



Atlantic Pilotage Authority

THE DISPATCH

NEW PILOT BOATS ENTER INTO SERVICE WITHIN TWO MAJOR COMPULSORY DISTRICTS



In late June, the Authority's new pilot boat, "Avalon Pilot" commenced pilotage service immediately upon her arrival in Placentia Bay, Newfoundland. She continued to work until early October when, because of engine malfunction and an engine manufacturer's strike in Newfoundland, she returned to her original place of construction, Meteghan, Nova Scotia, for repairs. In late October, she returned to operational duty in Placentia Bay.

On November 15th, the Authority's newest pilot boat, the "Atlantic Pilot", was christened at the St. Mary's Boat Club on the North West Arm of Halifax.

The ceremonial breaking of the bottle was conducted by Mrs. Debbie Aldrich, wife of Brad Aldrich, interim President and Refinery Manager at the North Atlantic Come By Chance Oil Refinery, in Placentia Bay. The vessel was blessed by Reverend Don Lawton, chaplain to the Mission to Seafarers in Halifax.

The following two weeks saw the "Atlantic Pilot" demonstrating her capabilities in Halifax and Saint John, following which she joined her sister vessel, the "Avalon Pilot", to begin her operational duties in Placentia Bay, Newfoundland.

Within the Strait of Canso, the "Strait Eagle" (the former "Placentia Pilot") awaits final inspection by APA management and local pilots. Over the past twelve months, she has been completely stripped of much of her interior fittings (engines, wiring, bulkheads etc.) and rebuilt. The pilot boat contractor, Captain Les MacIntyre, accompanied by a skilled team of technicians, worked diligently to transform a badly damaged vessel into the fast, sleek, modern and highly maneuverable pilot vessel that she was originally designed to be in 2000.

It is anticipated that she will become the primary pilot vessel for that area, with the "Strait Falcon" acting as the secondary vessel.

With two major compulsory areas now equipped with fast, modern pilot boats, the Authority hopes to move ahead with its strategic direction of providing additional pilot vessels for ports such as Saint John, New Brunswick, and Halifax, Nova Scotia.



CATEGORICALLY A PILOT

Captain Bruce Harrigan has always had his sights set on piloting. Growing up in the port city of Saint John, the activity on the waterfront baited him to the industry, and watching the pilots, sealed the deal.

“When I was a kid starting out, I looked at the pilots and they were the top guys in their field,” he says. “You know, they were all accomplished masters and they came back to work at their homeport.”

With this in mind, Captain Harrigan joined the Authority’s ranks right out of high school, in 1978, as a deckhand on the pilot boat in Saint John. He held the job for four years before going to school and getting his Watch Keeping Mate license. Despite still being attracted to a pilot job, Captain Harrigan followed a roundabout, albeit interesting, path before returning to the APA in November 2002.

After getting his license, Captain Harrigan worked for Irving Oil and the tankers for about a year, then began work with the Grand Manan ferry service for the same amount of time. This led him to work on the “*Princess of Acadia*”, under Marine Atlantic, and he continued on with the new owners – Bay Ferries. And that’s when Captain Harrigan met “*The Cat*”.

Bay Ferries introduced the high-speed catamaran ferry service from Yarmouth, Nova Scotia, to Bar Harbor, Maine, and asked Captain Harrigan if he’d like to be the captain of it.

“I said, ‘Sure, I’ll give it a go’.”

Accepting the challenge launched Captain Harrigan into three years of a “whole different ball game.”

“I was used to running conventional ferries for about ten years,” he says. “Handling ‘*The Cat*’ is almost like flying a plane.”

Captain Harrigan adds that “*The Cat*” is designed with a cockpit, where the captain does the steering of the vessel, and there’s a navigator and a chief engineer to guide. Plus, of course, there are 900 passengers aboard, 240 automobiles, and “*The Cat*” is traveling at 42 knots. A trip from Bar Harbor to Panama would take about 27 or 28 hours, a running time Captain Harrigan says would normally take almost four days.

