our proposal.

The 52nd AGM was attended by Board members, Committee chairs and members of the Capital Division.

Capt. Christopher Hearn, our President, warmly welcomed everyone and chaired a meeting with reports and commentary from across Canada. Although we welcomed 34 new members this past year, our total membership grew by only 4 as 30 members left the scene for one reason or another. Cadets at the 6 nautical schools are welcome as members and we encourage them to retain membership as they move up the ranks of their careers.

A refreshed Board of directors was elected at this meeting and here is how that turned out.

Captain Cynthia (Cindy) Brown

Captain Christopher Connor

Captain Marshall Dunbar

Captain Jim Ewart

Captain Jack Gallagher

Captain Christopher Hall

Captain Christopher Hearn

Captain George Iskandar

Captain Gary Kassbaum

Captain Eben March

Captain Don Rose

The 215th Board Meeting was held at 15h00 on Saturday right after the AGM. The Board of directors elected their executive from the above list of Board Members.

Here is the new executive:

President: Captain Christopher Hall
Vice President: Captain Christopher Connor
Assistant Vice President: Captain Jim Ewart
President Emeritus: Captain Christopher Hearn

The Board appointed:

Secretary: Captain Cynthia (Cindy) Brown
Treasurer: Captain Jack Gallagher

Chair of Membership Committee: Captain Farrokh Kooka

Chair of Education Committee: Captain Anthony Patterson

Chair of Views & Positions Committee: Captain Christopher Connor



Upcoming Events

Announcements:

The next Monthly Professional Meeting will take place at 1900 Wednesday November 13. and will be held at the Maritime Museum of the Atlantic.

At present we do not have a guest speaker.

Numerous Remembrance Day ceremonies will be held 11 November and hope you are able to get out and support our veterans.



We will be holding Year End Dinner celebration on 10 December 2019 at the Nova Scotia Royal Yacht Squadron. Details to follow.

The Royal United Services Institute of Nova Scotia extends an invitation to members of the Company of Master Mariners of Canada to a presentation by Craig Dalton, Veterans Ombudsman, on Wednesday, 20 November 2019. His presentation is titled "My First Year as Veterans Ombudsman." His bio is attached.

The event will start at 11:30 am at the Royal Artillery Park Officers' Mess, 1575 Queen Street, Halifax, with an informal no-host get together, followed by the talk at noon, then questions and answers, to finish about 1:00 pm.

A limited number of light lunches will be available at a small charge. There are some cafés, etc., in the area that offer quick take-out lunches. Parking at Royal Artillery Park is very limited.

Registration is not required and there is no fee to



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attend this event. RUSI(NS) events may be cancelled at short notice due to weather and other reasons; mail RUSI(NS) if there is a question of an event occurring.

For some interesting reading and photos, use the below web link or go to The Maritime Executive and search for north west passage. Many thanks to John Dalziel.

<https://maritime-executive.com/editorials/photos-through-the-north-west-passage-with-the-manhattan-in-1969>



Our New National Master (President)

<https://www.sjport.com/port-saint-john-vp-harbour-master-appointed-president-of-national-board/>

Captain Chris Hall, vice president, operations & harbour master at Port Saint John has been elected president of the Master Mariners of Canada. Hall's two-year term as president comes after six years of service on the organization's board, including a two-year term as vice president.

Hall, a 21-year member of the Master Mariners of Canada, is excited to be taking the helm of the prestigious organization, with sea-going and non-seagoing members from across Canada. "Following our strategic plan, Master Mariners of Canada has seen a significant increase in its activities and influence in recent years. I'm honoured to have the opportunity to represent the organization and be part of a team of strong and engaged professionals who are making a positive impact on the marine industry in Canada," says Hall.

Sharing in Captain Hall's excitement is Port Saint John president and CEO, Jim Quinn. "We're thrilled with Chris' appointment to lead the Master Mariners of Canada," says Quinn. "It speaks volumes to have multiple members of our Port Saint John team taking leadership roles on various national and

international boards within our maritime community."

Hall was elected president at a board of directors meeting following the organization's AGM on October 5, 2019 in Ottawa, ON. Captain Hall also serves on the board of the International Harbour Masters Association and is the vice-chair of the Saint John Seafarers Mission.



From the National Treasurer Capt. Jack Gallagher

CMMC Value Proposition

As National Treasurer I enjoy being asked, "What do I get for my money?" by members and prospective members. I thought it timely to write a short article to explain how we are being custodians of CMMC funds and also highlight what members do get as a result of being members.

