



The Foghorn

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

www.mastermariners.ca



September 2019

From the Master Captain Marshall Dunbar

I trust that everyone had a pleasant summer. That is, once it arrived and we all soon forgot about the rain and cool temperatures that seemed to persist for all too long.

For those that have been lucky enough to see the comings and goings around Halifax Harbour it has been another busy couple of months of regular customers, a steady stream of cruise ships and of late a large contingent of navy ships from various countries who have arrived pre exercise (Cutlass Fury) to be held in September. All of these ships are on diligent look out for all the pleasure craft who are taking advantage of their short season.

The Port of Halifax has appointed a new President and CEO, Captain Allan Gray. Captain Gray brings a wealth of experience from his previous position as General Manager with the Port of Fremantle Australia. Additionally, he was Federal Master for the Australian MMC. Hopefully he will join our branch and become an active member.

The Nairobi International Convention on Removal of Wrecks, 2007 came into force with Transport Canada issuing Certificate of Insurance or Other Financial Security starting on 30 July 2019.

The eyes of the shipping world and the world of politics have been directed at the Persian Gulf as the ongoing saga of oil, shipping and politics unfold on the nightly news. Not unexpected, are the ships crews that are the least mentioned, if mentioned at all. I do find it disappointing that a British Flagged tanker (Stena Impero) has no Brits / UK seafarers onboard. Leads one to worry that Canada will soon allow foreign crews on board Canadian flagged ships or open up a second registry?



Upcoming Events

The next Monthly Professional Meeting will take place at 1900 Wednesday Sept 11. and will be held at the Maritime Museum of the Atlantic.

Guest speaker will be Mr. Ewan Browell from London Offshore Consultants (Canada) Ltd.
To Be Confirmed.



Lcdr. (ret'd) James Patrick Reddy

Long time Secretary of the Maritimes Division has "crossed the bar"



REDDY, LCdr. James Patrick It is with wonderful memories of a life well-lived, we the Reddy family, announce the passing of James Patrick Reddy. Born and raised in Antigonish, Jim passed away at home in Dartmouth on August 25, 2019 at the age of 71. Jim was the captain of HMCS Sackville - Canada's Naval Memorial, a position he held with pride and considered his way of giving back to our community and the veterans of the Second World War. Jim was predeceased by his parents, Margaret and James Cyril; his brother, Cyril; brothers-in-law, Hugh Smith and Brian Thom and is remembered by his wife, Pat Jessup; children, Stephen (Laura), Elizabeth (Michael Lewis); stepchildren, Rory (Susan), Shane (Alison) and Meghan; grandchildren, Kate, Jules, Bryanna, Lochlainn, William, Margaret and Fynn; his sisters, MaryRose Smith, Roberta (Arnold Rovers), Miriam (Pat Lockhart), Frances (Cameron Chisholm), Trish Thom; sister-in-law, Judie Reddy; plus numerous nieces and nephews. Jim joined the Royal Canadian Navy through the ROTP program in 1965 and graduated with a BSc from St. Francis Xavier University in 1969. He went on to serve in ships of both the Atlantic and Pacific Fleets, with shore postings in Halifax, Esquimalt, St. John's and NDHQ in Ottawa. He finished his naval career as



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the Queen's Harbour Master in Halifax in 2003. After retirement from the Navy, Jim shifted his interests to volunteering his time to naval veterans related activities. He and his wife Pat played a key role in fostering an appreciation of Canada's Naval Heritage since 2003 - not only in the Halifax area but across the country. Jim and Pat have been an inseparable team and the faces of Canada's naval heritage with such groups as the Canadian Naval Memorial Trust, the Convoy Cup Foundation, the Royal Canadian Naval Association, the Friends of HMCS Haida, the Halifax Branch of the Company of Master Mariners and the Royal Naval Association - Londonderry, Northern Ireland Branch. Jim will be forever remembered for his dignity, sincerity, questionable sense of humour, prophetic weather forecasting ability, love of his family - especially his sisters - and friends. He loved sailing with Steve and Cam, visiting Lizzie the sheep farmer in Wales, listening to CBC's Saturday Afternoon at the Opera, watching Lisa Laflamme at 11 p.m. and a "good red". A special thank you to the staff of QEII Cancer Clinic for their care and compassion. We will be forever grateful to you for your kindness. Jim will be remembered at a celebration of his life on Friday, August 30th at 2 p.m. in the Wardroom at Stadacona (2648 Lorne Terrace - enter via Gottingen Street). If desired, memorial donations would be gratefully accepted in support of HMCS Sackville, the Convoy Cup Foundation or a charity of your choice.