“At first, it was really hard to get used to because everything happened so fast,” says Captain Harrigan. Working

on “*The Cat*” required him to take special training in Australia, a country which Captain Harrigan enjoyed exploring.

Not to mention that, at the time, Captain Harrigan and his crew on “*The Cat*” set a record for crossing the Pacific.

“We left Bar Harbor, Maine, and we were tied up in Hobart, Tasmania, in about 18 days and so many hours,” remembers Captain Harrigan.

Despite being new and exciting, the life of a high-speed ferry captain was not a long-term draw for Captain Harrigan. The APA still had its hooks in him and in 2002, they reeled him back as a pilot in Saint John. He remains in the port city today.

“It’s the challenge to get aboard that ship and for the master to turn his ship over to you and you take it in and safely put it alongside,” says Captain Harrigan. “That’s the rewarding part of it.”

However much he likes his job as a pilot, Captain Harrigan concedes that it’s not easy. As all pilots do, Saint John pilots have to deal with tides and the fog. Also, Saint John has the highest tides in the world – a 28-foot tide in the harbour – and it makes a significant difference when piloting.

“You work with the tide pretty well all your life, so you know what the tide is going to be doing at a certain time and you base yourself on that,” says Captain Harrigan. “But that wouldn’t be second nature because you’re on different ships all the time.”

There is also a new development starting that will give the Saint John pilots a new challenge to deal with. Canaport LNG is building an LNG receiving and regassification terminal in the port, with plans to begin operations in late 2008.

“It’s going to be a very challenging pilotage situation, due to the berth being exposed and the windage that we’ll have to deal with here in the harbour,” says Captain Harrigan.



CATEGORICALLY A PILOT (CONT'D)

He adds that becoming familiar with the new berth and tides, in relation to sizes of the ships in close quarter situations, will be demanding. To ease the transition, the APA has put the pilots through simulator training, and they'll be carrying a Portable Piloting System with them on the job.

Captain Harrigan is up for the challenge, considering it's the reason he enjoys his job so much.

"Each ship is challenging because they are all different. And that's what makes it interesting."

Written by Holly Gordon, daughter of Nancy Gordon

OCCUPATIONAL HEALTH AND SAFETY

This year marks another big step for the OHS Committee. After four years of compiling the OHS System Manual, it was rolled-out during the month of October. John Griffin, Training Coordinator, conducted pilot training in Canso, NS, and St. John's, NL. Saint John, NB, will be done in the new year. Additional training in the new year will include the office, dispatch as well as any others who have missed training in their local area.

At the September OHS meeting, Captain Patrick Gates resigned as Co-Chair and John Griffin was appointed as the new Co-Chair. John is looking forward to working with the Committee to improve safety related issues within the Company.

The present OHS committee consists of:

Capt. Shaun Dauphinee, Committee Co-Chair
 John Griffin, Committee Co-Chair
 Pam Heisler, Halifax, NS
 Capt. Jim MacKelvie, Cape Breton, NS
 Capt. Ambrose McCarthy, St. John's/Placentia Bay, NL
 Capt. Steven Mullin, Saint John, NB
 Chris Naugle, Halifax, NS
 Hayward Pilgrim, Halifax, NS
 Capt. Randall Spencer, Saint John, NB
 Elizabeth Stewart, Halifax, NS
 Mike Carter, Kentville, NS (Consultant)



Administration
de Pilotage
de l'Atlantique

35 Years
1972 – 2007

TRAINING IN 2007

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

Emergency Shiphandling—Port Revel Shiphandling Training Centre, France

Seven pilots attended the Emergency Shiphandling course in Lyon, France. This course is focused on emergencies, including training on tugs and use of anchors in waves and in currents. Feedback from the pilots has been very positive. The course positively demonstrates the Authority's dedication to new and exciting training opportunities.



