



## Atlantic Pilotage Authority

# THE DISPATCH

### ACQUISITION OF ANOTHER PILOT BOAT FOR THE ATLANTIC PILOTAGE

It is rare to find a good second-hand pilot boat on the open market in North America.

However, earlier this year, a representative of the Boston Pilots advised the Atlantic Pilotage Authority (APA) that two operational Boston pilot boats were for sale. One of the two vessels was a 49-foot fiberglass Halmatic vessel, the other a 51-foot aluminum Raymond Hunt design (Gladding Hearn built) pilot boat.

Representatives from management, accompanied by a naval architect from Lengkeek Vessel Engineering flew to Boston to inspect the vessels. They found the Raymond Hunt design vessel

to be in excellent condition given that she has been in service since 1983. Her major drawbacks were that she needed to be Canadianized and meet new pilot boat guidelines as defined by Transport Canada.

After much discussion and with the full support of the board of directors, the Authority purchased the vessel which arrived in Halifax from Boston in mid-July.

Through the summer months the APA, Transport Canada and Lengkeek Vessel Engineering made a list of modifications for the pilot boat. The tender for this major refit was subsequently awarded to A.F.

Theriault of Meteghan, N.S.

On September 13, 2005, the newly named *Fundy Pilot* departed Halifax for Meteghan, N.S., to undergo refit in A.F. Theriault's new service building.

Work is expected to take up to two months. During this time, the vessels Detroit Diesel 892 series engines will be removed for a complete overhaul and rebuild. The vessel will receive its new safety colours and depart for operational duty in the Port of Saint John.

The Authority's APA #2 will become *Fundy Pilot's* back-up vessel. Following this relocation, the APA's #20 pilot boat, currently on operational duty in Saint John, will be repositioned at the Port of Halifax to become the back-up pilot boat to APA #1.

APA #3 will eventually be taken out of service and sold.

**"FUNDY PILOT"**



**"APA #20"**



**"APA #2"**



**"APA #1"**



## CONSTRUCTION OF NEW PILOT BOATS

The proposed construction of the new pilot boat for Placentia Bay has reached another milestone.

Lengkeek Vessel Engineering (LVE) completed its contractual design and technical specifications for the new vessel. In total, there were 56 design plans and 78 detailed drawings required for the construction of the vessel.

LVE has been appointed to oversee the boat's construction and will work closely with the Lloyd's Classification Society on the project. Lloyd's was awarded full delegation status for approval of vessel plans on behalf of Transport Canada.

The pilot boat plans and the contract detailing the terms and conditions were submitted to nine construction

yards located throughout Newfoundland, Nova Scotia, Quebec and the U.S.A. Each of these yards showed interest in building the vessel for the Atlantic Pilotage Authority.

Selection of the successful bidder should be completed and construction begun by end of 2005.



## HALIFAX PILOT OFFICE GETS A FACELIFT!

The new Crow's Nest is up and running on the Halifax waterfront. The old Crow's Nest, located at the end of the ECTUG pier, was ruined in Hurricane Juan when waves from the Harbour crashed over the building. ECTUG, who owns the building, decided to rebuild. Construction of the new Crow's Nest began in May and was completed by the beginning of August in the same location.

During that time, ECTUG temporarily relocated its office to the 3rd floor of the Waterfront Warehouse. Now back in the Nest, the organization occupies half of the first floor and all of the top level. The marine pilots have the back half of the first floor.

Before ECTUG moved they sorted through

old files and found records and pictures dating back to 1921. They donated the findings to the Maritime Museum of the Atlantic.

Captain George Hilchie says he is pleased with the new Crow's Nest. He thinks it is a functional office with lots of space. A big thanks to all the Halifax marine pilots for their patience during construction.

We hope you enjoy your new Nest.