What do I get?

- Division events and meetings. Personally I am very impressed by the



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range of topics, calibre of speakers and sheer number of events held across the country. If you keep tabs on the website, follow divisional newsletters and keep your ears open, you too will be impressed. As a member you are not restricted to your division. Are you going to be travelling? Drop in, offer to be a speaker, engage with other members!

- Networking – opportunities for discussions across a broad range of our very diverse profession
- Mentoring – Vancouver Island Division has embarked on a mentoring program for women in seafaring, Newfoundland has a cadet mentoring program and further work is being undertaken for broadening mentoring opportunities.
- International Federation of Ship Masters' Associations – our membership in IFSMA gives us a voice and route to intervene at IMO on issues of interest.
- Professional route to Canadian regulators that issue our certificates, set standards and regulations affecting our industry. Representation at Canadian Marine Advisory Council. MMC has a strong voice in the maritime industry and we examine issues internally and externally via conferences, symposia and seminars.
- Views and Positions. As a professional organization we have a process to establish official positions of the Company on important items which may include places of refuge, criminalization of seafarers, requalification for lapsed certificates. If you have areas you think we should be establishing positions on, contact your Divisional Master and get involved. Once these are developed and approved the National President, Divisional Vice-Presidents and all members can with authority and a common voice speak to media, regulators and others on issues that affect our profession.

- At MMC expense we provide a member to Transport Canada's delegation to IMO.
- Support nautical education. The MMC has been issuing scholarships for forty years! We are engaging with nautical schools with skills competitions, career fairs, mentoring programs and more.

The CMMC's largest expense by far is the holding of our Annual General Meeting each year. Although there are probably cheaper venues to be found, we intentionally move from division to division each year in order to wave the flag and make the AGM more accessible to members on a rotational basis. Host divisions are very enterprising in finding venues that are free of charge, finding sponsors or using divisional member volunteers as means to keep our costs reasonable.

For those that are not aware we pack a full slate of meetings around the AGM to maximize the use of our time together. Over a two day period we hold the AGM, two National Council Meetings, a meeting of the CMMC Foundation and an Executive Meeting. During the remainder of the year, the national council meets by conference call. In recent years, we have added a national symposium to the AGM weekend event calendar. These events have included timely relevant topic such as "West Coast Tanker Moratorium", "Maritime Commerce and Whales" and, "Diversity and Inclusion in the Maritime Industry".

Our symposia have been instrumental in showing the maritime community that MMC is an honest broker of topical information that can be controversial but are fully and professionally covered during the event. They showcase, to the maritime community, our relevance and attract new prospective members for our organization.

Don't get me wrong, I still want to get together with colleagues, share a drink and tell sea stories but I also want to do much, much more. Our organization is undergoing great changes that are all of benefit to our members. We look forward to seeing you at events and participating in our growth.



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From the Divisional Treasurer Capt. Greg Wilkie

The CMMC "Practices and Procedures" v3.2 (2019/02/14) now contains an allowance for **prorated dues for mid-year joining:**

3.3 Prorating of Dues for New Members

3.3.1 The following dues will be charged to new members:

3.3.1.1 Date of Acceptance - Dues payable to CMMC;

3.3.1.2 January 1 to June 30 - Full annual dues for current year;

3.3.1.3 July 1 to September 30 - Half annual dues for current year; and

3.3.1.4 October 1 to December 31 - Full annual dues will be charged but credited to the upcoming year.

I will soon begin a review of the Regional Membership Cards and Receipts, with goals of streamlining the paperwork and better compliance with Canada Revenue Agency requirements. The other CMMC branches will be canvassed for best practices. Any members with general comments, or who would like to comment on proposed new designs, can contact wilkieg@gmail.com.



There are 4 black soft-sided briefcases available from the Shipping & Environmental Issues conference years ago. Available to anybody interested, they can contact Capt. Wilkie.



Future Arctic Navigation and Northwestern Atlantic Ports BY HARRY VALENTINE

The looming prospect of trans-Arctic ship navigation has prompted China's ship industry to develop container ships capable of seasonally sailing through the Russian side of the Arctic, ferrying containers between Eastern Chinese ports and Western European ports. Due to comparatively shallow draft, Chinese trans-Arctic ships are being built to small size and intended to carry medium priority container traffic between China and Western Europe, with railways carrying high priority containers.

