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Sidelights

April 2018 Vol. 48, Nº 2

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Gulf Coast Region

MOBILE BAY

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Meetings at 1330 on the 2nd Tuesday of each month. Felix's Fish Camp Grill: 1530 Battleship Pkwy, Spanish Ft., AL.

Mailing Address: 6208 Peir Ave.

Fairhope, AL 36532

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Mailing Address: 8112 Ferrara Drive

Harahan, LA 70123

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Mailing Address:

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Pasadena, TX 77504

South Atlantic Region

PORT EVERGLADES / MIAMI

Captain Paul Coan, President

pilgrimii@bellsouth.net

Meetings at 1200, the 3rd Thursday of the month, except July and August. Galluppi, Pompano Beach Country Club, 1103 N. Federal Hiway, Pompano Beach, FL.

TAMPA BAY

Captain Robert Holden, President

727-784-7595
capholden@mastermariner.org

Meetings at 1130 on the 2nd Tuesday of each month, except July, August and September. Columbia Restaurant, 7th Ave. & 22nd St.

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SEATTLE / PACIFIC NORTHWEST

Captain R.J. Klein, President

425-746-6475
captklein@mastermariner.org

Meetings at 1130 on the 2nd Thursday of each month, McCormick & Schmidt's in Bellevue.

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Castle Rock, WA 98611

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805-479-8461
captboatner@mastermariner.org

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Mailing Address: 533 N. Marine Ave

Wilmington, CA 90744-5527

SAN FRANCISCO BAY AREA

Captain Klaus Niem, President

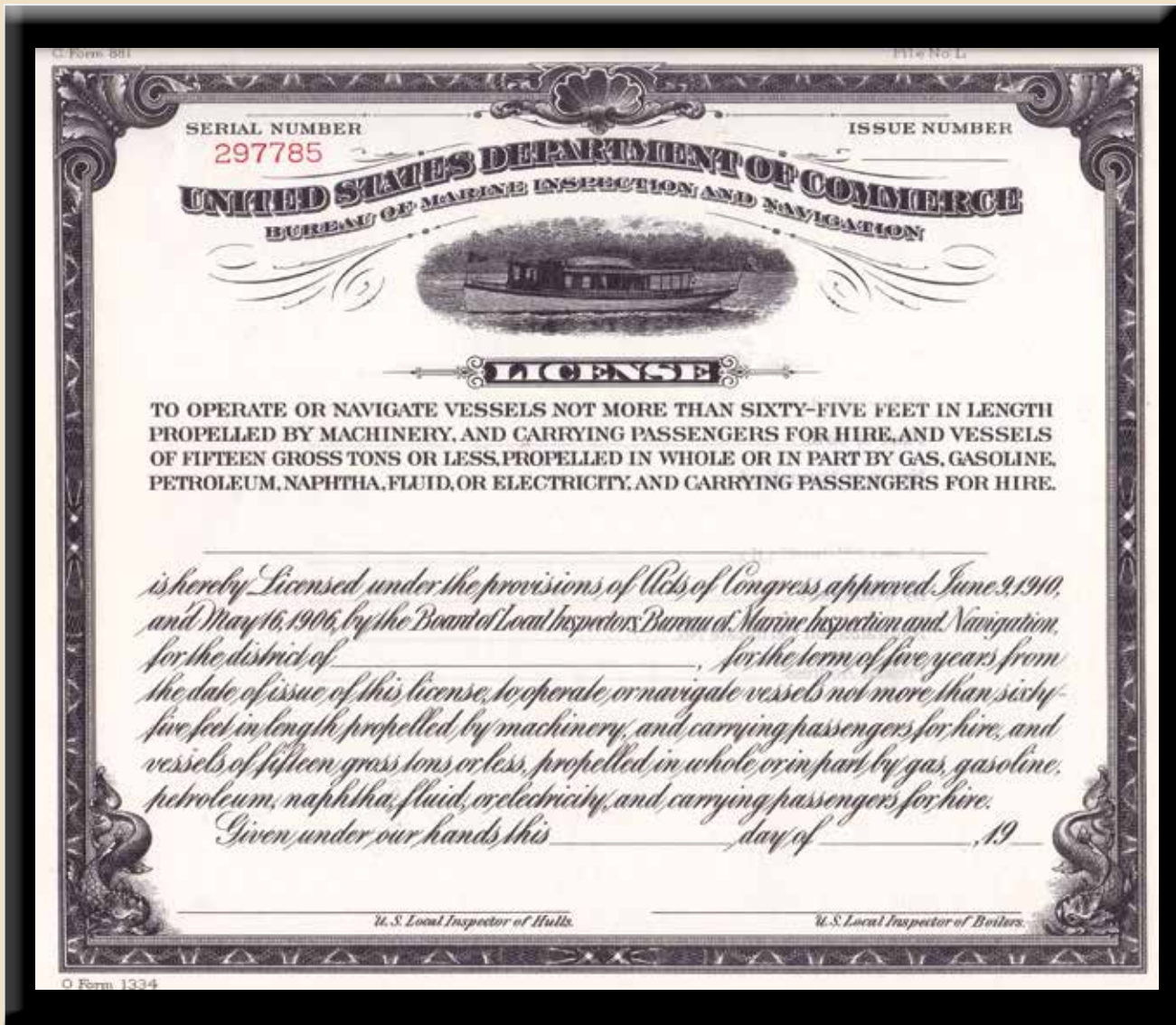
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What a great photo on the license. Too bad commercial operators cannot display his work of art today.

In This Issue



ON THE COVER

MV CMA CGA Benjamin Franklin, Seattle
PHOTO CREDIT DOUG SUBCLEFF

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or mail your submissions to

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All submissions will be reviewed, but are not guaranteed to be published.

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NOTICE The articles in this magazine are entirely those of the writer, and do not necessarily reflect the views of CAMM nor its Board of Governors. CAMM is an independent professional organization and is not affiliated with nor endorses any union or political party.

Letters to the Editor

Dear Editor:

Thank you ever so much for your support of my troubled alma mater Kings Point in the latest issue of *Sidelights* (Feb. '18). I too believe that the loss or decline of ANY of the US state or federal academies diminishes all of us.

I have been working at Cal Maritime now for over 16 years in various capacities (way more time than I ever spent at KP) and because of that I consider myself, if anything, more attached to CMA than KP. In addition, I have many friends and colleagues spread out among all the other academies. It pains me to hear disparaging remarks leveled against any of them by people who should know better. Every US maritime institution has its own particular strengths (and corresponding weaknesses) but all produce their share of the most qualified and competent merchant mariners in the world.

As you may already be aware, I will be taking over as Director of Marine Programs and Captain of the Training Ship upon Harry's retirement in August. Rest assured that as captain, I will do my very best to maintain the highest standards of hands-on shipboard training that have always been the hallmark of a Cal Maritime education.

With great appreciation and warm regards,

Capt. Sam Pecota, CAMM #3204-RU
Alternate Captain, T/S Golden Bear
CSU Maritime Academy, Vallejo, CA

Dear Editor:

Just read the recent well done CAMM articles by Capt. Lloyd, Father Oubre and Capt. Cartner -- regarding autonomous ships and "shipmastering". From a harbor pilot's perspective, these articles seem to be posing the question, "What is the intended effect of automation on shiphandling and the ship's Master?"

At one extreme, you could say that automation is intended to replace all traces of human endeavor. At the other extreme, you could say that automation will eventually prove too expensive and eventually unreliable.

Maybe we're missing the point here. The point being that the success of human endeavor over past centuries has been a function of the satisfaction derived from personal achievement. The question then becomes, if the satisfaction realized by hands-on shiphandling is replaced by "artificial intelligence," what will be the effect on human endeavor going forward?

Pursuit of an answer might lead to the airline industry where Gen-X and ultimately pilotless passenger aircraft seems to be a goal. Let's look at some examples. Although "Miracle on the Hudson" caught substantial public attention, other passenger jets have made successful water or off-airport landings without power due to the pilots' hand-flying skills. And then a fully functional 777 crashed on the airport apparently due to lack of hand-flying skills.

