

## FROM THE BRIDGE November 2020



## MASTER MARINERS OF CANADA

The **MASTER MARINERS OF CANADA** represents command-qualified master mariners, like-minded seafarers, industry members, and cadets across the country. Our work is focused on awareness building, education and advocacy.

### Covid and Seafarers

In Seafarer Awareness Week – 6 to 11 July 2020 – Philip Eastell, Founder of Container Shipping Supporting Seafarers, calls for leadership, arguing that the glacial pace of change set by the authorities is costing seafarers their lives. Notwithstanding, the announcement following the IMO meeting in the UK on 9 July, many seafarers remain stranded, isolated and in distress.

The lack of prompt action by world governments, International shipping organisations and parts of the maritime sector, has seen a deep crisis develop in our global seafaring community not seen since World War II.

The impact of covid-19 on in the world's merchant fleet has caused a humanitarian crisis with seafarers being unable to complete their crew changes or be repatriated to their home countries.



The MMC wreath laid at the National Memorial in Ottawa , November 11, 2020.  
Picture courtesy of: Captain Thomas Brooks ,Deputy Divisional Master, Capital Division

### IN THIS ISSUE

- From the Master's Desk
- Report on the Activities of the Great Lakes Division
- Report on the Activities of the Capital Division
- Work of our National Council – Meet Our New Education Chair
- Off Watch Column
- The Curious Case of Weather Station Kurt
- Soundings— Recipients of the Baugh Scholarship Fund



## FROM THE MASTER'S DESK

CAPTAIN CHRIS HALL – PRESIDENT AND NATIONAL MASTER



Dear Colleagues,

Greetings to everyone across the country. Although the last three months have passed very quickly, it has been a relatively active period within Master Mariner's of Canada. I will take a few moments to provide some highlights from my perspective and hope you will enjoy the main content of this edition that is being provided by Great Lakes and Fundy Divisions, plus contributions from others.

As everyone is likely aware, we held this year's Annual General Meeting on Sept. 26 in a virtual format, and I would like to thank Great Lakes Division for being our virtual host. The on-line attendance for our AGM was quite good, and although it was no substitute for being able to interact in person, we at least had a chance to share some pleasantries via our computer monitors. The AGM for the MMC Foundation was also held on the 26th. As per previous practice, the AGM was preceded by a regular board meeting on Sept 24, and another board meeting on the 27<sup>th</sup> where there was a significant amount of business dealt with.

As I was reflecting on the many items that were presented and discussed over those several meetings, I was impressed by the many people and committees that work hard throughout the year to maintain our organization. I would like to thank everyone who has contributed over the last year, whether you are a member making inputs to our Views and Positions Committee or volunteering in other ways, a member of a Divisional or National Executive, or a committee chairperson, your work is important and appreciated. I am looking forward to reports and updates from those groups as they become available.

And speaking of committees, the Views and Positions and the Education and Professional Development Committees have been active in recent days. I would encourage others to join in the conversations and contact the chairpersons (Capt. Chris Connor and Capt. Jim Calvesbert respectively) to obtain more information and become involved. Chair Views & Positions [connor@mastermariner.com](mailto:connor@mastermariner.com), Chair Education & PD Committee [mastermariners.caedpdcommittee@gmail.com](mailto:mastermariners.caedpdcommittee@gmail.com).

Finally, the greatest challenge to our organization is our sustainability. Please continue to actively seek new members. We are always in need of new perspectives to continue to grow and remain relevant.

I hope you enjoy this issue of *From the Bridge*. And a thank-you to the editor, Capt. Hearn, for "herding the cats" once again! Please also remember to follow Master Mariners of Canada on LinkedIn #MasterMarinersCanada and Twitter @MMofCanada

All the best,

Capt. Chris Hall  
President, Master Mariners of Canada



## GREAT LAKES DIVISION

CAPTAIN JOHN GREENWAY - VICE PRESIDENT

The Great Lakes Division has remained “active” throughout 2020 despite the health and safety challenges of COVID-19 which have prevented our “in person” meetings and guest speaker presentations, and instead, we have transitioned to a virtual meeting format using ZOOM. To date, we have accomplished 8 meetings comprising of monthly business meetings with some including guest speaker presentations to the interest of our members.

Our membership currently stands at 22 full time, 26 seniors, 3 navigation cadets, 3 honorary, and 1 corporate. We have set goals in our August business meeting to increase our membership and created a Membership Committee to address this need and outreach with plans being developed.