Jim, and his wife Pat, provided strong support to our Division in a number of activities including logistical organization of Merchant Navy and Remembrance Day ceremonies. Even though his background was RCN, Jim became, from his first days with us, a dedicated member who will be sorely missed.

R.I.P. our respected companion.



50th Anniversary of the HMCS Kootenay Disaster

On Wednesday, 23 October 2019, Canadians will gather to remember sailors of the RCN who lost their lives while serving onboard HMCS Kootenay.

CFB Halifax, on behalf of COMD MARLANT and the RCM will conduct ceremonies and supporting events with CFB and at Point Pleasant Park.

The ceremony at Point Pleasant Park will begin at 1030 on the 23rd of October.

Plans for our Divisions participation are being undertaken.



Background on One of the Topics to be discussed at the National AGM in Ottawa 2019

**Comments to Capt. Dunbar please
agilesam@yahoo.com**

Subject: Dues Increase January 1, 2020

Background: Historically the dues for Master Mariners of Canada have risen on average every 2 years. In 2015 we had a large increase with the commitment to maintain the rate for 5 years. We have been able to maintain the rate since 2015 and in the first 3 years contributed 4,000 per year to the Foundation.

Current Status: On January 1, 2020 there will need to be an increase in the annual dues.

Rationale:

Membership has continued to stagnate with small gains in some divisions offset by losses in others.

Expenses have continued to increase re:

- Now carrying national liability insurance which covers National and all Divisions for meetings and events
- Now carrying Directors and Officers Liability Insurance
- IFSMA has changed their fee structure and the minimum annual dues are £1,000
- We have added a seminar to our AGM weekend which increases costs with the



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addition of hotel room nights and per diems.

- Generally, hotel and airfare costs continue to increase which affects our AGM weekend, IFSMA AGA travel and IMO representation travel.
- We continue to spend money annually for implementation of our strategic plan

Proposals:

The national council can take a short, medium or long-term approach to dues with a corresponding outlook of 1, 3 or 5 years.

Historically the dues have been apportioned 75% to national with the division retaining 25%. Council may revisit this apportionment in conjunction with the increase and length of dues stability.

Proposal One – Short Term – One year – Reviewed in one year.

\$260. National Portion \$195. Divisional Portion \$65. 75%-25% (historic allocation)

Proposal Two – Longer Term – Five year – but track and review as required.

\$300. National Portion \$225. Divisional Portion \$75. 75%-25%.

Proposal Three – Medium Term – Three year but shift more to divisions.

\$300. National Portion \$210. Divisional Portion \$90. 70%-30%

For clarity, if we change the divisional/national split, we will likely have to raise dues again in about 3 years. Any surplus gained in the first years of the increase will be retained by National in order to offset expenses in later years with the hope of prolonging the term before the next increase.



PORT OF HALIFAX BOARD ANNOUNCES NEW PRESIDENT AND CEO

August 22, 2019, Halifax, NS – The Board of the Halifax Port Authority (HPA) has chosen its new President and CEO: Captain Allan Gray will be concluding his tenure as Harbour Master and General Manager – Operations of Fremantle Ports in Perth, Australia, and joining the Halifax

Port Authority as President and CEO in late November, 2019.

“Captain Gray’s extensive experience in leading a large port with similar priorities and economic impact as our own, from container and bulk shipping to cruise and infrastructure expansion projects, will serve the growing Port of Halifax’s needs well,” says Board Chair Hector Jacques.

“Our new CEO brings great depth and breadth of experience, and relationships in maritime transportation, shipping and cruise which will allow the Port of Halifax to continue to play an important role in growing Canada’s international trade,” says Mr. Jacques

The Board’s search committee worked with Boyden, a Vancouver-based international talent recruitment firm with a depth of experience in the port and marine sectors.

