



THE DISPATCH

ATLANTIC PILOTAGE AUTHORITY'S 12TH ANNUAL SERVICE AWARDS NIGHT

On December 4th 2008, the Atlantic Pilotage Authority held its 12th Annual Service Awards Banquet and honoured 18 employees who have reached certain milestones in their career with the Authority. Congratulations to you all!

This year's recipients were:

Captain Peter Cunningham
Pilot — Halifax, NS
Retired with 21 years of service

Captain William Denton
Pilot — Halifax, NS
10 years service

Captain Elias Dorey
Pilot — Cape Breton, NS
20 years service

Captain Frank Durnford
Pilot — Humber Arm, Stephenville, NL
Retired with 16 years of service (unable to attend)

Captain Michael Furlong
Pilot — St. John's, NL
Retired with 19 years of service

Captain Patrick Gates
Director of Operations — Halifax, NS
Retired with 10 years of service

Nancy Gordon
Administrative Manager — Halifax, NS
10 years service

Pam Heisler
Accounts Payable — Halifax, NS
20 years service



Top Row (L-R): Capt. Dorey, Capt. Denton, Mr. MacArthur, Capt. Quinn, Capt. MacIntyre, Mr. Scott, Mr. Pilgrim, Capt. Langdon, Capt. Naugle
Bottom Row (L-R): Capt. Furlong, Ms. Gordon, Capt. Cunningham, Ms. Heisler, Mr. Linn, Capt. Gates

Captain Michael Langdon
Pilot — Cape Breton, NS
10 years service

Norman Linn
Dispatcher — Halifax, NS
Retired with 7 years of service

Peter MacArthur
Chief Financial Officer — Halifax, NS
20 years service

Captain Alexander MacIntyre
Pilot — Halifax, NS
Retired with 25 years of service

Captain Ambrose McCarthy
Pilot — Placentia Bay, NL
10 years service (unable to attend)

Captain Anthony Naugle
Launchmaster — Halifax, NS
10 years service

Hayward Pilgrim
Shore Engineer — Halifax, NS
Retired with 5 years of service

Captain Patrick Quinn
Pilot — Saint John, NB
20 years service

Bryan Scott
Deckhand — Halifax, NS
Retired with 19 years of service

Captain John Wakeham
Pilot — Placentia Bay, NL
10 years service (unable to attend)

WELCOME ABOARD, CAPTAIN FOX

Written by Holly Gordon

When Captain David Fox, the APA's new Director of Operations, thinks back to high school, one memory that stands out is when he had to choose his career.

"I remember going to high school in Ontario and the guidance counsellor asking me, 'What occupation would you like to have?'" Captain Fox says, chuckling. When he told them he wanted to work with boats, he received blank stares. "They said, 'Well, we don't know anything about that.' I had to do all my own research and figure out how you went about it," Captain Fox adds.

The research led Captain Fox to Georgian College of Applied Arts and Technology in Owen Sound, Ontario, where he went on to receive his diploma in Marine Navigation Technology. Then he promptly left the province.

"If you want to work on boats and be at sea, staying in Ontario didn't make sense," Captain Fox says.

As a result, Captain Fox spent more than 10 years working with Gulf Canada on their coastal tankers, progressing from 4th Mate to 1st Mate.

When his first son was born, he came ashore to work for such companies as the Institute of Fisheries and Marine Technology in St. John's, and Survival Systems and LASMO in Halifax. About 10 years later, Captain Fox found himself back at sea with Canship Uglund and then Rigel Shipping. It was with Rigel that he quickly progressed from 2nd Officer to Master, and spent numerous summers in the Arctic.

"In the last few years, I was the only captain with Arctic experience," Captain Fox says. "So every year I'd be the one to take the ships to the Arctic, going anywhere from Hudson Bay up to Lancaster Sound, at the top end of Baffin Island."

In the Arctic, Captain Fox was involved with supplying oil to Native communities and mining companies, using floating hoses.

"It's not like tying to a dock; you need to know all the places where you can anchor and have knowledge of the currents that could put a strain on your hose system," Captain Fox says, explaining why it was necessary to have an experienced master and crew in the Arctic. "The Arctic isn't that well charted and, along with the strong tidal currents, it requires a lot of local knowledge."

Captain Fox had actually gone to the Arctic for the first time with Gulf Canada in the late '70s and says he was fascinated with the northern landscape because everything is so vivid and sharp. Not to mention the icebergs. But after going up year after year with Rigel, the novelty wore off a bit.