July saw our next Great Lakes Executive elections and creation of our new executive under Capt. John Greenway as Divisional Master. Captains Dan MacDonald (Deputy), Bret Maukonen (Secretary), Farrohk Kooka (Treasurer), and Graydon Halge, Laurie Hatfield, Gary Kassbaum, and Gavin Young (Council Members) rounded out our Executive to lead our Division for the next term. Goals and Objectives have been set in support of National’s Strategic Plans.

Guest speakers throughout the year included presentations on the M/V Luna (large private yacht), naval vessels replenishment at sea, U. S. Coast Guard, Ships With a Mission (for humanitarian and educational services), Great Lakes lighthouse keeper, the formation of the new Hamilton-Oshawa Port Authority (HOPA), and the psychological impacts of seafarer isolation...all interesting topics for our members. When guest speakers are not scheduled, we have included an “industry update” session to keep members informed on activities and news from the Great Lakes. Using the Zoom platform, we are reaching out to all of our MMC Divisions, and other professional mariner associations such as ISMA and the CIME, to join us for any of our guest speakers and presentations portions of our monthly meeting...so you are all welcome to join and participate at the presentation sessions!

The Great Lakes and Seaway remains a vital marine transportation “highway” for the economic well being of the Canadian and U.S. heartland. While overall tonnages are down due to the economic impact of COVID-19, Seaway tonnages to date (September 2020) represent over 23 million tonnes despite an 8% decrease from last year. As trade patterns shift globally, export grain continues to be the lead commodity.

The economic benefits and value of Great Lakes/St. Lawrence marine transportation—in which many of our Great Lakes Division members work—cannot be underestimated. According to the Chamber of Marine Commerce and recent economic studies, the entire Great Lakes/St. Lawrence marine and port transportation system employs 328,000 persons, moves and handles 230,000 tonnes of cargo, and contributes \$100,000,000,000 worth of economic value to the region on an annual basis.

The future of our marine industry remains bright with Great Lakes companies re-investing in their fleets. Some new and recent Great Lakes/Seaway/St. Lawrence fleet additions on which some of our members sail are shown below.





# GREAT LAKES DIVISION

CAPTAIN JOHN GREENWAY - VICE PRESIDENT



Algoma Central Corporation's M/V Algoma Intrepid  
(Maritimemag.com)



McKeil Marine's M/T Hinch Spirit (McKeil.com)



Transport Desgagnés Dual Fuel Arctic Class M/T Mia Desgagnés (Marineinsight.com)



OSTC's New M/V Pelee Island II (CTV News)



## CAPITAL DIVISION

CAPTAIN GEORGE ISKANDER – VICE-PRESIDENT

With input from our Division and especially from Captain Ivan Lantz this will be my first submission to the National Newsletter of the Company of Master Mariners of Canada on behalf of the Capital Division of which I am presently Divisional Master.

Since we lost our long-time leader Captain Michael Hubbard, in October 2019, I was privileged to lead the Division.

Realizing the big shoes, we had to fill, we embarked on an aggressive program of communication. Emails and telephone calls to all crew members spread from as far west as Vancouver, BC, and as far East as Rimouski, Quebec. All to bring solidarity to a diverse Division. Members are responding and regaining a sense of participation.

Representing our Division, I joined a few Director's Committees dealing with establishing a new website layout, designing letterheads, personal cards, and a marketing brochure.

Hopefully, this puts the Capital Division in a new space keeping the membership advised on the Board of Directors dictates and other activities to comment and have input.

Having our Division in Ottawa, representing Montreal, Quebec City, Rimouski et al., was not an easy feat. The distances challenging and the communication language is requiring correction.

Although all Quebec members are fluently bilingual and some of us in Ottawa are still presented with a less than an optimum situation. During one of our meetings in Quebec, we were told by one of our Quebec members, "Of course we can understand, read and write English. However, reading English for us is probably as painful as it would be for anglophones to read French." I agreed.

Therefore, in January 2020, we embarked on establishing a Quebec Division to provide Quebec resident members with a closer geographic comradery and a Division expressing itself in their native language. This effort was slightly put off course by the prevailing pandemic, but we have not given up.

Now confined to the chain locker since late February due to COVID-19, the only "meetings" have been via email, telephone, and Zoom. Can you imagine what Marconi would think of the internet we now take for granted? It's a long way from adjusting the cat whisker to tune into a frequency to send a wireless message through Chebucto Head.