## MILESTONES

Congratulations are extended to **Captain Chuck MacDonald** and his wife Yvonne on the arrival of their baby girl, Clare Hannah born on June 26, 2005. Clare has a sister, Sarah, age 2; and a brother, Jack, age 1. Captain MacDonald is a Cape Breton Marine Pilot.

Congratulations are extended to **Captain Anthony McGuinness** and his wife Wendy on the arrival of their first grandchild. Simon William Church was born on September 3, 2005 to Captain McGuinness's second daughter Penny and son-in-law, Tim Church. Captain McGuinness is the Chief Executive Officer of the APA.

Congratulations are extended to **Gerard Fitzpatrick** and wife Bernie on the arrival of their first grandchild to their daughter Jennifer and son-in-law Chad Collins. Emma Marie Collins was born 8 and 1/2 weeks early, on July 31st 2005, at 3 lbs 7ozs. She now weighs 11 lbs and is doing very well. Gerard is a Board Member of the APA.

Pam and Paula Naugle, age 18, twin daughters of Launchmaster, **Captain Anthony Naugle** of Halifax, NS competed on NS's Softball Team at the Canada Games in Regina from August 7—20, 2005. Pam is a pitcher and Paula, also Team Captain, is a catcher. The team placed 7th at the Games. Pam is attending college in Marshalltown, Iowa, this fall on a softball scholarship. Way to go girls!

## LIFE OF A LAUNCHMASTER—PETER DAVIDSON

Captain Peter Davidson's weathered hands move along the controls of the pilot boat with familiarity. He checks the radar to his right to make sure everything looks normal. A voice crackles over the radio and he cocks an ear to listen, storing the information in the back of his mind for later. Davidson's large build seems almost too big to be standing in the wheelhouse of the APA #1 pilot boat, with his head close to touching the ceiling. But his stature emits nothing other than a sense of belonging.

Davidson has been a full-time launchmaster with the Atlantic Pilotage Authority for the past 21 years of his life. His number of years with the Authority gives him the most experience of the launchmasters within the APA fleet. Despite the fact that Davidson has been in the same job for almost a quarter of a century, he never waivers from the most important aspect of the job of a launchmaster - that of safely transferring pilot(s) between the pilot boat and ship(s).

*"I've always loved the water,"* he says. *"You can't keep me away from the water."*

Originally from Montreal, Davidson moved to the East Coast in 1969 to further his schooling at Dalhousie University, where he majored in philosophy. Not one to settle down, Davidson continued to travel. He ended up on the *Blue-nose* for six weeks of the school year, and then took a year off of school to sail in the Bahamas. Davidson went back to Dal to finish his last few classes when the water called on him again: the sailboat he returned from Bermuda with was going to Europe after his exams.

*"The ink wasn't dry on my last exam before I jumped a plane to the West Indies,"* says Davidson.

After all his travelling and sailing, Davidson received his 350-tonne ticket in 1974 and eventually found his employment with the Authority.

Davidson now puts much of his passion into his Lunenburg county property. He originally bought 30 acres in the town and has now turned it into what he calls an 80-acre saltwater farm. His work on the land takes up most of his time off, and he wouldn't have it any other way.

*"It's just something I really have to do,"* says Davidson. *"It's a beautiful piece of property, and one year leads into the next and many times I've thought of moving onto something else but never quite figured out what it might be."*

The shift work at the Authority allows Davidson the chance to spend time on his saltwater farm, and his booked overtime often allows him to spend almost a week in Lunenburg without needing to come back into the city.

But Davidson's love of the water (and occasional cabin fever!) keeps him coming back to the Authority for his job as launchmaster.

*"It's like any job when you've got a knack for it,"* says Davidson. Combining the ocean and boating in a job seems ideal for Davidson. But he also quotes a pilot he works with in saying that *"we're all adrenaline junkies,"* because the job isn't always about taking a boat from point A to point B.