Something to consider: Currently there are quite a few older shipmasters and pilots who are proficient in traditional shiphandling skills to include anchor dredging and docking without tugs or thruster assist. This group is going to be depleted through attrition, taking those skills with them. The common response is that automation eliminates the need for preserving these skills. Defense Exhibit 1 might be "Garuda Indonesia (737-300) Flight 421's water landing with no engines, no assistance, no electronic guidance and no hydraulic or electrical power." Without hand-flying skills, 59 souls most likely would not have survived. (go to: https://en.wikipedia.org/wiki/Garuda_Indonesia_Flight_421)

While it would be difficult, if not impossible, to practice traditional shiphandling skills on "real ships," simulator facilities have improved substantially over the years and are realistic substitutes. The question is whether maritime industry leaders believe a "Garuda Indonesia" type incident will not reoccur in an automated ship?

All the best,

Capt. Jim Wright (CAMM # 1817-RP)
Southwest Alaska Pilots Assn. (Ret)

Will the Winds of Change Blow toward Safety and Logic?



Captain Jeff Cowan
CAMM National
President
#3070-RU

The winds of change are upon us. I will be attending the USCG Examination Working Group (Deck) in Martinsburg, WV in mid-March.

I will give a report at the AGM in Galveston, and in the June *Sidelights* (get the story first – join us in Galveston!).

The annual “Sail-In to Congress” is March 20, 2018. The goal is to educate members of Congress on the benefits and need to properly maintain a strong US Maritime industry. Organizers typically give a list of talking points to present to so that the industry speaks with one voice. Captain Hartnett, Captain Klein and I will represent CAMM at this event. We will visit other congressional leaders before and after the Sail-In to discuss CAMM specific issues.

Our Professional Development Conference/Annual General Meeting will be May 2-4, in Galveston, TX and this year’s theme is “Are Professional Mariners Losing their Navigation Skills to Technology?” This seems to have come full circle since I first acquired a license (and I remain reluctant to call it a credential, but that is a discussion for another time). Remember Bow/Beam bearings to gain a distance off land? I never used the process while working because using radar was much more efficient and faster.

Today, plotting a bow/beam bearings is no longer an option as ships

are not required to keep paper charts if they have two ECDIS (Electronic Chart Display and Information System) devices. When everything is on a screen, how does a mariner expect the video game generation to look out the window/porthole? This is troubling, as some buoys, small boats wooden structures and other objects do not achieve radar/ECDIS target status due to lack of metal or AIS (Automatic Identification System) devices. How can these targets be seen on radar or ECDIS? They can’t - but, they can be seen visually by a good lookout.

Lookouts save time. Do people staying glued to screen(s) realize it takes time for a signal to achieve screen status? Do they then realize that it takes more time for a screen to ascertain direction of motion? Simply looking out the window/porthole can take the waiting out of the equation. This would enable a watchstander to more quickly take corrective action.


These questions lead me to contemplate the Fitzgerald/McCain incidents. I remain perplexed as to how these collisions occurred. Our USN has the best and brightest, but they do not receive bridge watch training. Without proper bridge watchstanding training, they will not acquire the tools to safely traverse heavily trafficked waters. Annapolis graduates headed for Naval flight or submarine programs must have at least a year of additional training before arriving on an aircraft carrier or submarine. A graduate slated for surface ships has no additional training? The flawed logic is astounding.

The USN hierarchy filed negligent homicide charges against the ship commanders in the Fitzgerald/

McCain incidents. I submit that these commanders were set to fail years ago when the SWO (Surface Warfare Officer) school was closed in 2003 to save \$19 million annually. How does the annual \$19 million savings compare to the loss of life and cost to repair the Fitzgerald and McCain? The last cost estimate came close to \$1 billion. Most accountants would say that this cost/benefit analysis was definitely flawed. Instead of prosecuting the commanders, let’s hold accountable those who are truly responsible – those who closed the SWO school to save money. An old saying resounds, “That which is saved in prevention shall be paid many times over in response.”

Flawed logic appears to be contagious. I continue to find it very troubling that our US Coast Guard is attempting again to replace physical aids to navigation (ATON) along the West Coast. This is being done to save money. As these “aids” only appear on a radar or ECDIS screen, the aid is never physically visible to a lookout or deck officer. This cost savings sounds vaguely similar to the logic surrounding the closure of the SWO school.

I propose that we have a panel discussion on this subject at our Professional Development Conference in Galveston. Will you join the discussion?

The winds are changing. We need to make sure they blow in the direction of safety and sound logic. 

Steady as she goes,

Jeff Cowan

New Members and Changed Membership Status

Welcome Aboard

You now have all the benefits of membership!

- # 3466-AL Chief Officer **Robert J. Turner**
Currently Sailing 2/M (OPO) with Noble Drilling, Co.
Resides in League City, Texas
Sponsored by Captain Manny Kelakios, # 3071-RU
- # 3467-AC Cadet **James Brook**
Cadet @ CSU Maritime Academy, Class of 2020
Resides in Vallejo, CA
Sponsored by: Cadet Aaron Harman, # 3458-AC
- # 3468-AC Cadet **Kian Finn Patrick**
Cadet @ CSU Maritime Academy, Class of 2020
Resides in Vallejo, CA
Sponsored by: Cadet Aaron Harman, # 3458-AC
- # 3469-RU Captain **William C. Barrere**
Nat'l Representative, American Maritime Officers Union
Resides in Merritt Island, FL
Sponsored by Captain Manny Aschemeyer, # 1548—RU
- # 3470-RU Captain **David E. Cox**
Currently, Pilot Commissioner for Comm. of MA
Resides in Winthrop, MA
Sponsored by Captain Andrew Triandafilou, # 2025-RU

- # 3471-RP Captain **Brendan W. McMillin**
First Class Pilot, Port Canaveral, FL
Resides in Cape Canaveral, FL
Sponsored by Captain Ed Lanni, # 1278-L

Membership Upgraded from "S" to "RU" Congratulations on your promotion to Master!

- # 3419-RU Captain **T. Bryan Stoots**
Sailed as Master with MSC in late 2017
Resides in Virginia Beach, VA

Life Members

Congratulations and thank you for your support!

- # 516-L (RU) Captain **Louis H. Staar**
Member of CAMM for 51 years
Resides in Capistrano Beach, California
- # 2746-L (RU) Captain **Edward S. Newman**
Member of CAMM for 23 years
Resides in Naples, Florida
- # 2440-L (RU) Captain **Peter J. Bourgeois**
Member of CAMM for 23 years
Resides in Fountain, Colorado
- # 1574-L (RU) Captain **Donald A. Tierney**
Member of CAMM for 39 years
He resides in Honolulu, Hawaii

National Maritime Day is May 22

CAMM National urges its Members and Chapters to participate in local National Maritime Day celebrations, observances, and activities on May 22. Check with your CAMM Chapter to see what they may have planned for CAMM's part in Maritime Day by going to the CAMM website at: <http://mastermariner.org/chapters.html>.

In the past, CAMM Chapters and members at Seattle, LA/LB, Baltimore/Washington, NOLA, Tampa Bay and Wilmington, NC have been involved with National Maritime Day celebrations and activities.

Please do your part as a CAMM member or with your



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Chapter. Celebrate National Maritime Day in recognition of American Seafarers and U.S. flag ships that have served our country in peace and war since 1775. ⚓

SECRETARY - TREASURER

Greetings CAMM Shipmates



*Captain
Manny Aschemeyer
CAMM National
Secretary-Treasurer
#1548-R*

Membership

The CAMM Membership Roster is growing. We would like to see that number increase even more as we move forward. We cannot achieve our goal without YOU – the CAMM members. Make it a personal goal to reach out and bring in a new member this year. Keep in mind that in addition to working Masters and Pilots, we can accept membership applications from Licensed Chief, Second, and Third Mates, maritime professionals working ashore in the maritime industry, and foreign Master

and cadets/midshipmen attending one of the state or federal maritime academies (AC). There is a CAMM membership application on the inside back cover of this magazine.

Dues/Donations/Raffle Report

Dues payments continue coming in. Eighty-six percent of our members are dues paying (the rest are either Life or Honorary). As of mid-March, 77% of all dues-paying members have responded. That leaves 23% unpaid members. This leaves our budget with a considerable deficit. So, to all those procrastinators, please continue to help CAMM by paying your 2018 dues.