“I am excited to be joining the Port of Halifax, which is well-recognized around the world for being well-run and highly competitive,” says Captain Gray, “I look forward to working with the board, staff, Port partners and the community to support the development, alignment and implementation of the Port’s vision and strategy to grow as Canada’s Ultra Atlantic Gateway.”

Captain Gray plans to attend the annual Port Days events in Halifax on September 18-19 where he will be introduced to the port community.

“The Port of Halifax is now well-positioned for significant future growth. I want to thank CEO Karen Oldfield and her team at HPA for their efforts to ensure our port becomes Canada’s east coast entry point for ultra-class container vessels as well as their continued success in growing the cruise business for Halifax and all of Atlantic Canada. We welcome and look forward to Allan Gray continuing to build on this positive momentum as he assumes the position of President and CEO of the Halifax Port Authority in late 2019,” says Mr. Jacques.

We will be recognizing Karen’s important contributions to the port in the coming months as she assists the board, staff and our stakeholders to prepare for our leadership transition,” says Mr. Jacques.



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Captain Gray joined Fremantle Ports in July 2006 as Deputy Harbour Master / Manager Marine and Port Operations and was appointed Harbour Master in September 2008, and in addition to this statutory function was appointed General Manager Port Operations in July 2009 including commercial operations and management of the Ports Bulk Business. Captain Gray was the Federal Master (Board Chairman) for the Company of Master Mariners Australia from 2009-2013 and was awarded life membership for his contribution to raising the profile of the Company. Captain Gray is currently the President of the International Harbour Masters Association.

Prior to coming ashore, Captain Gray's career at sea spanned over 20 years. During this period, he traded on various vessels from RO-RO, container and Bulk through to the last 10 years which were spent on LPG Tankers with Bergesens of Norway. Trading patterns included Japan/Far East, Europe, Africa, South America and the United States.

On coming ashore with AMSA and Maritime Safety Queensland he was involved in the management of marine incidents and as Manager Vessel Traffic Management at VTS Mackay/Haypoint and Reefcentre. During this time, Captain Gray diversified into Systems development and management with extensive experience in the operation of Dynamic Under Keel Clearance, Berth Warning Systems, Ship movement displays and Real time Geographic information Systems.

In 2004 Captain Gray was headhunted by Perkins Shipping in Darwin to come in as

Marine Manager. This position was a Senior Management Position responsible for the management of the Marine sector of Perkins Shipping, which included Operational Management of shipping movements (including scheduling), systems development including safety management systems, training and project management. The position provided marine Technical advice to the executive team.



Available
Captain Greg Wilkie



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.



A Likely Young Lad Goes to Sea

Norm Haslett
retired RCN and Merchant Marine
norman.haslett@gmail.com

PROLOGUE

WHOOOMP! The sound of a ton of seawater raining down on her foredeck as Lake Kootenay buries her bow in a huge North Pacific roller. SWOOSH! The sound of this water washing-down from bow to stern as the ship struggles to her feet – bow slowly rising to the peak of its cycle, rolling off slightly to one side. Day after Day.



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The ship is in transit Seattle to Kobe, Japan, with a full cargo of coal. The trip will take 28 days!

More than 400 feet aft, right on the stern, is a small superstructure that houses the entrance to the crew quarters and, level with the main deck, two "messrooms" and a pantry. Here the two "messboys" perform final preparations of meals and coffee, and wash-up the myriad dishes. In its position it enjoys a never-ending elevator ride of some 10-15 feet. Day after Day.

Following World War II many Royal Canadian Navy vessels were sold off to private investors. Gulf Wing was a Fairmile, converted to diesel engines and passenger spaces by a handful of enterprising ex-Navy men, who formed Gulf Lines. Their goal was to be a major maritime presence on the lower B.C. coast, where rapid growth was expected. In those days – 1948 – small coastal vessels were still the principal means of transporting goods, cars, and passengers.

