



The Foghorn

November 2017



UPCOMING EVENTS

Capt Wagner's Choir
1400 Sunday 5 November
St. Agnes Church Mumford Road

Professional Meeting
1900 Wednesday 8 November
Maritime Museum of the Atlantic - Small Craft
Gallery
**Application of Unmanned Marine Vehicles to
Search and Rescue**
John Dalziel, M.Sc, P Eng
Adjunct Professor Industrial Engineering
Dalhousie University

Remembrance Day
1100 Saturday 11 November
CMMC Maritimes wreath to be placed at Point
Pleasant Park Ceremony

Christmas Dinner
1800 Tuesday 12 December
Wardroom RNSYS
See menu and signup details elsewhere in this
issue.

Mission to Seafarers Christmas Lunch at the
Cunard Centre
Noon Wednesday 13 December
The Division sponsors a table of eight.
Call Capt Millar to take part.

Report of the Professional Meeting
Maritime Museum of the Atlantic
Wed 11 Oct 2017

At 1904, the Maritimes Division Master Capt Chris Connor called the meeting to order. There were 13 members present.

The minutes of the September meeting onboard HMCS Sackville were read and approved.

A round table of introductions was made. Notably, Capt Chris Green of the new naval "auxiliary" ASTERIX joined the Division. There was much commentary on the new circumstances that ASTERIX brings to the Canadian marine/naval operation.

Capt Connor then highlighted the report he'd sent to the National AGM noting:

- the increasing "professionalizing" of the Company:

- the issue of the NS offshore petroleum sector not requiring the employment of locals as the Newfoundland sector does;
- the related issue of Canadian crew requirements arising from the CETA process;
- the Canadian issue of domestic empty container repositioning in our own ports.

Report on the 2017 Vancouver National AGM

Capt Connor invited Capts McCann and Gallagher to report on the National AGM just held in Vancouver at BCIT. The AGM included a very informative and successful symposium on "mitigating risk". The symposium addressed the following issues:

- -Canada's new Ocean Protection Plan "OPP";
- -the conclusion that the current West Coast tanker moratorium is not warranted by the evidence;
- a St. Lawrence Seaway presentation on the subject of "social license";

From the AGM proceedings, the following items were passed:

- Capt Chris Hearn of the Newfoundland Division was elected National President/Master;
- Capt Tony Patterson's successful work on the Polar Code was applauded;
- a new Division is in the making at Quebec City;
- -the Foundation and Baugh Fund are sound;
- the Company's strategic plan has proved effective;
- the new website is showing improvement;
- our latest video is available on YouTube;
- the recent IFSMA AGA in Buenos Aires highlighted a much more focused and productive organization;
- the most active CMMC Divisions are Maritimes and Newfoundland;
- work on the professional development package continues.

More detail on the AGM will appear on the website when the minutes are published.

Division Business

Treasurer Capt Millar reported that our membership stood at 105 including 12 cadets.

Capt Gallagher noted that the World Ocean Council will meet in Halifax in late November. He proposed that National be asked to sponsor two



local members to represent the Company and that he would pursue this participation.

Capt Knight reported that the transfer of the KASTNER bell to MMA is proving challenging but that he continues to work the issue.

The membership of our Division Council as proposed at the September meeting and published in the minutes was approved.

Adjournment

Capt Connor closed the meeting at 2110.



Unmanned Vehicles Could Aid Search and Rescue



file photo

By **MarEx** 2016-12-16 23:09:09

The technology supporting unmanned vehicles on land, at sea and in the air is rapidly improving. On land and in the air, they are already making large inroads into search and rescue (SAR) response. In the near future, unmanned marine vehicles will likely play a significant role in maritime SAR response as well, says John Dalziel, Adjunct Professor in the Department of Industrial Engineering, Dalhousie University, Halifax, Nova Scotia, Canada.

Speaking to the International Maritime Rescue Federation Future Technology Panel meeting in Gothenburg, Sweden, on November 22, Dalziel described efforts that he and colleague Dr Ronald Pelot are making in assessing the potential for unmanned marine vehicles in maritime search and rescue in Atlantic Canada.

Do unmanned marine vehicles have a potential role in maritime SAR systems, and if so, what roles might they fulfill?

Dalziel and Pelot looked at the SAR resource needs, the technologies, the advantages and disadvantages of unmanned vehicles and the possible technical hurdles. They also reviewed the international work that has been done or is ongoing - such as the ICARUS SAR Project in Europe, the military trials on autonomous surface vessels for roles such as mine and submarine hunting, the EMILY (Emergency Integrated Lifesaving Lanyard) system from the United States and the work on autonomous commercial vessels ongoing in Scandinavia.