I digress! However, one of the hot topics is the autonomous and crewless cargo ship, and our Company has these issues high on the agenda. Autonomous, crewless, and remote-controlled are three separate courses at this time that will eventually produce useful tools to move cargo. I wonder who will report to VTS and in what language? Roboteese maybe? Oh Yeah! Don't forget cybersecurity. Can you imagine 6000 passengers on a cruise ship without navigating or engineering Officers? Who will the passengers dance with on Captains dinner night?

As we talk about crewless ships of the future, the present-day reality is a shortage of crew and officers in all positions, both Domestically and Internationally.

These topics are current with our Views and Positions Committee and Capital Division will provide a proposal to deliver to Transport Canada to rendezvous with their consultation on the recruitment, training, and retention. .



# CAPITAL DIVISION

CAPTAIN GEORGE ISKANDER – VICE-PRESIDENT

As we talk about crewless ships of the future, the present-day reality is a shortage of crew and officers in all positions, both Domestically and Internationally.

These topics are current with our Views and Positions Committee and Capital Division will provide a proposal to deliver to Transport Canada to rendezvous with their consultation on the recruitment, training, and retention.

Canada's resource revenue depends on the export of raw materials. This transport is the basis of cargo carriage in Canada. We are a service industry for raw material exports. No-one wants to think about the consequences of the worst-case scenario that might occur with the lack of certified Canadian mariners. Even though non-Canadian ships carry most of the cargo overseas, the essential domestic carriers bring the shipments to tidewater, move people, provisions, and resources to communities along our four coastlines.

November 11 will not be the same this year. A large gathering of dignitaries is being discouraged. A wreath from Master Mariners of Canada, arranged by Capital, will be placed at the war memorial in Ottawa, but not by one of our members.

The Capital Division has traditionally attended CMAC, but that will probably be a ZOOM meeting on November 16. Similarly, passage plans will serve regional CMACs.

Keeping certificates of competency up to date is also challenging, with COVID-19 blocking the channel. Transport Canada has released a few Ship Safety Bulletins to help work around the blockages and keep us certified at sea.

Also of note from Transport Canada are the speed restriction areas on both coasts implemented as preventive measures to protect endangered whales species. The rules change without much notice, so active members need to verify the day's rules when navigating pods of whales.

Last but not least, a word of thanks to our Captain Ivan Lantz, who tirelessly publishes daily updates in News-clips. He also intends to study the new Canadian Navigation Safety Regulations and will report shortly

Sincerely,

Captain George Iskandar  
MBA, FICS, Master Mariner  
Divisional Master, Capital Division



The MMC wreath laid at the National Memorial in Ottawa , November 11, 2020.  
Picture courtesy of: Captain Thomas Brooks ,Deputy Divisional Master, Capital Division





# SOUNDINGS

A GUEST COLUMN FOR COMMENTARY AND INSIGHTS FROM MEMBERS

Editor's Note: This Edition's SOUNDINGS highlights three cadets who were selected by the Baugh Found Committee for scholarships. We are happy to profile Matthew Merrifield, Yevgeny Belgrado, and Dylan Shave. Thanks to our Editor Emeritus Capt David Whitaker for his kind suggestion and effort.

Hi Mr. Whitaker,

I would again like to thank yourself and the Company for providing me the great honour of the scholarship. It has provided a huge relief from the monetary stresses associated with school and has thereby helped me to achieve great academic success. It has also made both myself and my family extremely proud of my work, having been recognized by such a distinguished association.

Much like everyone else, my year has been affected by Covid-19. I was very happy to learn in April I would be completing my second sea phase with Canada Steamship Lines. The sea phase was supposed to begin in May, but due to Covid-19, CSL postponed the start of sea terms until September. When I learned I would not be shipping out until September, I knew I wanted to somehow remain active in the marine industry and continue to further my career. Therefore, I immediately began studying for the remaining 4 TC exams I needed to upgrade my existing Chief Mate Limited to 150 Gross Tons to a Masters license. I was fortunate enough to be fast-tracked through the system and within two weeks passed all four exams plus the final oral exam. With this ticket, I was able to return to Blue Heron Cruises as a Captain on their 200 passenger vessel (which was of course at reduced capacity). I had a great summer and learned lots with regards to small vessel handling and leadership skills, as well, I was able to return to the volunteer fire department and answer pages whenever I was available. All this aside, I was very happy to receive the call at the end of August that I was soon going to be shipping out on the CSL St-Laurent. I ended up joining the ship on September 19th, and have since then given 110% effort every day to learn as much as I can and impress the crew. The 8-hour workday does not exist to me, I make myself available outside these hours every day whenever something is going on that I can help with or learn from, which seems to be almost always! I look forward to learning much more about the seaway, cargo operations, and all other aspects of my future job. Next season I will hopefully be in a position to request being placed on one of the older self-unloaders, this way I have well-rounded experience from working on a new flat-back as well as an older self-unloader.