"I always used to say grey sky, grey water, grey rocks," Captain Fox explains. He adds that communication is still poor in the Arctic and it was always difficult being away from his family.

"I told my wife it'd be the best job in the world if I could take a helicopter home every night," Captain Fox laughs.

The other factor that made the Arctic expeditions tough on Captain Fox was that they were always during the summer, when there was less ice. This made sailing his 26' sailboat almost impossible, leaving the beloved boat moored at the Dartmouth Yacht Club for the majority of the summer days.

Captain Fox looks forward to spending his summers in Halifax, although he will be travelling around the Atlantic provinces, visiting employees, contractors and customers.

Captain Fox doesn't like to describe his past employment as bouncing from job-to-job, as the shipping industry is very transient. He does think his varied background is one reason he can be successful as Director of Operations.

His goal with the APA is to continue with the Authority's objectives, endeavouring to achieve them in his own style and working closely with the pilots to maintain the customers' expectation of service.

"I'm already familiar with a lot of the pilots; I know most of the ports because of my previous experience," Captain Fox explains. "I have worked in shore management before, so I don't have a big learning curve on the management side of it."

Whether Capt. Fox is behind a desk overlooking the Halifax Harbour or on a ship bound for Arctic waters, his love of the ocean and shiphandling will be an integral part of him.

"I remember learning to sail on small sailboats and dingies," Captain Fox recalls with a smile. "I've always sailed, I just love it."



CAPTAIN LES MACINTYRE — SUPERPORT MARINE

Captain Les MacIntyre made his first boat when he was only 10 years old from a furnace oil tank that had washed up on the shores of the Strait of Canso. Captain MacIntyre and a friend wasted no time in chiseling away at the tank, creating a hole in the top to fashion a boat.

“After two weeks, we got it in the water and immediately upset the thing,” he recalled with a chuckle. They didn’t give up though; the two craftsboys found two logs and made outriggers to stop the tank from flipping. “That was our first boat,” he concluded.

Fast forward to today and Captain MacIntyre is still building boats, just bigger ones. He’s President of Superport Marine Services in Port Hawkesbury, a company that maintains pilot boats (among others), converts ships and specializes in transporting difficult-to-move items. It’s through Superport Marine that Captain MacIntyre – a former pilot with the Atlantic Pilotage Authority – provides pilot boat service for the APA in the Strait of Canso.

A recent project Superport undertook was rebuilding the former “Placentia Pilot” of Newfoundland that ran aground in May 2006. “There wasn’t much salvageable from it except most of the superstructure and the upper portion of the hull,” Captain MacIntyre stated.

Superport sent its tugs over to Newfoundland and brought the pilot boat to Port Hawkesbury, after purchasing it from APA. Fourteen men worked on it that winter and the newly named “Strait Eagle” is an everyday working boat that Captain MacIntyre says looks quite “sexy.”

Not all of Superport’s projects are straightforward rebuilds or refits. Six years ago, the people at the Highland Village in Iona, Cape Breton, asked Captain MacIntyre if he could move a church from Malagawatch to the museum in Iona for their Celtic village. “Sure,” was his response, and Superport employees began the daunting task of moving an almost 150-year-old church across the Bras d’Or Lakes.

“We don’t normally move buildings, but this sounded like a good one because it had to go across the water,” he said.

After building a structure under the old sandstone foundation of the abandoned church, they jacked the church up, removed the stone foundation and stabilized the church with gravel and steel plates. After sliding a heavy duty “trailer” underneath, they lowered the church and away it went!

“This whole rigmarole took about three-and-a-half weeks, one day to move it and put it on the barge, and then it was only a three-hour trip from there to Iona.”

He began to smile because the three-hour portion of the trip – the shortest and supposedly easiest – caused some trouble.

“The church was as wide as the road, from guardrail to guardrail,

and I had figured it out within two to three inches of width,” Captain MacIntyre added.

There wasn’t a problem until they were a quarter of a mile from the museum, which is when they came upon two guardrails at a curve on the road. There wasn’t enough room to clear the guardrails; they were stuck.

“We greased the guardrails and the sides of the church, stepped the power up on the big loader that was pulling, hooked another loader on the back and pushed,” said Captain MacIntyre with a chuckle. “We spread the guardrails six or eight inches on each side. They’re still a little crooked, but they came back most of the way.”

