



The Foghorn

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



March 2022

From the Master Captain Marshall Dunbar

Good Day All,

Here we are at the end of February and spring is near. Of course, it may or may not feel like spring where you are sitting, especially if at sea and the winter gales are present or in the forecast.

It was a sad day for crew and families of the Spanish Trawler Villa de Pitanxo which sank off Canada's east coast in heavy weather. The tragedy did fall on the anniversary of the Ocean Ranger and is one that is still fresh in the minds of many even after 40 years. It does show that our industry can and the environment that we work in can be very cruel.

Then we had two significant shipboard fires, one being a car carrier Felicity Ace and the other on the RoPax Ferry Euroferry Olympia, which did lead to the loss of life. One would expect that these major fires will lead to extensive investigations as the vessels did not sink. The efforts to extinguish the fire onboard the Felicity Ace was reportedly hindered by the presence of lithium batteries in electric vehicles. As the world is trending towards a world of electric vehicles, then we should expect new regulations for carriage of and for onboard fire fighting techniques for vehicles with these technologies.

On the brighter side, the NSCC Marine Skills Competition will be held March 1-4 at the Port Hawkesbury Campus. The Maritimes Division will be a sponsor of the event and some of our members will act as judges. This type of event allows the students to show off the skills that they have learned while at the school and during their sea phase stage(s). Due to COVID restrictions the competition will be done remotely, but we are hopeful that in 2023 it will be an in person event. Which will add to everyone's enjoyment and provides the students an opportunity to meet members of the marine industry.

I would like to that Kyle Burton from GIT who provided the members at the February meeting with an excellent presentation, followed by a Q&A. It is great to see a local company with a unique product making in-roads in the marine industry, both locally and internationally.

Hope all can attend the March meeting as Captain Adam Parsons, the Director, Marine Operations & Harbour Master for the Port of Halifax will provide us a presentation on the new PORT Control system which has just been activated.

As always, hope to see you soon, please get involved and safe sailing.

Marshall



ANNOUNCEMENTS

Next Meeting

March 9th, 2022 beginning at 1900 ADT by ZOOM with instructions to be sent later. Guest Speaker will be Capt. Adam Parsons, Director Marine Operations and Harbour Master for the Port of Halifax. Maybe next month we can all get together in person again.



Our February Meeting Highlights



What a great presentation we had at our February meeting by Kyle Burton of Graphite Innovation and Technologies (GIT) who spoke about one of the newest hull coatings based on graphene. This company is Dartmouth NS based and you can find out more about then at www.grapheneenterprise.ca With self cleaning and noise reducing capabilities, it is likely to give the established coating industry a true run for its money. Coast Guard and the AOPS could potentially benefit from the anti abrasion capability which it appears to have.



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Discussions about Corporate membership benefits and opportunities took place along with our sponsorship and judging volunteers for the NSCC marine competition in March.



Great Lakes gets more ice than Halifax

The Canadian and the U.S. Coast Guards work together on the Great Lakes and geographical and political boundaries and put aside for the winter icebreaking operations. They go where they are needed and when they are needed.



**CCGS Samuel Risley
(sister to CCGS Earl Grey)**



USCGC Alder



CCGS Griffon



USCG Bay class icebreaking tugs



Annual Dues Renewal Time

As everyone is aware, our annual dues run from January 1st to December 31st and they remain the same as last year. Full membership has been reduced this year and is now \$240 and Over 65 is @120 and cadet membership is \$20.

E-transfer is the easiest method and can be sent directly to our Treasurer, Capt. Wilkie MaritimesTreasurerandMembership@mastermariners.ca is now setup to receive Interac E-Deposits, no password needed.





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Saluti Primum, Auxilio Semper



Safety first, service always

The Canadian Coast Guard turns 60

Although this civilian marine service goes back to pre-Confederation under various names and government departments, the name Canadian Coast Guard only originated in 1962. So, for 60 years, the ships hulls have been red with white superstructures and proudly displaying the red maple leaf of their funnels. The CCG jack is flown at the fore staff when moored or at anchor.

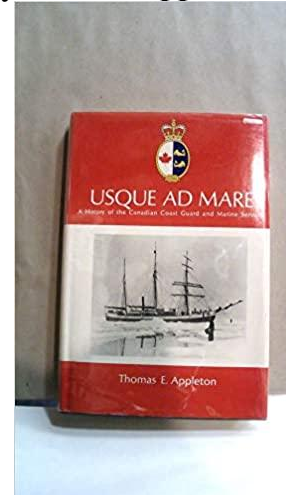


And this special crest has been created to celebrate the 60th Anniversary of the name.