Z Drive Simulator Exercise, Holland College Marine Training Centre, PEI

Ten pilots attended the Z Drive Tug Seminar taught by industry recognized expert, Captain Gregory Brooks at the Marine Training Centre in Summerside, PEI. Pilots from Halifax, Canso, Saint John and St. John's attended the sessions, which were well received.

Manned Model Shiphandling—Warsash Maritime Centre, UK

Six pilots attended the Manned Model Shiphandling course at the Warsash Maritime Centre, UK. The manned model course at Warsash continues to be very beneficial. The course enables pilots to develop their existing skills and understanding of the behaviour and handling of ships with a special emphasis on slow speed control.

NEW BOARDROOMS

In July of this year, the construction of our new boardroom was completed. It was then decided to name the boardrooms in honour of two employees who passed away while in service with the APA.

The existing boardroom was named the *Captain M. Smith* boardroom, in honour of Captain Michael Sydney Smith, a Cape Breton pilot who lost his life in the performance of his duty November 20th, 1987, at the age of 51. Captain Smith perished when he slipped off a ladder and fell into St. George's Bay.

The new boardroom was named the *Edmund (Ned) Lamont* boardroom, in honour of Ned Lamont, who was our Shore Engineer. Ned joined the APA in February 2000 and passed away with cancer February 2, 2002.



MILESTONES IN 2007

On August 23rd, the APA hosted a 35th Anniversary reception in Saint John, New Brunswick, with guests including past and present pilots, port customers, stakeholders and local dignitaries. During the ceremony, the Authority presented the Saint John Pilots with a framed photograph of their pilot boat, the "Fundy Pilot".

Earlier in the summer, the Halifax Mission to Seafarers, chaired by Halifax Pilot and Vice President of the Canadian Marine Pilots' Association, Captain Andrew Rae, recognized the Authority for its financial support and dedicated volunteer service throughout its history as an Authority.

In September, on a magnificent Indian summer's day, the Authority also hosted its 35th Anniversary Golf Tournament at Sherwood Golf Club, on the South Shore of Nova Scotia.

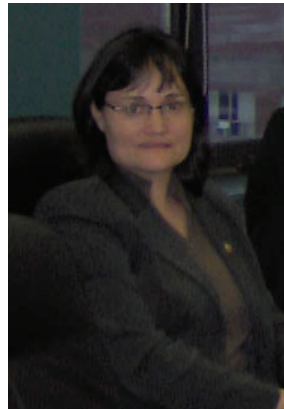
Also, at the 2007 Halifax Port Days, the Halifax Port Authority recognized the APA's anniversary, along with other stakeholders who celebrated similar milestones. These included the International Longshoreman Association (100 years), Atlantic Container Line (40 years), Zim Integrated Shipping Services (35 years), Intercontinental Forwarding (15 years) and Oceanex (10 years).

Last, but certainly not least, the Authority was again honoured to be recognized by the Port of Saint John, whose President and Chief Executive Officer, Captain Alwyn Soppitt, presented the Authority with a framed photograph of the Queen Mary 2, against a backdrop of the Saint John waterfront.

NEW ARRIVALS



We welcome Jeremy McPherson, our new Deckhand in Saint John, New Brunswick. Jeremy enjoys playing poker, lobster fishing, diving, scallop fishing and four wheeling. Welcome aboard, Jeremy!



We welcome Elizabeth (Liz) Stewart, our new Human Resources Administrator. Liz replaces Tina Panopolis, who began her maternity leave in early October (as of printing, the newest member of the Panopolis family had not made his/her appearance yet, but we will keep you posted!). Liz hails from the Toronto area and moved here with her husband, Craig, in April of this year. Liz is learning to golf and curl and is enjoying living in the Halifax area. Welcome aboard, Liz!

Send us your news for inclusion in the next issue of *The Dispatch*.

Deadline for submission is **March 31st, 2008**. We also welcome your feedback. Please email the editor, Elaine Lockhart, at elockhart@atlanticpilotage.com
Graphic Designer: Nalani Perry