The increased sailing draft through the Canadian side of the Arctic invites operation of new generation Panamax size of container ships capable of carrying up to 14,000 TEU. Perhaps in anticipation of future seasonal trans-Canadian-Arctic ship navigation, authorities at Quebec City have initiated plans to develop a container port intended to berth container ships that carry in excess of 8,000 TEU and transfer containers to/from railways and trucks.

To the southeast of Quebec City at Cape Breton in Nova Scotia, plans are underway to develop two container transshipment ports that would also gain a competitive edge courtesy of future trans-Arctic shipping. Compared to sailing via the Panama Canal, future seasonal trans-Arctic shipping could extend a competitive advantage to the Port of Newark.

SUEZ CANAL COMPETITION

Mindful of future competition, officials at the Suez Canal Authority have developed plans to operation twin parallel navigation channels capable of providing passage to ships built to 20 meter depth by 65 meter beam, between the Gulf of Suez and the Mediterranean. The development could in the future, transit container ships of up to 35,000 TEU sailing to western Mediterranean transshipment ports at Algeiras in Spain and Tangier in Morocco. Ships of such capacity would simultaneously serve the East Asia – Western Europe container market along with transshipment destined for Eastern Canadian and Northeastern American ports.



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During future northern winter months, future mega-ships sailing via the Suez Canal twin channels would compete with the Panama Canal, with new-Panamax size of container ships sailing North Atlantic transshipment service when trans-Arctic sailing closes for the winter. The nature of future trade relations between China and the U.S. would determine as to whether during winter, future mega-size container ships will sail across the North Atlantic to a Cape Breton port or sail only as far as a Western Mediterranean port.

Future trade relations will determine as to whether such ships will sail via the Arctic.

SEASONAL HUDSON BAY PORT

A pair of railway lines extends north toward Hudson Bay at the Port of Churchill and to the south at James Bay, to the town of Moosonee on the Moose River that could realize economic benefit from trans-Arctic container shipping. The railway line at Moosonee connects south into Canada's biggest market for international container trade as well as to major American Great lakes cities such as Detroit and Chicago. If a future Canadian trans-Arctic navigation would last for six months from early in May to late in October, there may be merit in developing a container port near Moosonee. The railway distance from Moosonee to Chicago and Toronto is much shorter than the railway distance from Pacific Coast container ports to these cities, with the prospect of lower per container transportation costs from East Asian ports. During a future Canadian trans-Arctic navigation season, a container port on James Bay near Moosonee would compete with other Eastern Canadian container ports located along the Lower Saint Lawrence River and at Cape Breton. That shipping season would coincide with the peak movement of containers carrying international trade between East Asia and North American warehouses.

SAINT LAWRENCE SEAWAY

Warmer future winters would likely extend the Seaway shipping season by a few weeks into Lake Ontario and possibly Lake Erie. Future mega-size container ships of 35,000 TEU sailing via Suez Canal twin channels from Asia to Western Mediterranean transshipment ports would interline with smaller vessels sailing the

North Atlantic to East Coast and inland waterway ports. The precedent of the small container ship of 1,000 TEU sailing feasibly between Ports of Antwerp and Cleveland (on Lake Erie) could be repeated between Western Mediterranean ports and Seaway ports located upstream of both Montreal and Quebec City. The comparatively higher per container cost of railway transportation between Port of Newark and Cleveland offsets savings realized aboard larger ships sailing across the North Atlantic between Rotterdam and Newark. By comparison, the Newark – Cleveland railway distance is comparable to the Quebec City – Toronto railway distance. The Antwerp – Cleveland precedent enhances the attractiveness of bypassing Ports of Montreal and Quebec City by sailing Seaway-max size container ships directly between Algeiras/Tangier and Toronto/Hamilton. Future developments in international trade would determine as to whether future mega-size container ships would sail via the Suez Canal to Cape Breton ports.

COMPETING TIME FRAME

Completion of deeper twin navigation channels at the Suez Canal along with the development of container ships of 28,000 to 35,000 TEU would likely precede the opening of an extended Canadian side trans-Arctic six-month long shipping season for new generation Panamax ships by five to 10 years. The competing time frame would allow for development of seasonal trans-Atlantic container interlining between Western Mediterranean transshipment ports and Eastern North American ports, including Seaway ports. Port of Quebec City could explore the merit of ship-to-ship container transfer to connect with American Seaway ports and if "cabotage" regulations are revised, to Canadian Seaway ports.