Initially they focused on the waters off northern Labrador and between Baffin Island and Greenland. There have been several incidents in these waters in recent years, SAR resources are limited and survival time is short.

They concluded that technical issues are rapidly being overcome - there are proven control and communication technologies available. Control may be from a ship, an aircraft or shore station - either nearby or remote. The unmanned vehicle could conceivably operate largely autonomously - with pre-set operational protocols.

Operating with other assets, such as an aircraft or unmanned aerial vehicle (UAV) or even a person ashore may allow the unmanned marine vehicle a greater view of the area, to aid in rescue or avoid dangers. Operating with a mesh of UAVs could also give the unmanned marine vehicle a greater view of the area to aid in rescue or avoid dangers, as well as extending its operating range.

Alternatively, to improve communications, and to aid in rescue and avoiding dangers, infrared and visual cameras and communication antenna could possibly be supported from a tethered UAV, a balloon or even a kite.

The unmanned marine vehicle would communicate back to the control center using First Person View technology; the operator at the remote control station could feel he were onboard the unmanned marine vehicle, without the inherent danger. The operator would have a close-up view of the situation to assess the best course of action, may be able to ascertain the condition of the person(s) being assisted, and may be able to



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communicate with them – gaining knowledge of the situation and giving them encouragement.

The primary technical hurdle may be how to rescue people who are incapacitated and cannot help themselves. What assistance can an unmanned marine vehicle be expected to give or not give? The answer is likely not a one size fits all solution - it may vary from case to case. For instance, in a man overboard situation, it may provide temporary flotation to a person who remains partly able to help themselves, and pinpoints their location - assisting the ship or manned rescue boat to locate them as quickly as possible.

In the case of a SAR-tech parachuted into the ocean from a plane, the unmanned marine vehicle could be maneuvered to him and provide a refuge and operational platform. In the case of a rescue aircraft dropping a life-raft, to which survivors in the water would have to swim, the unmanned marine vehicle could be piloted to the survivors, perhaps with an attached raft for additional out of water survivor capacity.

In the case of persons unable to help themselves, due to hypothermia or other cause, it may be possible to design a mechanism to bring them on board and into some shelter – prolonging their survival time for assistance to arrive.

The variations of size and capability are large. In all cases in the continuum of rescue response, which ranges from nothing to being in the emergency room of a major medical facility, the unmanned marine vehicle would likely fall somewhere between nothing and a manned rescue boat. However, to a person in the water, the unmanned marine vehicle would most likely appear to be a massive improvement on nothing.

Operator training and unmanned marine vehicle acceptance may be another major hurdle - the initial systems may have significant short-comings and may require considerable 'beta' testing. Regulatory compliance issues are another possible hurdle - countries such as Norway are already working on this.

Unmanned marine vehicles may have a range of sizes, technologies, capabilities and applications. Uses could range from: local rescue - fire services and police, man overboard response, ship-based

response - launch in advance of or in lieu of a manned boat, surf zone and dangerous environment response, deployment from an aircraft or as a stand-alone vessel - such as in remote location.

At this stage Dalziel and Pelot do not see an unmanned marine vehicle replacing manned craft - more likely it will be working in conjunction with them. From a cost-benefit analysis perspective, considering competing demands on limited resources, some of the benefits could include possible capital and operational savings when integrated into a SAR system, savings due to serious incidents averted or reduced and reduced risk to rescue personnel.

Dalziel and Pelot are undertaking further studies with the aim of building a prototype, followed by operational trials with a SAR organization.

John Dalziel is Adjunct Professor, Department of Industrial Engineering, Dalhousie University, Halifax, Nova Scotia, Canada. email: John.Dalziel@Dal.ca



Christmas Dinner December 12, 2017

Members attending the Christmas Dinner at RNSYS must let the Secretary know numbers and menu choices by the end of November.

jessup.reddy@ns.sympatico.ca

[\(902\) 462-3089](tel:(902)462-3089)

[\(902\) 476-2788](tel:(902)476-2788) cell

Please note that the Secretary will be away in the UK and France 6-18 Nov so you may not receive an acknowledgement during that time.

There is space for guests.

ROYAL NOVA SCOTIA  YACHT SQUADRON

Welcome CMMC Maritimes!

