



Atlantic Pilotage Authority

THE DISPATCH

ATLANTIC PILOTAGE 9TH ANNUAL SERVICE AWARDS

On December 5th, 2005 the Atlantic Pilotage Authority hosted the 9th Annual Service Awards banquet. This year the event was held in the Compass Room of the Casino Nova Scotia. This is a very special evening for the Authority, as employees who have reached certain milestones of their career are recognized.

This year's recipient were:

Captain Martin Murrin—10 years service. Captain Murrin began his career in Cape Breton before joining the Halifax pilots in 1999.

Captain Donald Duffy—15 years service. Captain Duffy is a Saint John pilot and a member of the Board of the Authority.

Captain Ward Scott—20 years service. Captain Scott is a pilot in the Restigouche and Miramichi areas in New Brunswick.

Paul Harrie—20 years service. Mr. Harrie is a deckhand aboard the Halifax pilot boat. He was unable to attend the banquet.



From left to right; Anthony McGuinness, Capt. Scott, Capt. Murrin, Capt. Duffy, and Anne Soucie

The employee door prize, a replica of the Bluenose vessel was won by **Sylvie Lepine**, the APA's Confidential Secretary. Sylvie also helped **Nancy Gordon, Elaine Lockhart and Jackie MacPherson** in arranging this event. Congratulations Sylvie.



1. *We have a pilot who's family history of working with pilot boats goes back to 1854? Do you know who that is?*
2. *You know what the three R's are when you are talking about going to school. What are the traditional three L's in navigation?*



MEET THE CREW AT DISPATCH



On the ninth floor of Cogswell Tower is a small, but well-known, space. It's an office with four desks, four computers, a harbour-side view and a doggie bed. It's the home of the Atlantic Pilotage Authority's dispatch office, where all the pilots get their information of where and when to go in order to do their jobs. There are several distinct personalities that frequent the space; one, as you'll later find out, is a bit hairier, and much more forward, than the rest.

Jim Guptill



In 1966, Jim started his career as a lighthouse keeper when he moved to Country Island with his wife. They lived off the land, and Jim says he could go right now and butcher a beef animal, clean it up, fix it, cut it up into steaks and roast pack it. Nowadays, though, he lets the grocery store do that for him.

The isolation and the basics of living on an island is what made that job appeal to Jim. But now, working as a dispatch supervisor for APA, the opposite qualities appeal to him. He says he enjoys having a rapport with people and providing a focal point for the dispatch office. His goal? To hand the dispatch office to the next supervisor trouble-free – and he has four years left to do it.

Gerry Tanner



On his retirement day, Gerry was given a Dr. Seuss book titled, "You're Only Old Once! A Book for Obsolete Children." He laughed and flipped through it, possibly thinking of what he was going to pull on Nancy – the gift-giver – to get her back for the joke. Gerry has been a full-time dispatcher at APA since January of 2001, and he is also the self-titled office troublemaker.

Unfortunately, Gerry won't be able to stir up trouble as much as before. The nights and weekends became too long for him and he had to cut back his hours. Gerry continues to be a casual dispatcher, but says he'll look for another part-time job. Let's hope his new colleagues appreciate him as much as APA does. And, of course, that the ladies watch out for his sweet-talking ways.

Julie Harvey

Julie most recently worked at Dalhousie University in security and says she applied as a casual dispatcher with APA because she needed the change. Now Julie has an even bigger change to handle: filling Gerry's shoes as a full-time replacement.

She says she enjoys the full-time position because it allows her to be a bigger part of the dispatch team. Julie likes to know what's going on, and enjoys being able to do the job on her own in a permanent capacity. She knows she has big shoes to fill, but believes she's up for the challenge.

Robert Hearn



Marine life is in Robert's blood. His father was a Launchmaster in Cape Breton, and Robert himself has worked with the Authority since 1985. In the late 90s, the opportunity arose for him to come to Halifax as a dispatcher. For Robert, the job as dispatcher is a bit different: he's legally blind. In order to work in the dispatch office, Robert uses software called Zoom Text. The program zooms in on the screen, making everything large enough for Robert to read. It's also a semi-voice program, which means the computer will "read" on-screen text back to him. Robert says he gets headaches from reading the screens, but otherwise doesn't find the dispatch office any harder to work in than someone with 20/20 vision.

Donny, a.k.a. "Robert's second half"

Donny may walk on all fours and eat out of a dish on the floor, but he's just as important as anyone else in the dispatch office. Robert's furry buddy makes sure he gets to and fro safely. Sure, he may make Robert walk into chairs on occasion, but that's just to keep him on his toes. The office simply wouldn't be the same without this chocolate lab and his beautiful, attention-seeking eyes.

Doug Shaw

Doug enjoys his job as a dispatcher because the four days on, four days off allow him to focus on his mountain biking and hiking around the lakes in Dartmouth. He came to APA from ECTUG because the dispatch position was recommended to him by a supervisor. The hours suited his lifestyle, and so he took a chance. Shortly after he started as casual at APA, he left ECTUG and became permanent. What he sees in his future? "I plan on pushing Jim out," says Doug, with a chuckle.