TUG BARGES AT QUEBEC

Canadian "cabotage" regulations yield zero cost benefit transporting containers aboard Seaway-max ship between Quebec City and Toronto/Hamilton, compared to railway transportation. Their cost advantage would occur if the ship were to sail to an American port such as Ogdensburg NY or Cleveland OH. The location of Quebec City allows tug barges to move containers upstream to smaller Canadian ports, at competitive transportation cost per



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container. A tug's ability to tow a ship by coupling to the bow allows for a Seaway – max ship converted to a towed non-powered barge to carry up to 1,500 TEU's to Toronto/Hamilton, at competitive cost. The combination of a bow coupled tug along with the absence of engines, fuel tanks and crew accommodation aboard the barge would allow for higher stacking of containers above the deck, with additional space for containers inside the barge. A navigation lock style of quayside for large container ships at Quebec City would allow for simultaneous container transfer to railways/trucks on one side with ship-to-ship transfer occurring on the other side. While railways could carry steady container loads from Quebec City throughout the year, maritime could carry the annual peak season overload of containers to Toronto/Hamilton.

NOVA SCOTIA PORTS

Eastern Canada's Port of Halifax has long served as a container port and stands to gain additional seasonal transshipment business courtesy of trans-Arctic container ship navigation. There is zero increase in sailing distance for large container ships sailing to Port of Newark via the Arctic or via the Mediterranean Sea, to briefly stop at Halifax to partially offload or partially exchange containers. Smaller interlining ships would carry containers from Halifax to ports of Boston, Portland and possibly New Haven. Ships that sail via the Panama Canal to Port of Newark totally bypass Halifax altogether. While Halifax may be restricted to partial offloading of containers due to limited terminal area, the competing ports currently being developed in Nova Scotia's Cape Breton region have many times terminal area to allow for total offloading of new generation large container ships. These ports will directly compete with Halifax and especially if future trade increases to warrant sailing vessels of 28,000 to 35,000 TEU to an east coast North American transshipment terminal, to transfer containers to smaller ships sailing to multiple American ports. Several American ports are being upgraded to berth and service container ships of up to 18,000 TEUs

While the shallow draft along Russian side of the Arctic restricts the size of container ship, the more generous draft along the Canadian channels is able to transit container ships of many times the size. While the Canadian Northwest Passage includes sailing across Queen

Maud Gulf and Victoria Strait, the northern route connects between the Beaufort Sea and Baffin Bay via Viscount Melville Sound, Barrow Strait and Lancaster Sound. Trans-Arctic navigation through the Northwest Passage could divert ships through Hudson Strait and the future possibility of a seasonal Northern Canadian ship-to-ship container transshipment terminal. If the Northern Canadian trans-Arctic passage becomes available for seasonal ship navigation involving super mega-size container ships of 35,000 TEU, a seasonal European container transshipment terminal would likely become possible at Greenland's capital of Nuuk, where the calm water of the sheltered bay would offer safe refuge for smaller interlining vessels laying over. While some of these vessels would carry containers to Western European ports, other vessels would carry containers to destinations in northeastern North American. By mid-21st century courtesy of seasonal trans-Arctic navigation, the volume of container transshipment at Nuuk could warrant ships of 50,000 TEU sailing to/from East Asia.

CONCLUSIONS

Part of the warm Gulf Stream Ocean Current flows into Russia's Arctic coastal region that together with changing climate has opened a seasonal Russian Arctic navigation passage for small container ships. Long-term warmer weather across the Canadian Arctic could open a seasonal navigation passage for much larger container ships, with potential to influence the international movement of containers. A trans-Arctic navigation season via a southern passage, lasting for six-months could encourage development of a container port in the southern region of James Bay with potential for future transshipment terminals in the region of Hudson Strait. The opening of a Canadian northern trans-Arctic navigation passage would offer potential to transit super-mega-size container ships, with further potential to develop a transshipment terminal at Nuuk, Greenland with links to European ports, northeastern American ports and Seaway/Great Lakes ports. Future seasonal trans-Arctic container ship navigation via a southern passage has the potential to intensify competition amongst eastern Canadian container ports at Quebec City, Halifax and Cape Breton region.