We continue to enjoy outstanding generosity from our CAMM members in regards to donations. We have surpassed our targeted/budgeted amount. Our thanks to the many CAMM members who continue supporting CAMM in this way.

Raffle Ticket Sales have gone well and we have surpassed our 2018 budget forecast. Remember, it is not too late to purchase raffle tickets with the 1st place prize of \$800. Drawing will be held on May 4, at the Closing Banquet for the 2018 AGM/PDC in Galveston (and you need not be present to win). Contact me for additional books of tickets.

I'm hoping that the flow of dues payments, donations, and raffle tickets continues as we move through the first half of FY 2018. Ideally, all dues-paying members will be in the "PAID Column" by April 1, (and no "April's Fool" joke intended). This will help CAMM tremendously to carry out its various mission, activities, and functions – all in support of YOU, the CAMM members! If you have yet to pay your dues, purchase raffle tickets, and/or make a donation by the time you're reading this, I encourage you to do so now. Thanks for your generous support!

Financial Report

I'll be doing a Half-Year Financial Report for FY 2018 in early April. Any active CAMM member who wants a copy of our detailed budget report submissions, kindly contact me by email captaschemeyer@mastermariner.org or phone (951) 767-3037.

2018 AGM/PDC in Galveston, TX

Notices were mailed out in early March for the upcoming 2018 AGM/PDC to be held in Galveston, May 2-4. Additional information can be found on pages 20-22 and on the website. Plan now to attend. Complete and return the registration form found on page 22 or on CAMM's webpage. Take advantage of the low conference rates for CAMM members at Moody Gardens. by booking early. Consider being a sponsor or perhaps your company or organization can become a corporate sponsor.

Career Fair at Cal Maritime

I attended the Spring Career Fair at the California State University Maritime Academy (CMA) in Vallejo, CA on February 13. CAMM was again a sponsoring organization with an information booth available that attracted new Associate-Cadet (AC) member and strengthened support for the newly established Cadet Chapter at CMA.

Cadet Chapters

We have two active Cadet Chapters at Texas Maritime and Cal Maritime. Ultimately, we would like to see Chapters on all the maritime academies. Our next target is to establish Cadet Chapters at Kings Point and Fort Schuyler. If you are a graduate from one of those institutions, have some ideas or recommendations on how best to achieve this goal, and are willing to help, please contact Captain Frank Zabrocky, Captain Cowan or me. The Cadet Chapter at Cal Maritime was officially approved last November and the inaugural meeting was held on February 12, 2018. We had an excellent turnout to introduce the cadets to CAMM and to share our experiences, knowledge, and advice to help guide them toward a successful maritime career.

Thanks for your time and interest. Working together, we can make CAMM better, bigger, and best for the future!

So until next time, Smooth Sailin' ...

Captain Manny Aschemeyer

CROSSED THE FINAL BAR

CAPTAIN WILLIAM T. BENSON, CAMM #212

Captain William T. Benson, USNR (Ret) 87, formerly of Oak Park Place, died March 1, 2018 at Sunset Park Place. William married Martha "Marty" (Cadzow) Benson on July 12, 1952. They were married for 64 years and Marty preceded him in death. They will be buried together in Arlington National Cemetery.

William (Bill) graduated from the United States Merchant Marine Academy in Kings Point, NY in 1951. In 1955, he enlisted in the Navy. He spent two years stationed in England and then returned to the States. He was stationed in different areas up and down the eastern seaboard. Bill left active duty in 1962, but continued serving in the Naval Reserve.

He began his civilian career in New York working for the United Nations. Bill accepted an assignment in Taipei, Taiwan to work on the seaport. He returned to the United States but soon took a job working in San Juan Harbor, PR from 1966 to 1968.

After leaving Porto Rico, Bill and his family moved to Chicago where he worked for International Mineral and Chemical until 1974. Then to New Jersey working for Occidental Petroleum in New York City. In 1983 Bill was transferred to Tampa, FL where he retired. During retirement Bill and Marty traveled extensively in their motor home.

Captain Benson was a long-time member of The Council of AMERICAN Master Mariners. He joined in 1964 and from 1983 to 2014, he was active with the CAMM Chapter in Tampa, FL. He became a Life Member in 2010.



CAPTAIN JACKSON D. DAVIS, CAMM #1644

Captain Jackson D. Davis, died in Eugene OR on February 5, 2018 at the age of 96. He was born in Grants Pass, OR. He is survived by his wife of 22 years Sherrill, her children Kari, Robby and Tami; Grandson JW Davis, his wife Kristy, and their two daughters Amaya and Alivia. He was blessed overall with 13 grandkids, 18 great grandkids and several loving cousins. He was preceded in death by his son Paul, Grandson Willy, Brother Neil, and sisters Josephine and Claudia.

After an extensive and prestigious career in the U.S. Navy, he joined the U.S. Merchant Marine. Captain Davis commanded oil tankers for many years, retiring from BP in Seattle, WA. Jackson was always full of life advice and had endless stories of his life experiences; he could direct you just by the moon and the stars at night. His smile lit up any room he was in and always made sure he had a new joke to tell you when you came for a visit. He loved a good Scotch, Bailey's in his coffee, and lots of sweets. Jackson was an avid golfer, and he golfed every day in Eugene until he was 93. He positively influenced and changed the lives of many; he loved volunteering with the kids and, in Jackson's word, "It was a great party!"

Before moving to Eugene, Captain Davis served for several years as President of the Seattle Pacific Northwest Chapter. He became a Life Member of CAMM in 2012. Captain Davis was interred with military honors due him at Tahoma National Cemetery, Kent, WA on February 23, 2018.

CAPTAIN LAWRENCE E. "LARRY" WORTERS, CAMM # 812-L

We received a call from Captain Worters' daughter, Loretta, advising us that her dad had died on Saturday, March 17th, 2018. His wife Vera and daughter Loretta were at his side when he passed. He was 93 and had been battling cancer for over a year.

Captain Worters was a Professor Emeritus from the United States Merchant Marine Academy at Kings Point, NY. CAMM has been advised that the Worters family intends to organize a memorial service for Captain Worters at Kings Point during Homecoming Weekend this fall (September 20) and his name will be placed amongst the memorial plaques in the Honor Arboretum at Kings Point.

Captain Worters was a member of CAMM for over 43 years. He served as President of the CAMM NY Chapter and became a Life Member in 2015. He will be missed by all of us who knew with him.

CAPTAIN ASBJORN E. OSCARSEN, CAMM # 106-L

Captain Asbjorn E. Oscarsen, died on October 18, 2017. He retired in 1985 and was a resident of San Francisco, CA. He joined CAMM 1976 and became a Life Member in 2010. Captain Oscarsen sailed with American President Lines and last sailed as Master on the *Spirit of Liberty* for Keystone Shipping.

CAPTAIN DENNIS R. FERGUSON, CAMM # 2013-RU

CAMM has learned that Captain Dennis R. Ferguson passed away on January 2, 2017. Captain Ferguson came up the "Hawsepip" to obtain his Master's License. He sailed Captain with Phillips Petroleum, Coastal Marine, Ogden Marine, and also worked as Port Captain. He was a member of CAMM for over 32 years. His daughter, Denise Buford, was kind enough to notify CAMM of her father's passing.

Even with Progress, There Is a Dark Side



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

One can easily make the mistake that if it is new, then it is better. When one looks at the maritime industry, there are so many amazing things that have

happened. Onboard life is so much better.

There are not many seafarers who would really want to go back to the “good old days,” when one climbed the mast in gales without any kind of safety equipment, when the entire unlicensed watch slept in one cabin with only one porthole for ventilation, and when open lifeboats and rafts made of wood and barrels were the only means of escaping a foundering vessel.

However, with every wonderful thing, there is also shadow that accompanies it. We may not want to focus on this shadow, but it is there, and it can be deadly. An example of the shadow of progress is the high number of victims of driving automobiles while intoxicated. Before there were cars, there were very few victims of DWI cowboys being killed by their horses. So, we progress with automobiles and gain greater freedom and mobility, and at the same time, we see hundreds of thousands of deaths each year caused by this “shadow of progress.”

Today, most seafarers have their own accommodations, the house is air conditioned, hydraulics and constant tension winches have replaced “Norwegian steam power,” and communication with

home is often 24-7. So what prevents the modern day merchant mariner from being the happiest mariner in history? Well, the reason is not just because it is our nature to complain about everything, but because many of the very things that have brought “progress” to the modern merchant mariner, also brought a shadow side.