In Gulf Wing I had my first full-time job, at 16 and just finished high school. She called at many small ports from Vancouver to Stuart Inlet, primarily for day passengers, with a capacity of about 100. I was the one and only steward/coffee bar waiter.

Gulf Lines also did a very neat conversion of three Castle Class corvettes for the Vancouver - Alaska route. Later I sailed in one - Coquitlam as a "Night Steward", a glorified deck swabber with the great privilege of ordering an à la carte breakfast when I went off watch. Often I had steak, with dessert of a mountain of whipped cream.

Unfortunately Gulf Lines vessel "Gulf Stream" had a tragic night grounding that cost several lives. The ensuing lawsuit ruined the company, which was found negligent.

For most of my boyhood during WWII I heard the constant low chatter of a multitude of rivet guns at False Creek Shipyard in Vancouver, which was one of several yards created to build 10,000 ton freighters for vital supply of goods and armaments to Great Britain. They were operated by the Crown company Park Steamships Ltd, and most were named after a

Canadian park. Some 300 were built to a hull design that was said to be identical to the famous U.S. Liberty ship, with principal differences riveted vs. welded hull, and hold/superstructure layout. The Parks were prettier.

Lake Kootenay was launched as Kitsilano Park. (This seemed a nice coincidence to me when I sailed in her - for much of my youth I swam frequently at Kitsilano Beach!) She was owned by Western Canada Steamships, which had been formed to take advantage of the fire-sale prices on the Parks when the Canadian government decided to get out of ship ownership. The Company operated about 20 of these vessels. Similarly the giant lumber firm H.R. McMillan ran six with names like Harmac Alberni - there was such a market for lumber for rebuilding in post-war Britain that it made sense for them to have their own fleet!

In September 1948 I joined Lake Kootenay in Seattle as one of the two Messboys. The ship had almost completed loading coal bound for Kobe, Japan. The photo shows the ship in lying at anchor in Kobe harbour waiting to be unloaded by lighters,

And here is a rather romanticized painting. The Parks were "speed demons" - 10 knots flat out in a calm sea. The voyage Vancouver - Kobe took 28 days! It was the gross inefficiency of these ships - low speed and large crew of 35 that led to their demise in the mid-50s as new tonnage came on stream.

The two Messboys served meals to the crew and kept a small "pantry" for storage of dry foods, washing dishes, making coffee. This space was located in the after deckhouse that housed the messes, above the crew quarters. It was as far aft as one could go, and in a head sea the pitch would be ten or more feet - up, down, interminably. This motion contributed to a bout of seasickness on the first trip that lasted a good ten days, completely debilitating me.

We picked-up the hot food for the crew from the galley, amidships, carrying it in vertically stacked pans with a long handle that made it possible to carry several in each hand. Thus the two "peggies" could transport the lot in one trip, but in rough weather were supposed to carry only one while holding on to the lifeline with the other. It was a long trip, about fifteen meters over open deck past holds number four and five.



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One learned to time the ship's motions - rise, roll and fall -- so as to be able to traverse the deck in a moment of lull, thus beating the system -- at some risk, as in heavy seas the deck would wash down every minute or so!

The ship was unloaded in Kobe at anchor. Several lighters were alongside, the coal was shoveled onto a huge mat that was picked-up at its four corners by the derricks and swung over the side to be dropped into the lighter. Most of the stevedores wore bits of old army uniform.

Kobe was under occupation by the U.S. Army and we had to go through quite an inspection as we alighted from the liberty boat that took us ashore from the anchored ship. The barren city showed the privations of years of war, though it was very clean and tidy. Motor taxis had a curious charcoal-burner apparatus in the trunk that produced a fuel of sorts for the gasoline engines. We rode rickshaws as well. There was nothing to do except visit souvenir shops and bars. A smuggled pack of cigarettes or a bar of laundry soap fetched a ridiculous price. Shame on us!

At one point I was transferred to duties as "galley boy". Wow, what an experience -- the chief and second cooks were both mad Poles who fought all the time, although they always went ashore together. My duties were quite straightforward -- prepare all the vegetables (for 40-odd men), wash the multitude of pots, get rid of the garbage. That was simple enough -- no one then had thought of "recycling" or cared about the state of the ocean -- it was over the side (preferably leeward) with everything, even in port.