Source : MAREX



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World War II Shows Why We Need the Merchant Marine

WILLIAM GEROUX APRIL 21, 2016

In recent weeks, some members of Congress have expressed alarm that the U.S. Merchant Marine is shrinking to a point that America would not be able to find enough cargo ships and merchant mariners to supply American troops in a distant war zone for longer than a few months. “We are very close to not having enough mariners,” Administrator Paul N. Jaenichen of the U.S. Maritime Administration told a House subcommittee during a hearing in March. In response, Rep. Rob Wittman of Virginia acknowledged that the situation is “a strategic disaster in the making.”

Exactly how to maintain a healthy Merchant Marine for international trade is a complex question. U.S. flagged ships are more expensive to operate than ships from many foreign countries, which pay lower wages and are subject to fewer regulatory and legal requirements.

In order to be competitive, U.S. flagged merchant ships need government subsidies and a steady flow of guaranteed cargo. As a result, the U.S. Merchant Marine is a relatively small player in global trade. But the need for a viable U.S. merchant fleet — a force of civilian mariners to haul vital military cargo overseas in a national emergency — is not really in doubt.

The Merchant Marine has played a critical role in every major American military conflict since the Revolution. Never did it play a greater role than in World War II, and a glance back at what happened then offers some perspective for the debate today.

Even before the Japanese attacked Pearl Harbor in 1941, American merchant mariners on freighters and tankers flying the U.S. flag were risking their lives to carry arms, ammunition and food to keep the British in the fight. When America formally entered the war, German U-boats invaded U.S. waters to cut off the supply line at its source. They sank American cargo ships within sight of tourist beaches in Virginia and Florida, and at the mouth of the Mississippi River. They torpedoed ships and killed mariners

in the Arctic, the South Atlantic, the Caribbean, the Gulf of Mexico and the Mediterranean. They sank hundreds of vessels, killed more than 9,000 American merchant mariners, and sent tons of vital supplies to the sea bottom.

The U.S. military was unprepared for the U-boat onslaught, and for much of 1942 it lacked the ships, planes and, sadly, the inclination to protect the cargo ships. Again and again merchant mariners were sent on hazardous voyages with no protection, in the hope they would be lucky enough not to encounter a U-boat. The result was a slaughter that the government did its best to downplay and conceal from the public.

But there was no concealing it from communities such as Mathews County, Va., a tiny outpost of seafarers on the Chesapeake Bay. Twenty-three Mathews mariners were killed, and several times as many narrowly survived torpedo explosions, fires, icy water, shark attacks, flaming oil slicks and harrowing odysseys in lifeboats and on rafts. Many survived sinkings and then went right back to sea to run the same perilous gauntlet. One Mathews sea captain survived two torpedo attacks only to be killed in a third while riding home to Mathews as a passenger on another ship. Another torpedoed Mathews captain's remains were found in the belly of a shark caught by fishermen not far from where his ship sank.

The Mathews men and their fellow merchant mariners, who were exempted from the draft as long as they kept sailing, might have just said, “To hell with this,” and taken draft-exempt jobs in shipyards, but they stayed on ships. One Mathews mariner whose legs were horribly mangled by a torpedo explosion browbeat his union reps and his shipping company to let him go back to sea before the war ended. Merchant mariners continued to carry the goods while the tide of the war finally turned, the Navy set up convoys to protect the merchant ships, and the Allies figured out how to defeat the U-boats. Then the Merchant Marine, reinforced with thousands of new vessels churned out by American shipyards, delivered the troops and supplies for the great invasions that liberated Europe from the Nazis. No Allied army was ever driven back from a hard-won beachhead for lack of supplies.



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After peace was declared, the mariners continued to sail, bringing home the victorious troops and, on the return trips, carrying material to Europe to rebuild the nations shattered by the war. The mariners even brought home the American dead whose families wanted them reburied in U.S. soil.

But after the war, the mariners were pretty much forgotten. Their vocal supporter, President Franklin D. Roosevelt, died before the war ended, and Congress did not heed his request that they be provided for. Merchant mariners were left out of the G.I. Bill and other government benefits. They were also largely left out of the history books, omitted from the American narrative of How We Won the War.

Efforts in Congress to belatedly honor them— by granting them veterans status or writing checks to the relative few of the old mariners who are still alive—never seem to gain any political traction. One frequent argument against further compensating them is that they made plenty of money through bonuses for sailing in war zones and hauling hazardous cargo. But detailed studies have shown that merchant mariners were paid no better than their counterparts in the armed forces. All those arguments soon will be moot; the World War II mariners are in their late 80s and 90s.