I clearly remember when the “healthy progressive” idea of banning smoking from the crew’s mess was first introduced. It definitely improved interior air quality, but also killed coffee time. When 1000 and 1500 coffee came around, no one gathered in the mess. The smokers grabbed their coffee and headed to their cabin to smoke. Since these guys were usually the best storytellers (or liars) on the ship, the crew’s mess quickly got boring, and the nonsmokers found other things to do than sit around the mess.

As crew sizes are cut, new vessels have built in TV/DVD players in each cabin, and more companies are providing easy access to telecommunication/internet at sea. Seafarer isolation grows greater and this isolation leads to mental health issues and even suicides. At a recent Nautical Institute, Gulf Branch meeting, a representative of a major international manning agency noted that in the past his company would have a seafarer commit suicide once every four or five years. Now he sees four to five suicides each year.

There are some studies being conducted on seafarers’ happiness, mental health, and suicide. As I am writing this, Missions to Seafarers has just issued a report entitled, Seafarers Happiness Index: 4th Quarter 2017. In a nut shell, seafarer happiness has declined since the 2016 survey. The reports states:

“The Index is made up of a standard set of ten questions and these cover key areas, such as mental and physical health, diet, rest, workload, connectivity, training, access to shore leave, as well as relationships at home and on board. These are answered anonymously, and seafarers are encouraged to complete their answers during each trip.”

“Happiness is key to developing maritime careers. Happy, satisfied, well-fed, fit and engaged seafarers are less likely to have accidents, they are less likely to become disaffected, and are the manifestation of the confidence or pressures which may be felt elsewhere up the industry chain.” (Seafarers Happiness Index, page 2)

If we wish to address the issue of recruitment and retention of our future mariners, we must address the decline in seafarer happiness onboard ship, and the rise in mental health problems and suicide among seafarers. When we begin to investigate the shadow side of the “progresses” of our industry, we may learn that new electronics and amenities cannot take the place of old-fashioned human interaction, and community life.

For more information Google these titles: Missions to Seafarers’ Seafarers Happiness Index: 4th Quarter 2017; International Seafarers Welfare & Assistance Network’s Social Isolation of Seafarers: What is it? Why does it matter? What can be done?; ISWAN’s Seafarers’ Health Information Program’s Psychological Wellbeing at sea: A Good Mental Health Guide for Seafarers; ISWAN’s Seafarers’ Health Information Program’s Steps to Positive Mental Health: A Good Mental Health Guide for Seafarers.



Council Reports

View and Positions Report

Captain Frank Zabrocky, #1964-RU
Positions Chairman

Report not available.

Sidelights and CAMM Media Report

Captain RJ Klein, Sidelights Editor

This issue of *Sidelights* should be delivered in early April, which puts us back in sync with our target dates. We thank those who contribute on a regular basis for submitting their material in a timely manner. It makes it much easier to edit and plan the layout if reports and articles are submitted by the requested deadline date. We will continue to endeavor to present articles of interest to our membership.

Website: The ability for local chapters to edit their webpages will be launched at the Annual General Meeting. The membership login to edit their information page has been delayed. Our database expert (who helps CAMM at a very reasonable cost) was unexpectedly burdened with a heavy work load. He has contacted us and is committed to giving CAMM the needed attention to get our membership login back on track.

1st Vice President Report:

Captain Joe Hartnett, #2193-RF

See Baltimore/Washington report. .

2nd Vice President Report:

Captain Pat Moloney, #1829-RU

Report not available

North Atlantic VP Report

Captain Frank Zabrocky, #1964-RU

I attended a luncheon gathering of the Connecticut Maritime Association (CMA) in February. Their speaker was from Shipowner.io. This is a platform that will use cutting edge technology to facilitate wider investment in the maritime industry. It is a little diffi-

cult to fully comprehend if you do not have a background in both information technology and finance, but it is fairly convincing when presented by the creators. This concept is causing quite a stir among the moneyed interests. Readers, who spend time day trading, should take note of this technology. If Shipowner.io evolves as planned, we will be hearing much more about it in the future. We may all become ship-owners.

The CMA event is held every year in Stamford, Connecticut. It is one of the biggest maritime events in the world and it might be worthwhile to have a CAMM AGM meeting in conjunction with the CMA event.

I attended a meeting of the New York Chapter held at Kings Point. Captain Sandberg hosted a presentation from the aviation industry by a group which is looking at establishing a protocol for aircraft and ships to communicate in situations when an airplane might need to ditch in the ocean. I was taken aback by the lack of common communication channels between ships and planes. Captain Sandberg is getting CAMM in on the ground floor in efforts to correct this problem, and it may evolve into worthy CAMM activity in the future.

The Chapter Meeting led to an invitation to an airline industry meeting at the Flight Safety International facility at Teterboro Airport in New Jersey. The Teterboro meeting was well attended by Kings Point faculty, Teterboro Airport Representatives, and a couple of members from CAMM

New York Metro

Captain George Sandberg, #1919-RU
Chapter President

At our last Chapter meeting a presentation was given by Jim Stabile, Vice President of Aeronautical Data Systems (ADS). The presentation centered on the lack of standardized procedures to be followed for aircraft and ships in the event of an emergency aircraft water landing. The objective of ADS is to develop a functional, standardized, cross-disciplinary framework for coordinating rescue efforts between aviation and maritime assets. This led to a Joint Oceanic Search and Rescue Conference held at Flight Safety International that Captain Frank Zabrocky and I participated in as part of the Maritime panel.

Baltimore/Washington Report

Captain Joe Hartnett, #2193-RP

Members of our chapter attended the recent Propeller Club luncheon and had the opportunity to meet with Mr. Mark Buzby, the current Maritime Administrator. One of the topics of conversation was the funding for domestically built multi-mission training ships. New vessels would certainly benefit domestic shipbuilders and provide a long-term solution to the state academies.

Providing new training ships was one of the topics I had the opportunity to discuss with the staff of the six Senators that I visited during the Maritime Congressional Sail-In on March 20, 2018. The offices that I visited were very receptive to my request to support several programs which are vital to the future of the U.S. Merchant Marine. (More details of the Maritime Congressional Sail-In will be in the next issue).

The LNG vessel *Gemmata* sailed from the Cove Point LNG terminal on



March 3, 2018. The first export load of LNG from the terminal was scheduled to be delivered to Asia, but it was diverted to the United Kingdom.

Our chapter will be participating in National Maritime Day celebrations in May. We will participate in Baltimore aboard the N/S Savannah and also at MARAD in Washington, D.C. We are looking forward to sponsoring and participating in the Propeller Club Spring Golf Outing on June 4.

South Atlantic VP Report

Captain Liz Clark, #997-RU,

Report not available.

Port Everglades/Miami

Captain Paul Coan, #3021-RU,

Chapter President

Report not available.

Tampa Bay

Captain Ron Meiczinger, #1747-RU,

Chapter Secretary/Treasurer

The February 20, 2018 luncheon meeting of CAMM Tampa Bay Chapter was held at the Columbia Restaurant in Ybor City. The meeting was held in the Red Room due to the higher than normal turnout, thanks to our guest speaker, Captain Manny Aschemeyer, CAMM National Secretary / Treasurer. The meeting was called to order at 1220 hours by Chapter President Captain Robert Holden. Fifteen (15) members and ten (10) guests were in attendance.

Sick & Welfare: Captain Jan Fraser reports that Captain Jim McCarthy is doing well. He is now pretty much confined to a wheel chair in his home. He has home care 24/7. Captain Ed Lanni, #1278-R from the Port Canaveral area, was supposed to attend our meeting on February 20. He had to cancel due to being hospitalized with a broken ankle and chest congestion. He's expected to remain in the hospital for a few more days.

Guest Speaker: Our guest speaker for the meeting was Captain Manny Aschemeyer, #1548-RU CAMM National Secretary / Treasurer. He is a graduate of California Maritime



Captains Meiczinger, Partridge, Aschemeyer, and Holden.

Academy. Captain Manny opened with a recap of their flight from San Diego to Tampa. After hearing that, his Sea Stories must be classics. The next time you see him, ask about the seat belts on the rental car.