Superport also recently completed a refit of a former process trawler. It was bought because it is more capable than most vessels of working in heavy ice conditions. With 25 people working on the boat for a year-and-a-half, the fishing boat was transformed into a research vessel.

For what purpose? In addition to being President of Superport, a few years ago Captain MacIntyre bought McGregor GeoScience Limited, a research company that does ocean bottom geotechnical investigations, mapping and seismic interpretation. His employees work all over the world, including the Caribbean Basin, the Gulf of Mexico, Alaska and Japan.

When speaking about his professional life, his work with McGregor is what Captain MacIntyre speaks most proudly about. The company used to be the “go-to company” for geotechnical investigation from the ’70s to the early ’90s, but when business declined, it was eventually placed for sale. After buying it, Captain MacIntyre opened a new office in Atlantic Acres Business Park, in Bedford, NS, and now has two research vessels with more than 20 employees working for the company in total.

“We usually get to places that are not well charted and not well known, to see what’s there in the line of hazards – the test dummies,” Captain MacIntyre laughed.

When asked if he plans on retiring soon, Captain MacIntyre replied with a laugh. “No, not right now. Nothing magic happens at retirement age.”

Written by Holly Gordon



Captain Les MacIntyre



“Strait Eagle”

ARRIVALS & DEPARTURES

Departure

We say good bye to **Captain Patrick Gates**, as he retires after 10 years of service as APA's Director of Operations. We wish you well in your new endeavours, Rick, and enjoy your retirement!



Departure

We also say good bye to Hayward Pilgrim, who retired on December 31st after 5 years of service as Shore Engineer. Hayward can still be seen assisting with the maintenance of our pilot boats as an APA contractor. Don't work too hard, Hayward, and enjoy your retirement!



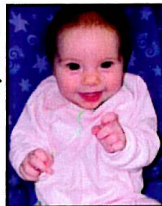
Arrival

We welcome **Captain David Fox** to the position of Director of Operations, as of December 3rd, 2008. A former master, David is settling into his new role from a different type of bridge! Welcome to the APA, David!



Little Arrival

Captain Chuck MacDonald, Cape Breton Pilot, and his wife Yvonne, are pleased to announce the birth of **Molly Elizabeth** on February 12th; a sister to Sarah, Jack, Clare and Angus. Congratulations!



Little Arrival

Lovett Bremner, **Saint John NB Deckhand**, and his wife Amanda, are pleased to announce the birth of **James Issac** on March 2nd; a brother to Natasha. Congratulations!



Is there an upcoming milestone in your life? Tell us about it at elockhart@atlanticpilotage.com or 902-426-2551.

Little Arrival

Previous Human Resources Administrator, **Tina Panopalis**, and her husband Dimitri, are pleased to announce the birth of **Lily** on March 14th; a sister to Thomas. Congratulations!



ANNOUNCEMENTS

New Website

Our website is changing! Thanks to employee input, our website is improving and modernizing its content to be more user-friendly. It will still be found at www.atlanticpilotage.com and should be ready by late Spring.



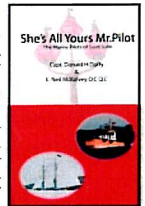
Halifax Mission to Seafarers

The Halifax Mission to Seafarers hosts a monthly luncheon on the last Friday of every month as a fund-raising event for the Mission. Various organizations sponsor this event, including APA. The cost is \$10.00 per person (\$7.50 for seniors), so why not pay the Mission a visit at 844 Marginal Road in Halifax and enjoy a homecooked meal and get-together with old and new friends.



"She's All Yours Mr. Pilot"

A few issues ago, we featured this book, written by **Captain Don Duffy**, **Saint John Pilot**, and Neil McKelvey. It is available for purchase in Halifax through Captain Andrew Rae, and from local book stores and the Seafarers Mission in Saint John. All proceeds are being donated to the Saint John Seafarers Mission — \$4,000 so far. We congratulate Don and Neil on an informative and enjoyable book.



Annual Public Meeting

APA's first Annual Public Meeting will take place on Tuesday, June 9th at 3:00pm at the Delta Brunswick in Saint John, NB, during Saint John Port Days. We hope you will be able to join us as we provide a summary of 2008 and what we expect for 2009.

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

Deadline for submission is **October 31, 2009**. We also welcome your feedback. Please email the Editor, Elaine Lockhart, at elockhart@atlanticpilotage.com or call (902) 426-2551.