But their contributions to the Allied victory in World War II stand. And that history might be worth considering at some point in the debate over what is to become of the Merchant Marine in the 21st century.

*William Geroux is the author of **The Mathews Men: Seven Brothers and the War Against Hitler's U-boats**, published April 19 by Viking Books, an imprint of Penguin Random House.*



Remember your Christmas Seasons at Sea?

**The Halifax Mission to Seafarers
Christmas Shoebox Program**



We are grateful to an abundance of individuals, congregations and community partners who provide the items to enable this heartwarming program to continue year after year. **The Maritime Museum of the Atlantic** are instrumental in promoting this annual campaign by delivering over 100 shoebox gifts along with necessary items to fill the gaps. During this year almost 1500 shoebox gifts were delivered.

At this time of year, many Seafarers are not able to be with their families. We are grateful to the **Halifax Port Authority** for a substantial donation to the Mission to Seafarers Christmas Shoebox Gift Program. We are forever grateful for their on-going support! Just last week we received an abundance of beautifully wrapped shoeboxes gifts from the **Atlantic Pilotage Authority**. We are most thankful for their ongoing support.

The Shoeboxes are filled with the many necessities and holiday comforts that will bring the spirit of the season to each Seafarer. Over the coming weeks, gift boxes will be delivered to vessels calling on Halifax and to Seafarers who visit the Mission. Last year we experienced a shortage of shampoo, deodorant, body wash and mini-gloves.

We thank Sylvia, Emma, Kathi, Martha who check every box before lovingly gift wrapping, and all our Mission volunteers for caringly delivering these gift boxes. We welcome Aurora Ulloa-Parsons who has been instrumental with the 2018 campaign and new shoebox lady Lori Gallagher. Remember there should not be any liquor, sharp objects, chocolate or flammables enclosed.



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Shoebboxes include:

HAT, SCARF, GLOVES OR MITTS, SOCKS, WRAPPED HARD CANDY (NO CHOCOLATE), SOAP, TOOTHPASTE, TOOTHBRUSH, SHAMPOO, SHAVING FOAM, RAZORS, DEODORANT AND LIPSYL, PLAYING CARDS, MEMENTO OF NOVA SCOTIA, PRINCE EDWARD ISLAND OR CANADA.

Thank you so much for supporting this annual

Contact:

Helen Glenn, Mission Manager
THE MISSION TO SEAFARERS HALIFAX
844 Marginal Road
Halifax, NS B3H 4M8
Canada
Telephone: +1-902-422-7790

A few of our CCMC members are also volunteers at the Mission. Ask Capt. Jack Gallagher or myself about how you can help. And, perhaps our Division may want to discuss how we can help out in the future.



From their website

Atlantic Canada has a rich aviation heritage, beginning with the first powered flight in Canada and the British Empire in 1909. However, it is a heritage that, until the formation of the Atlantic Canada Aviation Museum and our sister organizations at Shearwater and Greenwood, was largely forgotten. Indeed, many priceless artifacts have been removed from the area, never to return. It was the recognition of this loss that led to the formation of the Museum. Initially restricted to shopping center displays and

storing of many items at CFB Shearwater, the Museum moved to its present location in 1986, with the co-operation of the province of Nova Scotia.

It all started in 1977 when a group of volunteers got together to set-up what is now known as The Atlantic Canada Aviation Museum, Atlantic Canada's only museum devoted to preserving all aspects of Atlantic Canada's aviation heritage.

In 1985 the doors were first opened to the public and in 1989 the Museum was granted 'Local Museum' status by the Nova Scotia Museum.

Over the next ten years from 1986 to 1995, the Museum continued to grow, and along with it the visions of all the volunteers working at the Museum for how they saw the future unfolding. It was a very important time for the Museum, a great deal of encouragement and support was received from a large number of individuals, corporate sponsors, and government agencies. It was with their help and the efforts of the Museum's dedicated volunteers that in the fall of 1995 a new 100 x 140ft hangar was constructed. Attached to the original building this new hangar provided the Museum with an additional 14,000 square feet of exhibit space, in which now is showcased a wide selection of aircraft, engines, armaments and other artifacts.