As these documents suggest, the shipping industry was highly regulated. Crew "signed-on" for a "trip", which started in the home port and ended upon return. At that point every crew member was "paid-off" but usually had the option of signing on again. All this was much as it had been in the days of sail. One still speaks of "sailing", even though in a steamship or motor vessel.

The Canadian Seamen's Union (CSU) had a firm grip, and it was widely regarded as controlled by the Communist Party of Canada; officialdom watched its activities closely. There was no hard evidence of this political tie, but as the ship

loaded for my third trip in her, bound for England with a load of grain and a deck cargo of lumber, a fast talking, brand new crew member suddenly was elected shop steward at an extraordinary ship's union meeting. He was a plant, as later became clear. Anyway, Tom Perry and I had some lively discussions about politics, of which I knew nothing, during the voyage - the brash kid vs. the trained organizer. (I was considered an intellectual because I had graduated from high school!) There wasn't much else to do in off time -- talk, read, play cards, and listen to the short wave radio in the messroom.

The standard of personal hygiene within the crew was very high -- perhaps it was the confined living spaces. There was a dedicated space with a couple of deep sinks for washing with huge brown bars of soap, which might have been the forerunner of "Grandma's lye soap", and some clothes lines. A special method was used for the ubiquitous blue jeans, a.k.a dungarees, or "dungs". They were tied on a long piece of rope through a couple of belt loops to the taffrail (right at the stern) and ducked for a few minutes in the ship's wake. This did a hell of a job and bleached the garment quite nicely -- no need to pay a high price for pre-worn.

A passage in a slow tramp freighter could well define the word "routine". Day in, day out, it was "tomorrow, ... and tomorrow, and tomorrow". Nevertheless, when we dropped the pilot, outbound, the watch would cheerfully lower and stow the derricks, batten down the hatch covers, string the lifelines and everyone would be in good spirits. The last harbour gulls would give up on us within a few hours, to be replaced eventually by albatross in their lifelong patrols. The fresh milk would run out in about three days and everyone would settle in -- work, sleep, "dine", chat, play cards, and listen to the wireless in the messroom.

In off hours I spent a lot of time on the bridge goofing and learning, taking the wheel, and sometimes visited "Sparks" in his radio room. Short-wave radio and a radio direction finder were the only electronic aids - no radar, thus good physical lookout was vital.

Since the advent of steamships the denizens of the boiler and engine rooms have been referred to as the "black gang" - think coal dust. In an "oil-fired" ship these spaces can be very clean



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and shipshape, as was the case in Lake Kootenay. I spent many hours below chatting with the firemen and oilers. Their life was routine, mostly keeping up steam and making sure that the bearings of the mighty "triple-expansion" main engine, and the many pumps, generators and evaporators were well-lubricated and running cool.

Excitement was rare, then usually of an emergency nature. Even the ships movement was muted – in the bottom and midships roll and pitch didn't amount to much!

When the ship entered tropic waters the sleeping quarters became almost insufferably hot, and some of the more enterprising crew fashioned simple tents fastened to the deck cargo of lumber. The photo shows a bloodthirsty pirate standing on it. Actually he was a tough-but-oh-so-gentle fireman who thought it great fun to dress up.

Passage through the Panama Canal was a great thrill and I spent much of the day supervising operations from the fore and after crowsnests. We had a good day's leave in Colon, where most of the crew went ashore in their near-uniform of white T-shirt, neat khaki slacks, white socks and loafers. A lot of beer was drunk and the gear wasn't always as spotless when they returned!

After transiting the Canal we fueled at the island of Curacao in the Dutch West Indies. I remember vividly a taxi ride in which the radio played a hit parade favourite of the times – "Far Away Places".