**Appetizer
Roasted Squash Soup
or
Spinach Salad**



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Entree

Herberdee Haddock

**Roast Pork Loin with Orange/Cranberry Glaze
Bacon Wrapped Stuffed Chicken Breast with
Wild Mushroom Sauce**

*(served with baby red roasted potatoes & chef's
choice of seasonal vegetables)*

Quinoa with Roasted & Skewered Vegetables

Dessert

Acadian Apple Crisp with Whipped Cream

Or

Carrot Cake with Cream Cheese Icing

Tea/Coffee

\$33.95++



SIU of Canada Advocates for Labour Law Enforcement During Strike Against Algoma Tankers Limited Algoma Tankers use foreign ships & crew while Canadian officers on strike

The Seafarers' International Union of Canada (SIU) learned that Canadian officers commenced legal strike actions against Algoma Tankers Limited on Saturday. Algoma Tankers Limited currently has two foreign tankers carrying cargo in Canadian waters, both are being crewed by foreign workers. The Temporary Foreign Worker Program rules – enforced federally by Employment and Social Development Canada – are clear: foreign workers cannot be used to replace striking Canadian workers. The officers on strike are represented by the Canadian Merchant Services Guild. As a result of this strike, SIU crews working aboard the vessels have been laid off; however, this is standard procedure due to collective agreements impacting the SIU members onboard the vessels.

The SIU believe that the right to strike is entrenched in Canadian labour laws, and Temporary Foreign Worker Program rules must be enforced by the Federal Government. The SIU will stand up for all seafarers in this situation. We strongly encourage these foreign flag vessels to leave Canadian waters immediately, and we call upon the Government of Canada to address this issue. President James Given of the SIU of Canada stated "Although the SIU is not on strike we are always prepared to mobilize our members to defend Canada's cabotage and labour laws to protect Canadian seafarers." Seafarers' International Union of Canada (SIU) is affiliated with the Seafarers' International Union of North

America serving unlicensed sailors since 1938. The most important sailors' union in Canada, the SIU represents the majority of unlicensed sailors working aboard vessels on the Great Lakes, the St. Lawrence River, on the East and West Coasts. In addition to vessels operated in Canadian waters, SIU members also have the opportunity to work aboard vessels delivering cargoes in the United States, Europe and South America. *(Editors note: the Canadian Merchant Service Guild and Algoma have reached a tentative settlement)*



New National President / Master

Capt Chris Hearn briefing the Naval Association of Canada (NAC) team in the new dynamic simulator at the Marine Institute on Friday 20 Oct 2017



CSS "Acadia" – memo to marine fraternity



Over the last year, many members of the various marine associations have expressed concern about the state of the "Acadia".

The vessel is owned by the province through its museum dept., and as we know, our provincial government is strapped for funds.

Earlier this year, I was instrumental in forming a small group with the aim of finding out government's intentions, and how best to restore the vessel and manage it as a vibrant tourist attraction and learning center, on a par with



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similar historic vessels in other port cities. The group consists of John Hennigar-Shuh, chairman of the Canadian Maritime Heritage Foundation (CMHF), Steinar Engeset, foundation board member, Robert Belliveau, local barrister with extensive maritime law experience and strong interest in maritime history, and myself (probably one of the few people left around who actually worked in a shipyard building riveted steam driven ships!).

The good news is that we've learned that the Maritime Museum and the Department of Communities,

Culture and Heritage (CCH) are committed to having "Acadia" brought up to prime condition. Their new minister, Leo Glavine, understands how important this is and seems willing to lead the charge. For

the last six years, getting "Acadia" slipped at a shipyard has been a priority for CCH but, because it has had to compete with other capital projects like hospitals and schools, it hasn't been funded. It's hoped

that now, with the situation of "Acadia" becoming more dire by the day and with the energetic leadership of Minister Glavine, the vessel will get the basic care it deserves.

Representatives of the CMHF and the Museum have recently spoken with the Waterfront Development Corporation (WDCL) about the ways in which a refurbished "Acadia" could become an important focus of the revitalised Halifax Waterfront. WDCL, which is the Provincial Crown Corporation responsible, seems to recognise the importance of a preserved "Acadia" to the future of the Waterfront. The first priority for all of us who support making "Acadia" whole again is to support the efforts of the Museum and CCH to get her into a shipyard ASAP. The Province owns "Acadia" and must live up to its responsibility to preserve this national treasure.

Once the Province has made the commitment to live up to this responsibility, there is a lot we in the industry can do in support by making available our resources and expertise. We will keep you posted.

Please tell your members that we are planning to form a "Friends of Acadia" group within the CMHF, which can immediately begin to encourage the Province to act quickly to do what is necessary to save "Acadia", become a channel for donations of resources and expertise, and ultimately get involved in volunteer activities such as ongoing

maintenance, school visits, issuing a newsletter, etc.

We intend to have a first meeting of the "Friends" before Christmas.

Yours truly,

Martin Yeatman

Distribution - S.N.A.M.E., C. I. Mar.E, Master Mariners

cc. Tony Kennedy, Douglas Denny, Kim Reinhardt, John Hennigar-Shuh, Steinar Engeset, Robert Belliveau.



Pictures from the National AGM on the next page

F.W.E. for this edition

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The National AGM 2017 held in Vancouver BC.