He continued by giving an update on the state of CAMM. He stated that our membership, has dropped considerably since 2000. To counter this decline in membership several changes were made. One change was to establish cadet chapters at the Maritime Academies. There are now chapters at California Maritime and Texas Maritime. These cadet chapters are separate stand-alone chapters. Efforts are being made to establish chapters at the remaining Maritime Academies.

The 2018 Professional Development Conference and Annual General Meeting will be held at Galveston, TX May 2 - 5. It will be at Moody Gardens. Details are in his issue of *Sidelights*. Captain Manny, thank you for an outstanding presentation. You are welcome back any time!

50 / 50 Drawing: Winner was Alicia Scott, wife of Captain David Scott. Alicia donated her winnings to the chapter treasury. Thank You, Alicia!!

Regular CAMM Tampa Bay Chapter Meetings are held on the sec-

ond Tuesday of each month at the Columbia Restaurant, 7th Ave. and 22nd St., Ybor City, Tampa, FL (except July, August and September). Meet in the Bar at 1130. Wives and significant others are now invited to join us. Lunch is \$20 per person. Please have exact amount or a check made payable to CAMM Tampa Bay Chapter.

Remaining Meetings for 2018: Tuesday April 10, May 8, and June 12.

Note from Captain Aschemeyer: I was able to attend the Tampa Bay Chapter meeting in late February while vacationing in the Fort Myers Area, Florida. Chapter President Captain Bob Holden, # 1524-RU and Chapter Secretary/Treasurer Captain Ron Meiczinger, # 1747-RU kindly adjusted their Chapter's meeting date to accommodate my schedule. As my wife, Floy Ann, accompanied me on the trip, they made it a ladies' event. I would like to extend my sincere thanks and deep appreciation to Captain Holden, Captain Meiczinger, all the local CAMM members, their wives, and guests who turned out for the meeting. It made it a fun and memorable gathering.

Continued page 14 >>>

Gulf VP Report

Captain Michael McCright, #2753-S

See Houston report.

Mobile Bay

Captain Jerome "Rusty" Kilgore, Chapter President

Report not available.

New Orleans

CE Horace George, #3223-A, Chapter Secretary

Report not available.

Houston

Captain Michael McCright, #2753-S

Report not available.

South Pacific VP Report and San Francisco Bay Area Chapter Report

Captain Klaus "Nick" Niem, #2167-RU

Report not available.

Los Angeles/Long Beach

Captain Dave Boatner, #2162-RU, Chapter President

North Pacific VP Report

Captain Cal Hunziker, #2457-R

On February 23rd, Puget Sound was treated to an unusual sight. Piloted by a Puget Sound Pilot, a large orange ship, the *Zhen Hau 28*, carrying four large blue cranes made its way slowly down the sound to the port of Tacoma.

The cranes, the first four of eight purchased by the port, were delivered to the Husky Terminal and will be used to offload Super Post-Panamax vessels calling there. They are 295 feet tall, a full 50 feet taller than the present cranes. With their booms raised, extend that height to 434 feet making them the largest cranes on the West Coast to date. The port plans to have them in operation by June 2018. The



CDR Jo-Ann Burdian, Chief of Response, USCG Sector Puget Sound and Captain R.J. Klein, Seattle PNW Chapter President

crane's boom can reach out and pick up containers as far out as the 24th row. The other four cranes will be delivered in mid-2019. (See the cranes on youtube:

<https://www.youtube.com/watch?v=pDMpV9ZYWa0>)

Columbia River

Captain Bill Good, #1924-RU, Chapter Secretary

Report not available.

Seattle PNW


Captain Doug Subcleff, #2329-RU, Chapter Secretary

A total of 22 were in attendance at our special February luncheon to honor Women in Maritime. Captain Don Moore did an excellent job of managing this event and Mrs. Jackie Moore showed up with her tasty chocolate table treats.

Seattle Chapter President, Captain R.J. Klein, opened the meeting with

a welcome to all and introductions of special guests. He then asked for a motion to suspend the normal business agenda in favor of our meeting theme. This meeting had a number of raffle prizes with many lucky winners.

Guest speaker, USCG CDR Jo-Ann Burdian, is the Chief of Response, Sector Puget Sound.

She began her talk with stories from her childhood in Flushing, Queens, NY, where her father was a NYC police officer. She graduated from the U.S. Coast Guard Academy in 1997. A question and answer session followed her talk. A popular topic was the need for the United States to build additional ice-breakers to replace our very limited and aging fleet: i.e. *Healy* and *Polar Star*. 

Cal Maritime CAMM Cadet Chapter Holds Its Inaugural Meeting

The first official meeting of the CAMM Cadet Chapter at the California State University Maritime Academy (CMA) was held on February 12, 2018. It was organized by Faculty Advisor, Captain Nick Lewis, CAMM # 3034-RU, newly elected Chapter President Cadet Aaron Harman, CAMM # 3458-AC and Captain Manny Aschemeyer, CAMM # 1548-RU, National Secretary/Treasurer of CAMM. The launch session featured a panel discussion of five Master Mariners, all CAMM Members, three of whom were CMA graduates.

The following were on the panel:

Captain Lynn Korwatch, CAMM # 2089-RU, CMA class of '76. Captain Korwatch was one of the first women to graduate from a US Maritime Academy. She advanced her license to Master. While working for Matson Navigation Company, Captain Korwatch became one of the first female captains on a container ship and later became a Port Captain and Vessel Operations Manager. She is now the Executive Director for the Marine Exchange of the San Francisco Bay Region.

Captain Larry Teague, CAMM #1487-RU, CMA Class of '63. Captain Teague sailed as Master before coming ashore to become a San Francisco Bar Pilot.

Captain Klaus (Nick) Niem, CAMM # 2167-RU. Captain Niem serves as CAMM's South Atlantic Regional VP and also as the President of the local the SF Bay Area Chapter. During his seagoing career, Captain Niem sailed as Master with various US-Flag shipping companies.



Leadership team for CAM Cadet Chapter: (L-R) Captain Nick Lewis, Faculty Advisor; Cadets Harman, President, McDonald, Treasurer, Moreno, Secretary, and Brook, Vice-President.

Having come up through hawsepipe, he had a unique and important perspective to share with the cadets.

Captain Nick Lewis, CAMM # 3034-RU, KP class of '93. After his seagoing career, Captain Lewis joined the teaching staff at CMA as an adjunct lecturer in the Marine Transportation Department. Captain Lewis serves as the on-campus Faculty Advisor at CMA for the CAMM Cadet Chapter.

Captain Manny Aschemeyer, CAMM # 1548-RU, CMA Class of '63. Captain Aschemeyer retired from a 50-year maritime career in 2008 and is now CAMM's National Secretary/Treasurer. During his career he sailed as Master, helped to create America's only industry-funded, government/private sector Partnership Vessel Traffic System (VTS) for Los

Angeles-Long Beach Harbor, and headed the Marine Exchange for LA/LB.

The panelists imparted knowledge, experience, advice, and wisdom to all the cadets who were encouraged to pursue maritime careers. Advice was offered on how to attain that coveted Master Mariners License or how to develop a challenging and fulfilling maritime career ashore.

Future meetings of the Chapter at CMA are being planned. They may include field trips to visit a working vessel in port, touring an active marine terminal, and briefing by the San Francisco Bar Pilots. They may also be able to attend a meeting of the local SF Bay Area Chapter in Crockett, CA which is directly across the Carquinez Strait from where the T/S *Golden Bear* is berthed. ⚓

Loss of the *El Faro* – October 2015 Summary and Comparison of USCG & NTSB Final Reports



by Charles Lund
#2049-RU

SYNOPSIS

On Thursday October 1, 2015, the *SS El Faro*, a 40-year-old cargo ship owned by TOTE Maritime Puerto Rico and operated by TOTE

Services, Inc., was on a regular route from Jacksonville, FL, to San Juan, Puerto Rico, when it foundered and sank in the Atlantic Ocean about 40 nautical miles northeast of Acklins and Crooked Island, Bahamas. The ship had sailed directly into the path of Hurricane Joaquin, carrying a crew of 33, including five Polish contract repair workers. All those aboard perished in the sinking (From NTSB's final report).