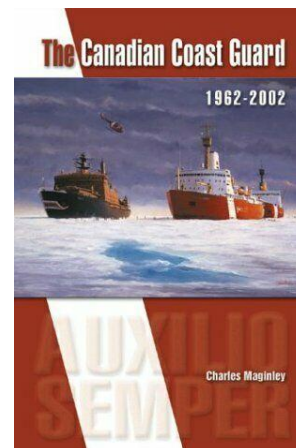


There are a few books on the history of the Canadian Coast Guard among the best are:

Usque Ad Mare: A History Of The Canadian Coast Guard And Marine Services by Thomas Appleton 1968



And the follow-up:
CANADIAN COAST GUARD: 1962-2002
By Charles Maginley



CANADIAN COAST GUARD



www.ccg-gcc.gc.ca

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Do You Recognize These Oldies?



IMPERIAL CORNWALL August 1968. Emory
A. Massman
<https://boatnerd.com/today-in-great-lakes-history-february-11/>



Imperial Windsor
Fcanavbooks.wordpress.com

There were a number of this type of tanker built for Imperial Oil in the 1950's to carry Alberta oil through the Great Lakes to Sarnia, Ontario for processing.

As a young boy living in Sarnia in the early 50's, I often saw these ships passing under the Blue Water Bridge and wondered at the strange construction and apparent low freeboard. I still don't understand it. One of our neighbours was a cook on these vessels and maybe that helped to get my marine interest started.

They were built for seaway maximums of the time: 620' LOA, 600' LBP, 68' beam, 35' depth 1 deck, oil-fired boilers, steam turbine engine, 4500 SHP.

Service was discontinued when the pipeline from the western oil fields was finished. And some of the newer vessels were sold, lengthened, and converted to bulk freight. When I sailed with the Coast Guard on the Great Lakes in the early '70's

I met up with the R. Bruce Angus not realizing that I had seen her in my youth as the "Imperial Redwater".



Seafarers' Happiness Index

The latest Happiness Index survey has shown that the Covid pandemic has seen a downturn in seafarers satisfaction with their career. Not surprising when you consider some of the following:

- Two seafarers died while trying to read draft marks from ropes over the side because they weren't allowed on the dock to conduct this regulatory inspection.
- No shore leave allowed in a lot of ports: sometimes by the port and sometimes by the company.
- Difficulty in obtaining crew change flights resulting in over contract time on board.
- Small crews: 12 seafarers. Including officers, on a 40 thousand tonner.
- Lack of, or restricted access to, wi-fi for communication with families.
- Excessive paperwork resulting in officers overworking scheduled hours.
- Quick turnarounds in ports with reduced recreation time.
- Ship schedule and duties resulting in lack of ability to comply with regulated periods of rest.
- And the list continues.....



Shortage of Seafarers

Given some of the issues identified in the Seafarers Happiness Index, is it any wonder that there is a shortage of seafarers. If this continues, the advent of autonomous vessels will be a definite direction that owners will take. But, where will experienced owners, inspectors, regulators, pilots, assessors', and other professional with marine backgrounds come from?

The romance of sea is not what it was. The lack of social connection of larger crews is missing.



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Time in port to relax in new environments is gone. Better pay than shore side jobs has slowly been eroded. Time away from home is not tolerated as it once was. I remember older deep sea officers that I sailed with at the start of my career talk about 2 year articles. European officers now usually work 3-4 months while Asian crew work 9 month "contracts". We are all looking for the month-on, month-off positions.

Even in shore positions, people today are looking for balanced work and home life opportunities and are often willing to forego management positions in order to have more personal freedom.

Is there a future for seafarers?



Mentoring For the Master Mariners of Canada

Capt. Cindy Brown, National Secretary

The Master Mariners of Canada is a strong supporter of mentoring within the organization. Mentoring can be a formal process for a specific period of time whereby an individual member is assigned to another member based on shared interests and industry experience.

Mentor selection would largely be based on their work career biography. This formal process would require a simple application process and typically involve regular contact and planned interactions.

Mentoring can also be an informal process. Identified mentors would be available to answer questions or provide advice in an informal manner. This informal process would not necessarily involve ongoing or frequent contact with the same individual and may involve several individuals at small group events.

Attached is a draft of a descriptor of the mentoring project(feedback welcome) .

In order to standardize the Bios that will be available on the website - the mentors are asked to provide a 5-6 line bio outlining their:

- marine education
- highlights of their experience and expertise
- current career status.