An uneventful trip took us to London's Surrey Commercial Dock – now filled-in and part of the fashionable "Docklands". On the the radio we had heard warnings of an impending strike of the CSU. In London we found that this had come to pass, and friend Perry immediately tried to mobilize all hands to strike the ship right there and then. Under the Canada Shipping Act this would have been interpreted as mutiny, punishable by imprisonment. Fortunately wise heads prevailed, although by a narrow margin. London was an extraordinary experience. In January 1949 there was still considerable privation, with little relief from wartime rationing, and the lights of Piccadilly Circus still were not fully lighted. My first sight of it - emerging from the "tube" - nevertheless was

breathtaking. A good restaurant meal was hard to come by, although Lyon's Corner House served up a satisfactory meal of the then-pedestrian British standard. Coffee Sir? Of course – white or black? Either way, a travesty.

The pubs were pretty lively – not the "wine bars" of today. Earthy, friendly, filled with cigarette smoke, with chummy booths of upholstery, dark after six years of wartime wear. If they could have spoken!

Back in Lake Kootenay another crewman was paid-off to hospital with a common illness of sailors. In due course he would ship back out as a DBS – Distressed British Seaman. So it happened that I achieved my dream to become an Ordinary Seaman!

We sailed from London in ballast, at about midnight with the tide, bound for Galveston, Texas. I stood my first watch as helmsman as the tug coaxed us out into the stream - petrified. The pilot called for hard a-starboard; the Skipper laconically circled his hand so that I wouldn't get it wrong! He was a great guy, Captain Macintosh, a Scot with the usual dry sense of humour.

Shortly afterward we had to anchor in the Thames estuary in dense fog. I spent the rest of that middle watch ringing the bell on the ghostly focsle, ten seconds in every minute.

We always stood watch with the same people; in our case under the Second Mate who traditionally takes the Afternoon and Middle watches and is the ship's Navigator. Bob Manzer took me under his wing, lecturing and quizzing me on seamanship matters to occupy the hours when I was at the wheel. Ten years later I met him in H.M.C.S. Stadacona – we were both Lieutenants – he in the Reserve force!

At sea there were two seamen on a watch, alternating as helmsman and lookout on the "Monkey's Island" above the bridge. There were many long hours - a sighting was an event but there were wonderful moments of moonlight and cloud as the ship, riding high in ballast, slowly rolled, sending-out a long wash on a calm sea. The poetry I had loved in school served me well in whiling-away the hours.



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Before we reached Galveston the Captain had been advised that the ship was sold and we would pay off there and return to Vancouver by train. In my eight months in the ship I had worked as Messboy, Galley Boy, Messman (Officers' steward), and Ordinary Seaman. On my last evening in her I sat disconsolately on the Number 3 Hold hatch cover contemplating an uncertain future. If I'd had some drinks I would probably have had a crying jag! The photo shows my last glimpse of the ship, in dry-dock for hull inspection. Farewell Lake Kootenay, my first love, callously sold off into the harem of a Greek shipping magnate and renamed "Pho Pho". Good grief! See footnote at the end.

Back in Vancouver, after a memorable train trip, I soon found myself on the picket line. At the North Vancouver Ferry dock I was spotted by friends of my parents. Panic ensued – lectures and exhortation from parents, uncles, aunts – anyone who could be recruited. Obviously I was a lost soul, embarking on a life that led who knew where. One and all launched a campaign to get me into the Royal Canadian Navy – “you see the world, learn a good trade and eventually get a good pension”.

What I really wanted was to become a Cadet Officer in the Merchant Navy but foreseeing the probable demise of their fleets shipowners were offering no berths.

During a short “coasting” career in S.S. Coquitlam I started to see reality and became excited by thoughts of the Navy. Soon thereafter, in August 1949, I found myself with 70 other keen lads in “new entry training” in HMCS Cornwallis in the Annapolis Valley.

Next chapter in this little epic will be entitled “8390-E”, my Official Number as a sailor in the Royal Canadian Navy. If I ever get around to it, the following chapter will be “3351”, my College Number in the Canadian Services College system. Then on to “O-31573”, as an officer in the RCN.

EPILOGUE

After we paid her off Lake Kootenay was renamed S.S. Pho Pho (the name for a Vietnamese soup) and registered in Panama, then a common “flag of convenience”. The following was found on the internet (note that text in green is a link):

“After World War II ended and Henry J. Kaiser’s shipyards closed, he continued to be active in the shipping trade. One example of his support for sailors was the curious case of the freighter Pho Pho.