I look forward to attending virtual CMMC meetings again when I am ashore and have the time and internet connection! I also look forward to attending CMMC meetings in person again whenever this becomes possible.

Thank you again,  
Matthew Merrifield



**Matthew Merrifield**



## SOUNDINGS

Hello Sir,

First, I'm very appreciative to the scholarship review committee and to all members of the Company of Master Mariners for choosing to grant me such an honorary award. Also I am grateful to Captain Jamie White for his thrust and recommendation. The Baugh Fund Scholarship helped me a lot this year.

The last two semesters of my study were not easy because of a pandemic. When lockdown started and College closed at the end of March all students returned home, but College's administration and our teachers did a great job and performed our study online, I imagine that was not easy. So I continued Winter semester online. While study in the College I was completely concentrate on study without some interference, but do the same at home when all family lock together was very hard. Thanks to my wife and son, they created all the necessary conditions for my study at home. We stayed at home for Winter semester (include some of the final exam) and Summer semester.

I returned to College in beginning of the August because we had still to do courses which should be in the classes (like ECDIS, SEM 1, AFF), also we did final exams in the College. I would like to emphasize again that College was well organized for our returning back in the classes, taking into account all the precautions associated with the Covid-19.

On September 29 I completed the last course of the Marine Navigation program, and finished the College with a GPA 92% overall. My logbook completed and graded in the College 95.2%. Right now I complete my cadet's sea-time on Algoma's vessel "Radcliffe R. Latimer", do the preparation for TC exam and still do three more weeks on ship

After that I schedule to take a TC exam for Watchkeeping Mate's License in the end of November or in December. Thanks again for your attention.

I wish everyone to stay safe and healthy,  
Best regards,

Sincerely,  
Yevgeny Belgrado



**Yevgeny Belgrado**





# SOUNDINGS

Dear Captain David Whitaker,

Sorry for the delayed reply. I am currently in the North Atlantic headed for Germany and have limited internet access.

I was very fortunate to be the recipient of the Baugh Memorial Scholarships last fall. The scholarship was extremely helpful in that it paid for a good portion of my school supplies, food, and rent while I was in my second year of Nautical Science. My school year finished off in April with our last class being moved online due to covid. The transition to online class was smooth except for a few challenges with the new learning format.

After school finished I joined an oil/chemical tanker with McKeil Marine. I joined the ship in May, and since then I have done trips from Canadian ports such as Mississauga, ON; Montreal, QC; and St. John's, NL, to foreign ports Laveria, France; Brunsbittel, Germany; and Philadelphia, USA. I wish I could say that I saw the sights in all the ports that I visited but due to covid our shore leave was (rightfully so) not allowed due to company policy.

My time on board has been great so far. I have another two and a half months of sea time to acquire before I start my third year of Nautical Science in February at BCIT, North Vancouver. I've gained valuable experience working with a great crew these past several months. I'll spend the first half of 2021 in school before taking my Watchkeeping Mate exam in the fall. I'm really enjoying the career I chose and am looking forward to the future. Thank you again for the award.

Best Wishes,  
Dylan Shaver



**Dylan Shaver**



## MEET OUR NATIONAL COUNCIL MEMBERS

CAPTAIN JIM CALVESBERT— CHAIR, EDUCATION AND PROFESSIONAL DEVELOPMENT COMMITTEE

When I began to consider following Capt. Patterson as Chair of the Education and Professional Development Committee, I felt that with my background in the sea-going practice as well as the marine education field would be a natural fit. Then I started to wonder what it is that I wanted to achieve in that position. That is when I realized that I really didn't know. Considering it further, I discovered the following.