Also, if they are willing to provide an email address, or if they prefer to not have their contact included- we can facilitate connection between mentor and mentee.

Contact: Capt. Cindy Brown, National Secretary at CBrownMMC@outlook.com



Can the RCN learn from the RN?

Strange that the RN operates fleet support from a commercial company but the RCN feels that it needs high cost, behind schedule and (in my opinion) insufficient numbers of vessels to support their fleet. Is there more rationale than I have been made aware of to support that decision? Hasn't the ASTERIX proved her worth?

SD Victoria 2022 February 10 Posted by Mac

"The British naval support ship SD Victoria arrived this morning February 10 at HMC Dockyard. The 3522 gt ship dates from 2010 when it was built by Damen Galati in Romania. "



"The ship is owned by Serco Marine Services a division of the Serco Group, a publicly traded company that provides services to the British government. Serco Marine Services operates "fleet support" at the Royal Navy's primary



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bases, replacing the Royal Marine Auxiliary, which was thus disbanded in 2008.”

“Ships bear the initials "SD" for Serco Denholm, the previous name of the company. Denholm was a ship management company and partner in Serco Marine Services that Serco bought out in 2009. Serco Group is a huge organization, For more information I suggest the Wikipedia entry under: Serco Group.”

“SD Victoria provides "world wide support" to ships of the Royal Navy and apparently ranges far afield.”



Will there be a Cruise Ship Season in 2022?

After two years of not seeing the cruise ships in Canadian ports, the signs are all indicating a potential resumption of tourists this year.

Coach Atlantic, who purchases the double deckers from Ambassadors, is conducting preparation work on them at their facility on Baynes St. and previous drivers are being contacted.



There is a tentative ship schedule posted at <https://crew-center.com/halifax-nova-scotia-cruise-ship-schedule> and the Halifax Port Authority will post their updated list at <https://www.cruisehalifax.ca/our-visitors/cruise-schedule/> in the new few days.

And Transport Canada has posted the Measures to Support Safe Cruise Travel in Canada Ship Safety Bulletin at

Measures to Support Safe Cruise Travel in Canada - SSB No.: 18/2021 (modified February 18, 2022)

It's looking good for a return of our favourite cruise ships this year.



Postnominals in the Marine Field

Do you use MM behind your name? If you have a Master Mariner certificate and you are writing to someone, or about something, in the marine field, maybe you should. It could establish your credentials as someone in the field with the experience to discuss marine topics.

But is your certificate current or is it still valid to use MM even if you are retired and your certificate has expired? Educational degrees don't expire and people use them were appropriate for credibility.

And what can holders of other levels of command qualified certificates post in that case?

Are postnominals just ego enhancers, or do they really assist in making a person recognizable as someone knowledgeable in their field?

Unlike The Nautical Institute, our organization, Master Mariners of Canada, hasn't created any postnominals. Perhaps we should consider something for establishing stronger credibility:

Associate Members – AMMC or AMMCan

Members – MMMC or MMMCan

Members who have been on Divisional Councils or have contributed to other efforts of MMC could be recognized as Associate Fellows – AFMMC or AFMMCan, and

Those who have been on National Council might be elevated to the status of Fellow – FMMC or FMMCan.





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The MMC Swag Locker



Do you like this one better than the “old” ball cap? It’s a prototype but if there is enough interest, we can put in an order. Contact Capt. Greg Wilkie wilkieg@gmail.com to obtain any of the MMC items: ties, mugs, pins, crests, etc. Who knows, when we get back to in-person meetings again, you might want a tie 😊



NSCC 2022 Skills Competition March 2nd and 3rd

The Nautical Institute at Port Hawkesbury will be conducting the 2022 Skills Competition on-line again this year due to Covid restrictions.

The Maritimes Division of the Master Mariners of Canada will again be a sponsor and will provide judges for various events.

Currently, the following members have volunteered to judge: Captains Marshall Dunbar, Jim Calvesbert, Ed Kehoe, Todd Gilmore.

More judges will be welcome. Please let Capt. Dunbar or me know as soon as possible if you would be interested in this interesting experience.

Mission to Seafarers, Halifax



Reserve your St. Patrick's TAKE OUT luncheon for Thursday, March 17th. Hearty Beef Stew, Fresh Roll & Chocolate Mint Brownie, \$15.00 order by March 10th

hglenn@missiontoseafarershalifax.ca



F.W.E. for this edition

Capt. Jim Calvesbert, Editor



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