In 1950, members of the Sailors’ Union of the Pacific picketed the Panamanian flagged SS Pho Pho, owned by a Greek-American, at the port of Redwood City in Northern California.

The Kaiser Gypsum Company had entered into a six-year shipping contract with the vessel owner because it was retiring its own ship, the SS Permanente Silverbow.

The sailors’ union demanded that “. . . The owners of the Pho Pho negotiate an agreement bringing wages and conditions [of the foreign crew] to the same level as (that of) American vessels. “Instead of digging in his heels and fighting the labor action, Kaiser saw the long-term value of labor peace and made a friendly bet with union president Harry Lundeberg. As the ship was idled for 10 weeks, Kaiser reportedly told Lundeberg “If you win this beef, Harry, I’ll name the ship after you.” The union campaign was successful, and the vessel became the first to be crewed entirely by union members. Kaiser honored his word, bought the ship, and the SS Pho Pho became the SS Harry Lundeberg on July 20, 1950. She ran aground off the Mexican coast at Cape San Lucas (near San Marcos Island in Baja California, where gypsum was being mined) in 1955, and was replaced with a second ship in 1958.”



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>
Head office: 5591 Leeds Street, Halifax, NS, B3K 2T3 President: Captain Christopher Hearn.
To find our email addresses:
<http://www.mastermariners.ca/contact-us/>

Statement of Purpose:



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- 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.



*See the next pages for information about the
upcoming National AGM*

Captain Jim Calvesbert, Editor



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A Master Mariners of Canada Symposium

Symposium de la Company of Master Mariners of Canada

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the Maritime Profession**

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Commandites et Présentations

Date: Thursday, 3 October 2019
Time: 8:30 to 16:30
Venue: The University of Ottawa
75 Laurier Ave E, Ottawa ON

Please register before September 26 @ [Eventbrite](https://www.eventbrite.com)
Interested Speakers or Sponsors, please contact:

Date: Date: jeudi 3 octobre 2019
Temps: 8:30 to 16:30
Lieu: Université d'Ottawa
75 avenue Laurier E, Ottawa ON

Inscription avant le 26 septembre @ [Eventbrite](https://www.eventbrite.com)
Intéressés par une commandite ou pour une présentation,
veuillez communiquer avec:

Capt/Dr. Jim Parsons @ jim.parsons@mi.mun.ca or/ou Capt. Amanda Slade @ seawomentorship@mastermariners.ca



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THE COMPANY OF MASTER MARINERS OF CANADA
NOTICE OF 52nd ANNUAL GENERAL MEETING
OF THE MEMBERSHIP

To take place at:
The Business Inn & Suites
180 MacLaren Street
Ottawa, ON K2P 0L3

All members of THE COMPANY OF MASTER MARINERS OF CANADA are welcome to attend.

Members who are unable to attend may use the proxy form that follows this Notice of Meeting (or any similar form) to indicate whom they wish to act on their behalf.

Note: Proxies should be deposited with the member from your division attending the meeting, at least 7 days before the meeting at which the person named in the proxy proposes to vote. You may also send your proxy to the Secretary by email at lantzivan@gmail.com. Proxies cannot be accepted after the beginning of the meeting.

Respectfully,

Ivan Lantz, Secretary
lantzivan@gmail.com

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PROXY

THE COMPANY OF MASTER MARINERS OF CANADA
COMPAGNIE DES CAPITAINES DU CANADA

I, *name of voting member* _____, of the _____ Division, a Member

of THE COMPANY OF MASTER MARINERS OF CANADA, and entitled to one vote hereby appoint,

_____ *name of proxy holder* _____, of _____ place _____, a member

of The Company or failing him, _____ *alternate proxy holder*, another member of The

Company, to attend and vote for me at the 51st Annual Meeting of members of The Company to be held at

Saint John, NB, on the 15th day of September 2018, and every adjournment thereof, with all the powers I

should possess if personally present, hereby revoking all previous proxies.

Dated the ____ day of _____, 2019.

_____ *Signature of member*