The following information is presented without opinions of the writer and does not intend to point blame at any individual or entity with regards to the loss of the *El Faro*. The USCG Final Action Memo with USCG Commandant's reviews were used as the basis for this article. The USCG's recommendations/findings are listed and compared to the findings in the NTSB Final Report. To view the complete reports go to: <https://media.defense.gov/2017/Oct/01/2001820187/-1/-1/0/FINAL%20PDF%20ROI%2024%20SEP%2017.PDF> (USCG) and <https://www.nts.gov/safety/safety-recs/reletters/M-17-021-073.pdf> (NTSB, Adopted December 12, 2017, Published February 7, 2018)

USCG Safety Recommendations

High Water Alarms:

USCG is to direct a regulatory initiative to require high water audio and visual alarms in cargo holds of dry cargo vessels, capable of providing audible and visual alarms on the navigation bridge, and to work with International Maritime Organization (IMO) to require the same on all new and existing multi-hold cargo ships. NTSB has made two proposals to IMO for the same requirements but does specify the location of where the alarms should sound or be visible other than a "manned location."

Ventilators and Other Hull Openings for Cargo Ships:

USCG to review US regulations, international conventions, and technical policy to initiate revisions to ensure that all ventilators or other hull openings, which cannot be closed watertight or are required to remain normally open due to operational reasons such as continuous positive pressure ventilation, should be considered as down-flooding points for intact and damage stability. Additionally, fire dampers or other closures protecting openings required to remain normally open due to operational reasons such as continuous positive pressure ventilation should not be considered weather tight closures for the purpose of the applicable Load Line Convention. These changes should apply to new and existing vessels. NTSB proposes the same requirement to IMO.

Addressing Safety Concerns Related to Open Lifeboats:

USCG is to initiate a legislative change initiative to eliminate open top gravity launched lifeboats for ALL oceangoing ships in the US commercial fleet. NTSB proposes a similar recommendation that open lifeboats be replaced with enclosed lifeboats that meet current regulatory standards and freefall lifeboats, where practicable. NTSB further recommends that at not more than 20-year intervals, all lifesaving appliances will be required to comply with current standards.

Indicators for Watertight Closures on Bridge Alarm Panel:

USCG is to direct a regulatory initiative to require open/close indicators on the bridge of all existing cargo ships, for all watertight closures that are identified as watertight on the conditions of assignment for assignment of load line form for unmanned and cargo spaces. NTSB directs the same recommendation to the International Association of Classification Societies, and also recommends that the open/close indicators be at the local location.

Requirement for Closed Circuit Television (CCTV) Camera Installation in Stowage Areas:

USCG to direct a regulatory initiative to require the installation of CCTV cameras to monitor unmanned spaces from the bridge cargo vessels, such as cargo holds and steering compartments. USCG Commandant to work with IMO to adopt the same requirement. NTSB is silent on this point.



EL YUNQUE starboard lifeboat.

NTSB PHOTO

Float-free Voyage Data Recorder (VDR) Equipped with an Emergency Position Indicating Radio Beacon (EPIRB):

USCG supports the current SOLAS VDR carriage requirements and performance guidelines for existing vessels and will propose at IMO that all new VDR installations be required to float free. Said VDRs to contain appropriate means to indicate location,

which may include an integrated EPIRB. NTSB is silent on this point.

Personal Locator Beacon Requirement:

USCG to direct a regulatory initiative to require that all Personal Flotation Devices on commercial oceangoing vessels be fitted with a Personal Locator Beacon. NTSB intends to require that all personnel employed on vessels in coastal, Great Lakes, and ocean service be provided with a personal locator beacon to enhance their chances of survival.

Anonymous Safety Reporting to Shore for Ships at Sea:

USCG to direct the development of a shipboard emergency alert system that would provide an anonymous reporting mechanism for crew members to communicate directly with the Designated Person Ashore or the Coast Guard while the ship is at sea. NTSB is silent on this point.

National Oceanographic and Atmospheric Administration (NOAA) Evaluation of Forecast Staffing and Products for Maritime Interests:

USCG requests NOAA to evaluate

the effectiveness and responsiveness of current National Weather Service (NWS) tropical cyclone forecast products. NTSB is silent on this point.

Clarification of Flag State Expectations for SMS Implementation:

USCG will promulgate supplemental flag state guidance regarding the development, implementation, and verification of Safety Management Systems (SMS). This guidance will include provisions for assessing identified risks and developing contingency plans for emergency shipboard situations (e.g. heavy weather procedures, damage control information, closure of watertight and weathertight openings, etc.), as well as provisions for the USCG to issue observations and identify potential non-conformities. NTSB wants Tote Services Inc. (TSI) to revise their SMS program to contain detailed policies, instructions, procedures, and checklists to mitigate the risks of severe weather (damage) to their vessels.

Damage Control Information for Existing Cargo Vessels:

USCG to direct a regulatory initiative to require that all cargo ships have a plan and booklets outlining damage control information. USCG to work with IMO to amend the applicability of SOLAS Chapter II-1/19 (2015 consolidated), to apply to all existing cargo ships, ensuring these ships have the damage control information. NTSB has two separate proposals:

- 1) to have the damage control plans and booklets on board existing vessels that meet current standards, and
- 2) plans and booklets to be class-approved.

Ship Specific Damage Control Competency:

USCG to direct a regulatory initiative to update 46 CFR to estab-

Continued next page >>>

El Faro >>> *cont'd from page 17*

lish damage control training and drill requirements for commercial, inspected vessels. Furthermore, it is recommended that the Commandant work with the IMO to amend SOLAS to establish similar requirements. NTSB is silent on this point.

Evaluation of Mariner Training Institutions and USCG Merchant Mariner Credentialing Process:

USCG to review *El Faro* VDR transcript specifically focusing on the effectiveness of the Coast Guard credentialing exams and third party provided training including navigation simulators, heavy weather avoidance, cargo lashing/securing, stability, damage control, and bridge resource management. USCG should use the review to identify potential areas and competencies needing improvement and expeditiously develop a plan to implement those findings into the mariner credentialing process. NTSB recommends policy guidance to approved maritime training schools offering bridge resource management courses to promote a cohesive team environment and improve the decision-making process, and specifically include navigational and storm-avoidance scenarios.

Electronic Records and Remote Monitoring of Vessels at Sea:

USCG to direct a regulatory initiative to require electronic records and periodic electronic transmission of records and data to shore from commercial oceangoing ships. USCG Commandant does not concur. NTSB is silent on this point.

USCG Oversight of ACSs that Conduct ACP Activities:

USCG to require increased frequency of ACS (Authorized Classification Society) and Third Party Organizations (TPOs) direct oversight by attendance

of USCG during Safety Management Certificate and Document of Compliance audits. Additionally, the USCG shall perform a quality audit specific to the ACS representation and performance on US Flag vessels. USCG personnel conducting the oversight should be fully trained and certified to conduct audits, and given clear authority to issue non-conformities to a vessel, company, or ACS. NTSB recommends USCG conduct a complete review of the Alternate Compliance Program (ACP) to assess the adequacy and effectiveness of the program.

ACP Efficiency and Manageability:

USCG to work with ACP authorized ACSs to create a single US supplement primarily focused on critical systems. NTSB is silent on this point.

ACS Accountability and Transparency:

USCG to establish and publish an annual report of domestic vessel compliance. This report will include

relevant vessel, ACS and Recognized Organizations (RO) performance statistics to ensure full transparency of USCG oversight activities. NTSB is silent on this point.

Major Conversion Determinations for Vessels:

USCG to review policies and procedures for making and documenting major conversion determinations, including use of the Precedence Principle. NTSB recommends USCG to review and revise the policy for major conversion determinations to consider load line (maximum) draft as a principal vessel dimension.

Intact and Damage Stability Standards Review:

USCG to review current intact and damage stability standards to improve vessel survivability in extreme wind and sea conditions. NTSB recommends revising the stability booklet to require (1) stability instructions, guidance, or data on wind velocity used to calculate weather criteria;



Remote operating vehicle (ROV) manipulator arm positioned above the EL FARO S-VDR capsule on the sea floor prior to the capsule recovery

PHOTO U.S. NAVY SUPERVISOR OF SALVAGE.