First, I believe in education as a means of supplementing training. You need to be able to understand the background of something before you can become proficient at utilizing it. The nautical colleges are responsible to ensure that the new officer can fulfill his duties. But, as an organization, Master Mariners of Canada can support the marine institutes by offering guidance based on our experience and we can become mentors to the cadets.

Then, over the years, I found that I became more interested in taking courses to develop various skills and to gain a better understanding of what was expected of me in addition to just complying with regulations. Little did I know at the time that this is what professional development is. So, it appears that, without knowing it, I have believed in professional development as well.

After that, I began to look at what other organizations that support various professions undertake to assist and develop their fields and discovered that these are areas in which Capt. Patterson had already made tremendous inroads. At that point, I began to understand what a highly trained and competent group of people we have in the Master Mariners of Canada. We have skilled backgrounds that put us on the forefront of the marine field. Think of your own qualifications and the skills that you have developed during your career. Then consider the fact that we have an opportunity, and perhaps a responsibility, to provide input to certification and regulation and that, through our affiliation with IFSMA, we have direct input to IMO which affects the marine industry worldwide.

So, what is it that the Education and Professional Development Committee can do and what can we establish as our goals? There are three main things that I want to pursue with the support of our members.

- The further development of a mentoring plan in conjunction with the marine institutes in Canada.
- The expansion of our contribution to modernizing the marine profession through the provision of support to Transport Canada in the regulatory as well as the certification fields; and,
- The growth of our Professional Development program so that we are looked upon as knowledgeable and up-to-date partners in the marine field in Canada.

A daunting task, but one for which Capt. Patterson has laid a sound foundation and that I look forward to tackling with the Master Mariners of Canada.

*Jim Calvesbert is a graduate of the Canadian Coast Guard College, an Associate Fellow of the Nautical Institute and holds a Bachelor of Education degree from the Université de Moncton, and a Master of Marine Management degree from Dalhousie University. He is an active member of the Master Mariners of Canada and considers retirement as the time to contribute to a profession which has provided him an interesting and challenging career at sea and ashore.*



## WEATHER STATION KURT

### The Curious Story of the German Weather Installation in Labrador

The Second World War proved to be not only a war fought for resources, territory and domination, but also a war of information. All sides of the conflict conducted intelligence and counter-intelligence operations, but the Allies and the Germans had something more basic and absolutely necessary on their mind in the early stages of the war.

The weather forecast above the cold waters of the Atlantic was at that time crucial, for it determined the conditions of any naval operation. Meteorological data was important as it affected military planning and the routing of ships and convoys.

In some circumstances, visibility was necessary (photographic reconnaissance and bombing raids) and in others concealment (keeping ship movements secret or suppressing enemy air activity). The Allies had an upper hand in the so-called North Atlantic weather war, for in temperate climates (like the area around the Arctic and the north of Atlantic Ocean) the weather systems moved from west to east.

The Allied network of weather stations in North America, Greenland and Iceland established during the early years of the war enabled them to provide their ships with far superior weather forecast than the Germans. Like in any information war, the point was that you gather information and deny your opponent from getting them. Since the Germans were behind the Allies in the race for meteorological data, they used specially modified airplanes, ships and U-Boats to carry out the retrieval of weather information. However, these missions proved to be quite dangerous.

The Allies would easily destroy or capture a lonely weather ship, or a surfaced submarine. The planes weren't of much use either. They needed a way to collect the same amount of data as the Allies, but to do that they needed stations located on the North American continent.

Scientists at the Siemens Company developed an automatic weather station that was capable of sending data every three hours via radio waves on 3940 kHz. It was called *Wetter-Funkgerät Land* (WFL). Twenty-six were manufactured. Fourteen of them were placed in Arctic and sub-Arctic regions, including the Allied-occupied Greenland. Five were placed around the Barents sea. Two were intended for North America. The WFL used an array of specialized measure instruments. It was equipped with two masts carrying the anemometer which registered the winds speed and wind wane for direction. The WFL had a telemetry device installed so it could register data automatically and send it via a transmitter. It was powered by nickel-cadmium batteries which were rechargeable and it was capable of working for up to six months .