From 1995 to present day the Museum and its team of volunteers has continued to thrive and grow. Each and every year there are more new displays on view and up-grades being made to all the displays and information. Keeping things fresh and modern is just as much a key part of the Museum's role as it is telling its historic story.

The Atlantic Canada Aviation Museum, now and in the past, has been blessed with a growing group of resourceful and enthusiastic people who contribute countless hours of their own personal time restoring and displaying all of the Museum's aviation treasures.

Throughout the Museum and the extensive displays both civilian and military aviation history is depicted. Included are hundreds of artifacts, large and small, from books, badges, and uniforms to engines and aircraft from the earliest balloons and gliders through to modern aircraft. Each one is designed to be informed and



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tell its own part in the story of Atlantic Canada's aviation history.

We are now closed for the season, REOPENING MAY 16, 2020. Off-season tours are available most Saturdays upon request; email Tours@ACAMuseum.ca to book a tour.

Volunteers are at the museum most Saturdays from 10 am – noon and 1 pm – 3 pm working on restorations. Drop by to see them in action or lend a helping hand (entrance by hangar door). Please call ahead, 902-873-3773, to ensure someone is there.

And, for my Coast Guard colleagues, there is an area with a description of CCG's helicopter program with models and two retired helo's: a 47-J and a 206 Jet Ranger.



Tel: 1- 902- 873- 3773

Museum location address:

20 Sky Blvd, Goffs. NS, B2T 1K3
(across from the Halifax International Airport on Highway 102 – Look for the Voodoo)



**ASTERIX - time for a shave and haircut
2019 October 8**

Canada's naval supply ship NRU **ASTERIX** sailed from Halifax today, headed for a maintenance session at its home shipyard, Chantier Davie Canada Inc, in Lévis, QC.

Owned and operated by Federal Fleet Services (FSS), a sister company of Davie, the ship was leased, starting in January 2018 to the RCN after conversion from a container ship. The RCN appears to be happy with the ship's performance as an interim supply ship until new ships can be built. However after several Pacific and mid-East deployments the ship must be in need of some shipyard attention if only for paint.



(Ed: as you all know, my question has always been “why isn't the government contracting for two more of these rather than the overpriced, and not yet designed, Joint Support Ships?” And, yes, Canada does need 3: remember Preserver, Provider, and Protector?)



See Next Pages for more!

Website: <https://acamuseum.ca/>

Email: info@ACAMuseum.ca

Or use the contact form below.



**The
Royal United Services Institute of Nova Scotia
presents**

**Distinguished Speaker
Craig Dalton
Veterans Ombudsman**



**My First Year
as Veterans Ombudsman**

**11:30 am, Wednesday, 20 November 2019
Royal Artillery Park Officers' Mess
1575 Queen Street, Halifax**



Craig Dalton

Craig Dalton was appointed Veterans Ombudsman on November 11, 2018. Mr. Dalton was commissioned into the Royal Regiment of Canadian Artillery in 1990 and over the course of a 25-year career, had the distinct pleasure of serving alongside Canadian soldiers, sailors, airmen and airwomen, as well as whole-of-government partners, both here at home in Canada, and abroad on operations, in Cyprus, Bosnia-Herzegovina and, most recently, Afghanistan. During his time in uniform, Mr. Dalton served in a wide variety of staff appointments and had the privilege to lead teams from the troop to formation level including command of the 2nd Regiment Royal Canadian Horse Artillery and command of 5th Canadian Division Support Group/Canadian Forces Base Gagetown.

Following his release in 2014, Mr. Dalton joined the Government of New Brunswick where he initially served as the Deputy Minister of Public Safety, with responsibility for Policing and Community Safety, Fire Services, Emergency Preparedness and Emergency Management, Corrections, Probation Services and Inspections and Enforcement. Subsequently, he took over the role of the Deputy Minister of Social Development with responsibility for Disability Support Services, Social Services, Child and Youth Services, Affordable Housing and Homelessness, and Seniors and Long-Term Care. Most recently, Mr. Dalton served as the Deputy Minister of Family and Human Services with the Government of Prince Edward Island.

Mr. Dalton is a graduate of the Army Command and Staff College, the United States Army Command and General Staff College, and the Australian Defence College. He holds a Bachelor's Degree from the Royal Military College of Canada and holds Masters Degrees from Central Michigan University, the United States Army Command and General Staff College, and from Deakin University, Australia.

<https://www.ombudsman-veterans.gc.ca/eng/about-us/ombudsman/biography>