- (2) list of closures that must be made to prevent unintentional flooding;
- (3) list of closures that must be made for an opening not to be considered a downflooding point; and
- (4) righting arm curve (metacentric height) table to note the angle at which initial downflooding occurs; also, add a windheel table for vessel full load displacement or the condition of greatest vulnerability to windheel.

NTSB also recommends updating the guidance in Navigation and Inspection Circular 4-77 (Shifting Weights or Counter Flooding During Emergency Situations), based on the circumstances of the *El Faro* accident, to include a warning that actions by ship personnel, intended to correct a list, can produce dangerous results if roll-on/roll-off cargo is already adrift and water has reduced the coefficients of friction for lashed cargo.

Applying Intact and Damage Stability Standards to Existing Cargo Vessels:

USCG recommended a regulatory initiative by the Commandant to that require all existing vessels meet current intact and damage stability standards. The Commandant does not concur. NTSB is silent on this point.

Third Party Oversight National Center of Expertise:

USCG to consider creation of a Third-Party Oversight National Center of Expertise to conduct comprehensive and targeted oversight activities on all Third-Party Organizations and ACSs that perform work on behalf of USCG. NTSB is silent on this point.

Technical Review of Critical Propulsion System Components:

USCG will publish a Marine Safety Alert to inform maritime operators of the Marine Board of Investigation (MBI)'s findings regarding the role that main propulsion lube oil sump level played in this casualty. The Alert

will recommend that operators verify compliance with minimum SOLAS, Class and regulatory standards, and ensure that their operating procedures address critical propulsion system limitations and actions that should be taken to mitigate the consequences when those limitations are exceeded. NTSB has two separate recommendations to increase the minimum required propulsion and critical athwartships machinery angles of inclination. Concurrently, requirements for lifeboat launching angles should be increased above new machinery angles to provide a margin of safety for abandoning ship after machinery failure. Propose to IMO that design maximum operating angles of inclination for main propulsion and other critical machinery be included in damage control documents, stability instruments and booklets, and in the safety management systems for all applicable vessels.

VDR Data and Audio Access:

USCG to initiate a Legislative Change Proposal to amend 46 USC Chapter 63, to ensure that, notwithstanding NTSB statutory authority, the USCG has full access and ability to use VDR data and audio in marine casualty investigations, regardless of which agency is the investigative lead.

Locating and Marking Objects in the Water:

USCG reliability review. Attachable Beacon for Assisting in Relocating Search Objects that are Initially Unrecoverable: USCG reliability review.

Prevention Training Course for Prospective USCG Sector Commanders and Deputies:

USCG to expand and enhance Officer in Charge, Marine Inspection (OCMI) training and related qualification procedures as necessary to ensure that Sector Commanders, or their designee, are qualified, fully understand their responsibilities, and are equipped to properly discharge

or delegate their OCMI authorities.

ACS Surveyor Performance and Interactions with OCMI's:

USCG will establish a procedure to assess the effectiveness of ACS surveyor training programs and will implement policy to ensure appropriate corrective actions are taken when the Coast Guard identifies inadequate ACS performance. This policy will include a provision to revoke an individual surveyor's authority to conduct surveys on U.S. Flag vessels. These procedures and policies will be implemented across all OCMI zones to ensure consistency.

Competency for Steamship Inspections:

USCG recently created and convened a steam plant inspection training program, and is in the process of refining the course before integrating it into the larger marine inspection training framework and qualification procedures. To further improve knowledge, communication, and coordination between Coast Guard marine inspectors and ACS surveyors, the course will be made available for surveyor enrollment on a space available basis.

Competency for Marine Inspections and ACS Surveyors Conducting Inspections on Behalf of USCG:

USCG will establish an Advanced Journeyman Inspector course to provide advanced training on alternate inspection programs, third party oversight, auditing principles and other advanced and contemporary topics (e.g., alternative fuels, ballast water management systems, dynamic positioning systems, etc.). To further improve knowledge, communication, and coordination between Coast Guard marine inspectors and third parties, the course will be made available to third party representatives on a space available basis (NTSB concurs).

Continued page 23 >>>



Council of American Master Mariners AGM - PDC May 2-4, 2018, Galveston, Texas

Are Professional Mariners Losing Their Navigational Skills to Technology?

Registration:

Payments can be made online by credit card.
Please follow instructions on the website.
www.mastermariner.org
Registration forms may also be mailed with
check – see pg 22

Venue & Accommodations

Hotel: Moody Gardens

1 Hope Blvd.
Galveston TX 77554
Phone: 888-388-8484
Local: 409-741-8484
Group ID: Council of American Master Mariners
Book online at: www.moodygardenshotel.com
Use promotion code CAMM52018
Room Rates: \$171.35 per night (all taxes and
fees included)

Event Chairperson

Captain Jeff Cowan
captcowan@mastermariner.org

Maritime TV will be in attendance



Agenda

Weds – May 2nd

Golf Outing at Moody Gardens GC
Welcome Reception

Thus – May 3th

Professional Development Conference
Guest Outing - Tour of Historical Galveston & Lunch
Evening Social Event – Fisherman's Wharf
Speakers confirmed for the PDC:
Captain Rob Jones - NTSB
Captain Scott Putty - Rule 5 Maritime Consulting -
BRM and Casualty Analysis
Mr. Jesse Senkel, P.E. - Herbert Engineering - NSMV
Mr. Glenn Pain – Directors MITAGS

Fri May 4th

General Business Meeting
Election of Officers - View and Positions
Guest Outing - Visit Bryant Museum & Lunch
Closing Dinner
Lalonde 'Spirit of the Seas' Award
Cash Raffle Drawing
Closing Dinner - Keynote Speaker TBD

Sponsors

Blue Riband



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Master Mariner



Hospitality Suite

In Memory of
Captain Timothy Brown



Coffee Break



Contributors

Captain A. Triandafilou
Captain J.V. Caffrey
Captain David Dwyer

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sponsorships are available at
different levels. See next page
or website for more information:
www.mastermariner.org



Sponsorship Opportunities for CAMM AGM-PDC 2018

The following sponsorships include:

- Inclusion of company promotional item in the Welcome Kit (given to all attendees)
- Acknowledgments made from the lectern during all meetings
- Company logo posted prominently on CAMM annual meeting web page
- Company logo featured on event promotion page in Sidelights, CAMM's magazine
- Company logo in all event-related materials

Blue Riband— \$2,500 or more

- Four (4) Thursday Night Social Event
- Four (4) Tickets to the Friday Night Closing Dinner
- Company logo included in all event-related materials
- Six-foot table for promotional display

Commodore - \$1,000

- Two (2) Thursday Night Social Event
- Two (2) Tickets to the Friday Night Closing Dinner
- Company logo included in all event-related materials

Master Mariner - \$500

- Company logo posted on CAMM annual meeting web page
- Company logo on event promotion page in Sidelights, CAMM's magazine
- Company logo included in all event-related materials

Contributor

- Includes your name or company listed on all event-related materials, CAMM annual meeting web page and in Sidelights, CAMM's magazine.

Promotional Display Items & Welcome Kit

- Blue Riband Sponsors – Please send your promotional items for your display table any time after April 16 to:
Moody Gardens Hotel, Galveston, TX

Additional Sponsorships

These Sponsorships include:

- Acknowledgments made from the lectern prior to the event
- Company logo displayed as sponsor for the specific event
- Company logo posted on CAMM's website on the annual meeting web page
- Company logo featured on event promotion page in Sidelights, CAMM's magazine
- Company logo in all event-related materials
- Check website for Availability at: www.mastermariner.org/

Social Event Sponsor - \$1,000 – Two (2) Available

- Logo/Banner display at event
- 4 Tickets to event

Hospitality Suite & Bar - \$500/night – Two (2) Available

- Logo/Banner displayed in suite
- Please indicate your preference
- Thursday CAMM PDC
- Friday: CAMM AGM

Luncheon Breaks- \$500/break – Two (2) Available

- Logo/Banner display at serving table/area
- Please indicate your preference
- Thursday CAMM PDC
- Friday: CAMM AGM

Coffee Breaks & Breakfast - \$200/break – Six (6) Available

- Logo/Banner displayed in suite + Above mentioned
- Please indicate your preference.
- Thursday Professional Development Conference *Breakfast *Morning * Afternoon
- Friday: Annual General Meeting *Breakfast *Morning *Afternoon