Two U-Boats were designated for installing the automatic weather station onto North American soil. The U-537 was the first one and the only one to successfully deploy the WFL, codenamed Kurt. The second submarine, U-86 was sunk in 1944, near the Norwegian coast by an RAF bomber

The U-537 commanded by Captain Peter Schrewe in 18th of September, 1943. On board were two meteorologists – Dr. Kurt Sommermeyer and his assistant, Walter Hildebrant. The voyage itself proved to a risky one, not due to the Allies patrolling the coast, but due to the weather





## WEATHER STATION KURT

### The Curious Story of the German Weather Installation in Labrador

The submarine was caught up in a storm, during which it bumped into an iceberg. The damage was significant – the U-Boat lost its Anti-aircraft gun and the iceberg caused leakage in the hull. The submarine was helpless against an enemy air raid and was unable to dive to avoid detection.

On October 22nd, the U-537 arrived at the coast of Northern Labrador. Captain Schwere decided that it was necessary to install the station as far as possible from inhabited settlements.

He judged that this wasn't going to be easy since these parts were inhabited by Inuit people who often hunted in the far North. It was vital to the Germans that the station stays hidden as long as possible. They dropped anchor at the north-eastern tip of the Labrador peninsula, at Martin Bay.

Soon after a scouting party checked the coast, the meteorologists, Sommermeyer and Hildebrant, accompanied by sailors started to assemble the 100 kg automatic weather station.

Armed lookouts were stationed around the perimeter to make sure nobody surprises the construction party.

Meanwhile, the other crew members were tasked with repairing the damaged submarine

The WFL Kurt was marked with a logo and a name of a non-existing company – Canadian Meteor Service. Empty American cigarette packs were disposed around the station to make it more believable.

At that time, civilians were kept on a strict need to know basis, so this camouflage actually made sense. It was even predicted by the Germans that the lower-level military staff would also be confused and just leave the station be, not wanting to ask too many questions.

Only 28 hours after embarking on the North American coast, the U-Boat was on its way home. In the area of Grand Banks of Newfoundland, they encountered a combat air and boat patrol and repelled three consecutive attacks by Canadian aircraft, while conducting a withdrawal

The U-537 managed to escape the Canadians, but sank no ships. On December 8th, after 70 days at sea, the submarine was back in the port of Lorient in Nazi-occupied France.

Its fate was sealed only eleven months later when it was sunk in the Dutch East Indies by an American submarine, the USS Flounder. Apart from its mother ship's ill fate, the station remained undiscovered long after the war was over. In 1977, a geomorphologist, Peter Johnson, was conducting research near Martin Bay, when he stumbled upon the Kurt weather station. He thought it was some kind of a Canadian military outpost and just marked it "Martin Bay 7" on a map he kept during research.

Around the same time, a retired Siemens engineer named Franz Selinger, who was writing a history of the company, went through Sommermeyer's papers and learned of the station's existence.

He notified the Canadian Ministry of Defense. In 1981, the WFL Kurt was officially discovered, standing on the same spot where the German crew left it 38 years ago.

Weather station Kurt was dismantled and taken to the Canadian War Museum in Ottawa, where it is on display to this day

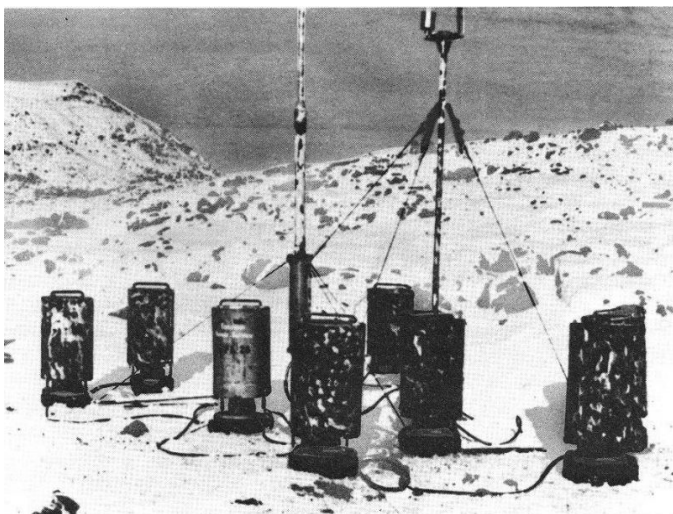


## WEATHER STATION KURT

### The Curious Story of the German Weather Installation in Labrador



Type IXC/40 submarine U-537 at anchor in Martin Bay, Labrador, Newfoundland (now Canada) on 22 Oct 1943. Crewmen can be seen on deck offloading components of Weather Station Kurt into rubber rafts. By Bundesarchiv – CC BY-SA 3.0 de