*"When it becomes more than just the*



*job is when the weather gets bad because then it gets not only difficult but dangerous, very dangerous,"* says Davidson. *"That's sort of where the pay-off is, in bad weather, of doing the job well – not damaging the boat, getting the boat where it's supposed to be and, in Halifax's case, keeping the port open when most ports would close."*

Davidson stresses that working with a crew that gets along and works as a team is crucial to making bad weather days work out, no matter what comes up.

*"And the fun part,"* add Davidson with a grin, *"is keeping it all together."*



**APA Board Departure****Tor Bordevik**

Appointed March 9, 1999 and reappointed May 7, 2002. Captain Bordevik brought a great deal of marine experience to the board over his six years with the authority. During these two appointments he was chairman of both the Audit and Pilot Boat Committees and was extremely active in ensuring the direction of such committees.

**APA Board Appointment****Jim Stoneman**

Appointed May 19, 2005 to represent the shipping industry. Mr. Stoneman's years of expertise in the shipping industry have led him to Atship Services Limited, where he holds the position of President and General Manager. He has 32 years of experience in all aspects of vessel owning, operating, management and agency. He presently is a member of the Executive Council of the Shipping Federation of Canada. The Atlantic Pilotage Authority welcomes Jim to the board.

**APA Board Re-Appointment****Captain Don Duffy**

Captain Duffy of Public Landing, New Brunswick was re-appointed to the Board effective July 14, 2005 for a term of three years.

**Yvon Dufour**

Mr. Dufour of Dartmouth, Nova Scotia has been re-appointed as Director of the Atlantic Pilotage Authority effective September 12, 2005 for a term of three

**TRAINING IN 2005**

The APA has had another successful year of training with a variety of courses utilized. Some of the highlights are indicated below.

**Manned Model Shiphandling—Warsash Maritime Centre, UK**

Five pilots attended the Manned Model Shiphandling course which means that all APA employee pilots have completed this course. Feedback from the pilots has been very positive.



*"The hands on training experience gained using realistic models was very beneficial. The instructors were great; most of them are former pilots and gave us one-on-one instruction."* - Captain Ward Scott-Miramichi and Restigouche Pilot—2005 course attendee.



Four pilots completed an advanced shiphandling course in Warsash in September. Based on the favourable comments received on this course, pilots who have completed the basic

course will be scheduled to take the advanced course on a rotating basis.

*"I cannot overstate the value of the advanced course for APA pilots."* - Captain Chuck MacDonald-Cape Breton Pilot—2005 Advanced course attendee

*"This (course) decisively demonstrates the Authority's devotion to the exercise of due diligence and promotion of training opportunities for the pilots."* - Captain Don Duffy—Saint John Pilot—2005 Advanced course attendee.

**360 Degree Full Mission Simulator—Star Center Florida, U.S.A.**

The simulator at Star Centre had thirteen APA pilots among its students in 2005. In anticipation of the inaugural visit of the *Queen Mary 2* to Saint John, NB, two Saint John pilots attended a two day QM2 Modeling course. A relief master of the ship was on hand to discuss the ship's systems and handling characteristics.

Eleven pilots attended a two day AZIPOD course at Star Center. They practiced manoeuvres on

a variety of vessels, including the cruise ship *Voyager of the Seas*.

**Simulation Exercise-Nautical Institute, Port Hawkesbury, N.S.**

The simulator course in Port Hawkesbury was used to conduct feasibility studies on handling LNG vessels at the proposed terminals in Saint John Bear Head, and Goldboro. Four Saint John pilots and two Cape Breton pilots participated.

**Staff Training**

Several staff members went on one day continuing education courses covering a variety of topics. Nancy Gordon, Administrative Manager, completed her Management Development Certificate course offered jointly by Mount St. Vincent University and Saint Mary's University. Brian Bradley, Accountant, continues to work towards an MBA offered through the Certified General Accountants Association of Nova Scotia and Laurentian University.

As you can see, 2005 was a busy year for our training program!