Norrie Linn



From Scotland, Norrie came to Canada in 1967. He was in the merchant navy for seven years as a radio operator, and then worked in the airline business for 29 years. After he retired, Norrie applied as a casual dispatcher at APA because it appealed to his first love: the sea. He became permanent three years ago.

Norrie finds the most difficult part of the job is to match the number of pilots to the number of ships needing service. He calls it a balancing act that's frustrating when it doesn't work and incredibly satisfying when it does.

Pam Heisler



Besides Jim, Pam is the only dispatch office employee who is there during normal office hours. She's the last step in the dispatch scheme of things, which means she puts together the invoices for each job done by APA and bills the clients.

Pam started at APA right out of vocational school as a file clerk, then worked her way up to billing. Her desk overlooks those of the dispatchers, and when they go to lunch or take breaks, Pam is able to cover for them.

For Pam, this job appeals to her because of its stability. She says she's a person who doesn't like moving around, and when she gets a job she likes to keep at it. The fact that the people at APA are good to work with makes it a bigger plus.

NEW PLACENTIA PILOT BOAT UPDATE

In January 2006, the Authority entered into a contract for the construction of a new pilot boat with the A.F. Theriault & Son Ltd shipyard, located in Meteghan, Nova Scotia.

This reputable and well established shipyard has begun the construction process, with completion planned for January 2007.

Throughout the building period, pictures of the various stages of vessel construction will be available for viewing on the APA web page. This 19.45 meter pilot vessel has been specifically designed to operate in the challenging sea and weather conditions of Placentia Bay, NL. The vessel has many unique features, including an ice strengthened belt around the hull to allow the vessel to manoeuvre (albeit carefully) in first year ice. The double chine hull, with over a meter free-board, is similar to the Placentia Pilot and will provide an excellent ride and superb manoeuvring qualities.

The vessel is designed for an operational speed of 19 knots, to a maximum speed of 23 knots, powered by twin 3412E Caterpillar engines. The modern shaped wheelhouse has been designed to accommodate six persons and has been provided with the latest integrated navigational equipment, which includes an ECDIS chart, ARPA radars, GPS and AIS positioning, coupled to an automatic pilot and synchronized engines.

The APA has engaged Lengkeek Vessel Engineering (LVE) as the APA's project

managers, and Lloyd's Registry as the class surveyors. There will also be a dedicated project manager representing A.F. Theriault.

Signing of contract took place in APA's Boardroom. The official signatory were Anthony McGuinness, Chief Executive Officer, Peter MacArthur, Chief Financial Officer and Arthur F. Theriault, President of A. F. Theriault.



Patrick Gates, Director of Operations Hayward Pilgrim, APA, Shore Engineer and Rory MacDonald, LVE Engineering Ltd. were also present.



APA Board Re-Appointment

After seven years as the Chairman of the APA, **Anne Soucie** completed her term on May 11, 2006. Much has been accomplished under Anne's direction, and the Authority has benefited greatly from her dedication, genuine enthusiasm, and compassion.



Captain Douglas Ralston Bell

(October 9, 1927- February 21, 2006)

It is with regret that we note that Captain Doug Bell, long-time Halifax pilot and APA Board Member, passed away recently at the age of 78. Captain Bell was a Halifax pilot from 1969 until his retirement in 1989, and was an APA Board Member from 1974 until 1987. Captain Bell was a veteran of the Merchant Marine in World War II, and a much respected member of his community of Petite Riviere. His son, Captain John Bell, is currently a Halifax pilot. Our condolences go out to John and his family on their loss.

Captain James MacKelvie has joined the Authority as an apprentice in the Cape Breton district on February 10, 2006. Captain MacKelvie has long held a pilotage licence for the port of Pictou.

Captain Robin Heath has accepted a position in Sydney, Australia, and has resigned as a Halifax pilot. We wish him well in his future endeavours.

After a considerable amount of reflection, **Laurie Bernasky** has decided to remain at home and raise her beautiful daughter, Jacqueline. She has resigned as the HR Administrator with the Authority. We wish Laurie the best of luck in her future endeavours.

Tina Panopolis, who has been providing maternity leave relief for Laurie, has agreed to accept the HR Administrator position. Along with her contagious smile and positive attitude, Tina brings a wealth of HR experience to the Authority.

- The Quinn family in NB. Jimmy Quinn was the first Quinn to work pilot boats in 1854. Brothers David, John, and William followed in his footsteps. William P. Quinn was a pilot for 50 years beginning in 1865 and the tradition continues with Pat Quinn today.***
- The three L's are: lookout (keep a sharp eye out always, lead (be sure of the depth of water beneath you), and log (keep up your ship's log, and know where you are at all times).***