Left - Original installation German Weather Station Kurt set up on the Hutton Peninsula, Labrador, Newfoundland (now Canada) on 22 Oct 1943. By Bundesarchiv – CC BY-SA 3.0 de

Right - Rediscovered German Weather station *Photo: Canadian Geographic archives*



## THE OFF WATCH COLUMN

MARITIME INSIGHTS AND MUSINGS BY CAPTAIN BARB HOWE

### Gone to seed - A Bolted Garden or not yet Discovered Irish Playwright

by Captain Barb Howe

A partially completed crossword puzzle under a parts catalogue, folded neatly so there are no distractions around the grid and clues - is a probable sign the Chief is a cruciverbalist. So are Bill Clinton, Martha Stewart and reportedly Harry Houdini. Jon Stewart proposed to his wife Tracy in a crossword puzzle designed by New York Times crossword editor, Will Shortz.

Symphony violinist, Arthur Wynne is credited with designing the first crossword puzzle when he was editor of the *Fun* page for the *New York World* newspaper in 1913. Diamond shaped, unlike the daily 15 x 15 or weekend 21 x 21 patterns familiar today, readers bypassed news of impending war in favour of the crossword. He soon learned that puzzlers have strong opinions about crosswords - everything from fabulous, too hard, too easy, and flawed clues, to incorrectly spelled answers. Worse yet, if the paper didn't publish and there was no puzzle, it was his fault. Attempting to assuage the grumblers, Wynne bemoaned how difficult it was to construct a crossword as opposed to solving one.

Crossword constructors are novice and professional. Legendary Los Angeles Times puzzle constructors Barry Tunick and Sylvia Bursztyn created more than 1400 puzzles over the 28 years they worked together. During their long puzzling relationship they met in person less than a dozen times. She generated the words in a grid format, and he conjured up the clues. Once asked to write their biographies, his was several pages - hers one sentence, "she writes puzzles". Like Wynne they had their share of appreciative puzzlers and grouchers.

Max Beerbohm, the early 1920's essayist, humourist and caricaturist, was often peeved by the crossword in the London Times that he couldn't finish. He constructed a regular looking puzzle and submitted it to the editors, accompanied by a note that read "no doubt you, like most people, have sometimes thought of some utterly awful thing that you could do if you chose to, some disastrous and devastating thing the very thought of which has brought a cold sweat to your brow".

Some clues from the puzzle he constructed were "Not what the wicket-keeper tries for in Essex", and "Wordsworth's fan mail", "An insect with a girl on each

side", "A nudist's aunt" and "The cockney's goddess appears to have been slimmer". Reportedly, all of London stopped that day as puzzlers attempted to solve it - Beerbohm's punch was that some of the clues were real, but he wouldn't say which ones.

Serious cruciverbalists claim the crossword is an indispensable part of their life and they can't get their minds in gear until they've tackled the daily crossword. Others are more existential claiming that crosswords are an acceptable way to fill idle time, or the grid's neat symmetry temporarily displaces problems and worries. One L.A. Times puzzler cut to the chase saying "A person can't worry about paying the rent if they're concerned with finding the answer to 7 down".

The 2019 American Crossword Puzzle Tournament opened with a wine and cheese event for nearly 800 seriously competitive puzzlers. The puzzles were commissioned from top constructors and solved according to strict tourney rules. Several attendees were turned out in crossword related attire, including the pencil who is a regular attendee at these tournaments.

Another venue for competitive cruciverbalists was the "Crossword Crossing" from New York to Southampton on the Queen Mary 2. It was a week of themed afternoon teas, evening cocktail receptions, and serious competitive puzzling on the high seas. Sponsored by the New York Times and Cunard Cruise Line, passage started at \$799/night and included the morning crossword slipped under your cabin door.

And there are also just good puzzling pals. The phone rings at 0900 Sunday morning. No time for pleasantries, "what did you get for 36 across how waterbeds are sold?" "No springs attached" I say - the day is off to a great start.





# FLOTSAM AND JETSAM



Merchant Navy Survivors from sunken ships during the Battle of the Atlantic

## *Marine Words and Terms* **War Contraband**

Goods which neutrals may not, according to international law, carry in time of war to either belligerent nations without subjecting themselves to the loss of goods, also to the loss of ship and other cargo, if intercepted



## **Upcoming Maritime Events, Forums, and Seminars**

### **2020 National CMAC. A virtual online conference November 2 - 18**

<https://www.eventbrite.ca/e/virtual-national-cmac-fall-2020-ccmc-national-virtuel-automne-2020-registration-124134572849>

### **2020 Quebec Regional CMAC November 18**

<https://www.eventbrite.ca/e/inscription-ccmr-region-du-quebec-quebec-region-rmac-126305516199>

### **2020 Ontario Regional CMAC. November 24**

To register, please send an email to [Manuela.borges@tc.gc.ca](mailto:Manuela.borges@tc.gc.ca)



# MMC PROFESSIONAL DEVELOPMENT PROGRAM

## What is the Professional Development Program?

Participating in the Professional Development program is voluntary and is free for all Members in Good Standing.

With the rapid pace of innovation and development in the maritime industry, and the need to operate at the current level of knowledge and expertise, the Company has created a professional development program for its Members, both at sea and ashore.

We have defined two categories of recognition as follows:

**Practicing Maritime Professional** – Three (3) months full time employment in maritime industry in past 12 months **AND** 20 professional development credits.

**Non-Practicing Maritime Professional** – 20 professional development credits

A letter will be issued each year to Members participating in the program confirming that they have met the requirements of the program.

## How to Earn Professional Development Credits?

Listed below are some examples. A more complete list is provided on the Master Mariners of Canada website.

### Educational Activities

- Completed marine related courses (10 credits)
- Attending marine related conferences (5 credits)
- Attending Divisional PD seminar (1 credit)

### Contribution to Knowledge

- Publishing a peer reviewed paper (20 credits)
- Judge at Nautical Skills Competition (10 credits)
- Delivering a Guest Lecture (5 credits)

### Community Participation

- Organizing a marine conference (20 credits)
- Serving on an advisory body for a nautical school (5 credits per meeting attended)
- Attending a Divisional meeting (2 credits per meeting attended)

## More Information on how to Participate

<https://www.mastermariners.ca/cpd/mastermariners.caedpdcommittee@gmail.com>

Attn: Chair Education and Professional Development Committee



**MASTER MARINERS  
OF CANADA**

### **THE COMPANY OF MASTER MARINERS OF CANADA**

Représente les capitaines et les officiers maritimes au Canada et internationalement via des adhésions avec "International of Federation Shipmasters Associations".

<http://www.mastermariners.ca>

Siège social: 904-5959 Spring Garden  
Road Halifax, Nova Scotia B3H 1Y5

Président: Captain Christopher Hall

Pour nous rejoindre par courriel: [http://  
www.mastermariners.ca/contact-us/](http://www.mastermariners.ca/contact-us/)

#### **Déclaration de nos objectifs:**

- Offrir aux capitaines une association professionnelle et nationale;
- Encourager et maintenir une conduite professionnelle de haut niveau parmi les membres;
- Développer les cours, l'entraînement et les programmes de mentorat pour les marins et les cadets;
- Développer, à un niveau national et international, des projets afin d'améliorer la sécurité, les opérations et les lois, tant pour les navires que pour les équipages;
- Organiser des conventions et des réunions de discussion sur des sujets d'intérêt pour les membres et les marins.
- Promouvoir une coopération saine et amicale entre les flottes commerciales, gouvernementales et militaires du Canada.

THE COMPANY offre les catégories d'adhésion suivantes:

Membre régulier	300,00\$ / année
Membre associé	150,00\$ / année
Membre corporatif	325,00\$ / année
Membre cadet	20,00\$ / année

**THE COMPANY OF MASTER MARINERS OF CANADA** est une organisation professionnelle représentant les officiers qualifiés à commander de même que les marins professionnels; elle représente aussi les membres de l'industrie maritime ainsi que les cadets partout au Canada. Notre travail avec et pour nos membres s'appuie sur trois piliers, soit la conscience, l'éducation et la promotion de nouvelles idées.



**MASTER MARINERS  
OF CANADA**

### **THE COMPANY OF MASTER MARINERS OF CANADA**

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: 904-5959 Spring Garden  
Road, Halifax, Nova Scotia B3H 1Y5

President: Captain Christopher Hall

To find our email addresses:

<http://www.mastermariners.ca/contact-us/>

#### **Statement of Purpose:**

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

THE COMPANY offers these categories of membership:

Full Member	\$300.00 / year
Corporate Member	\$325.00 / year
Associate Member	\$150.00 / 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.