Closing Dinner Table \$750

- Four (4) tickets to the Closing Dinner
- Logo Displayed as part of the table center piece



Registration Form CAMM AGM-PDC 2018

*Registration and payments may also be made online at WWW.MASTERMARINER.ORG

Name: _____ CAMM Membership No.: _____

Address: _____ City: _____ State: _____ Zip: _____

Best Contact Phone: _____ Alternate Phone: _____

Email address: _____

Name for Name Tag: _____ CAMM Chapter Affiliation: _____

Arrival Date: _____ Departure Date: _____

Name Guest 1: _____ Name Guest 2: _____

Events - Mark the boxes of events you plan to attend									
	Wednesday May 2		Thursday May 3			Friday May 4			
PDC - AGM and Closing Dinner will be at Moody Gardens Hotel	Golf Outing: Moody Gardens Golf Course \$75	CAMM Reception Hospitality Suit No Charge	Professional Development Conference (PDC) \$75	Guest Outing TBD \$50	Social Outing Fisherman's Wharf Buffet Dinner \$60	Guest Outing TBD \$50	Annual General Meeting (AGM) \$75	Closing Dinner Check Your Choice \$75	Total
Primary Attendee								Center Cut Fillet	
								Gulf Red Snapper	
Guest								Center Cut Fillet	
								Gulf Red Snapper	
Guest								Center Cut Fillet	
								Gulf Red Snapper	
Grand Total									

Please check all that apply:

I require special needs and/or assistance (please explain):

Please return this form with check payable to "CAMM" no later than April 20, 2018 to:

Captain Manny Aschemeyer, CAMM-IFSMA Conference,
30623 Chihuahua Valley Rd, Warner Springs, CA 92086-9220

ADMINISTRATIVE RECOMMENDATIONS BY USCG

- 1) Acquire DNA Sample for identification of Human Remains: USCG Commandant does not concur. NTSB is silent on this point.
- 2) VDR Performance Standards: USCG will propose to IMO that additional data sources be captured by the VDR, including all communications between shipboard control stations, rather than pursuing a domestic regulatory initiative. NTSB agrees.
- 3) MISLE Documentation of Deficiencies that the OCMI refers to an ACS: USCG will upgrade and enhance the Marine Information for Safety and Law Enforcement (MISLE) system to support the recommended features in addition to others that will allow the USCG to capture, track and analyze key data, including deficiencies issued by Marine Inspectors to vessels enrolled in the ACP. NTSB is silent on this point.

NTSB RECOMMENDATIONS TO USCG

- 1) Recommends recurring bridge resource management (BRM) training for all deck officers when renewing their credentials. USCG stated that it has already effectively implemented BRM training for the required competencies into the merchant marine credentialing process.
- 2) Require that vessels in ocean service (500 gross tons or over) be equipped with properly operating meteorological instruments, including functioning barometers, barographs, and anemometers.
- 3) Work with GMDSS equipment manufacturers, communication providers, and land earth stations to remove ambiguity from the Inmarsat-C distress alert position reports.
- 4) Marine inspectors to ensure that VDR annual performance tests include the replacement of locator beacons prior to the expiration date.
- 5) Audio test, used to evaluate quality, to be conducted while the vessel is underway under normal operating conditions using its main propulsion unit.
- 6) NOAA to establish automatic identification system (AIS) as a viable means by which to relay (with acceptable time delay) meteorological and oceanographic data and metadata from vessels at sea for use by global meteorological authorities.
- 7) Propose to the IMO that vessels required to use AIS also be equipped with meteorological and oceanographic sensors—including, at a minimum, sensors for barometric pressure and sea-surface temperature—that will automatically disseminate the data at high-temporal resolution via AIS.
- 8) Propose to IMO that all vessels sailing under SOLAS which are not already automatically disseminating meteorological and oceanographic data by other means be required to manually disseminate such data while at sea via the automatic identification system or the Voluntary Observing Ship program.
- 9) Require that all US vessels immediately discontinue the use of EPIRBS that are not GPS enabled.
- 10) Recommend to International Association of Classification Societies to require that seawater supply piping below the waterline in all cargo holds be protected from impact on new and existing vessels. Note: USCG did not comment on this recommendation. However, in their Comments on the Report, paragraph 9, states, in part: Because of the potential for such damage, however, it is appropriate to ensure that vital systems and through hull penetrations fitted in cargo holds be protected from physical damage. The Coast Guard will consider requiring such protection in future regulatory initiatives.

Sources: United States Coast Guard (USCG) Final Action Memo (Steam ship El Faro (O.N. 561732) sinking and loss of the vessel with 33 persons missing and presumed deceased northeast of Acklins and Crooked island, Bahamas on October 1, 2015). National Transportation Safety Board (NTSB) Accident Report, NTSB/MAR-17/01, PB2018-100342 (Sinking of US Cargo Vessel SS El Faro Atlantic Ocean, Northeast of Acklins and Crooked Island, Bahamas October 1, 2015). Action on Recommendations made by the USCG Final Action Memorandum (31 Safety and 4 Administrative) NTSB Accident Report (29 to USCG, 2 to the Federal Communications Commission (FCC), 1 to the National Oceanic and Atmospheric Administration (NOAA), 9 to the Int'l Association of Classification Societies, 1 to American Bureau of Shipping (ABS), 1 to Furuno Electric Company, Ltd., and 10 to Tote Services Inc.)

Super Post Panamax Cranes Arrive in Tacoma, Washington



by Captain
Cal Hunziker,
#2457-R

A huge ship carrying four of the West Coast's largest container cranes sailed down Puget Sound on Feb. 23 to Tacoma. The *Zhen Hua 28*, a 761-foot-long heavy-lift ship anchored in Commencement Bay before deliv-



Above, the *MV Zhen Hau 28* sails past Seattle headed for Tacoma. Below, Cranes head into Blair Waterway toward Husky Terminal in Tacoma.

ering the cranes to Husky Terminal at the northwest end of the Blair Waterway.

The Northwest Seaport Alliance ordered eight new super-post-Panamax cranes from Shanghai Zhenhua Heavy Industries Co. Ltd (ZPMC) in China through a competitive bid process. ZPMC is the largest heavy-duty equipment manufacturer in the world and delivers more than 200 cranes every year around the world, including to seaports in the United States. No container cranes are currently being manufactured in the U.S. The other four cranes will arrive in 2019.

The cranes, the first four of eight, purchased by the port were delivered to the Husky Terminal and will be used to offload Super Post-Panamax vessels calling at Tacoma. They are 295 feet tall, a full 50 feet taller than the present cranes. With booms raised, they extend that height to 434 feet making them the largest cranes on the West Coast. The port plans to have them in operation by June 2018.

The cranes will be installed at Husky Terminal, which is undergoing about \$250 million in terminal improvements that began in September 2016 on Tacoma's General Central Peninsula. Upgrades include strengthening and



realigning a berth and adding eight new super-post-Panamax cranes capable of serving two 18,000-TEU container ships at the same time. The crane's boom can reach out and pick up containers as far out as the 24th row and a lift height of 165 feet above the pier deck. They will be able to work the world's largest ships, like the one seen on the cover of this edition of *Sidelights*. (See the cranes on YouTube: <https://www.youtube.com/watch?v=pDMpV9ZYWa0>)

The Northwest Seaport Alliance is a marine cargo operating part-

nership of the ports of Seattle and Tacoma. Combined, the ports are the fourth-largest container gateway in North America. Regional marine cargo facilities also are a major center for bulk, breakbulk, project/heavy-lift cargoes, automobiles and trucks.

<https://www.nwseaportalliance.com>

Note: Information compiled from the Northwest Seaport Alliance Newsroom, the Tacoma News Turbine, and the Seattle Times.

The Maritime Industry Sails Into Congress

On March 20, 2018, Captains Cowan, Hartnett and Klein joined more than 115 officers and representatives from U.S.-flag shipping companies, American maritime labor unions, and related maritime organizations and associations on Capitol Hill for the 9th annual Congressional Sail-In. According to the Maritime Industry Congressional Sail-In, maritime industry leaders met with Senators, Representatives and staff in 169 Congressional offices to discuss the importance of the U.S.-flag commercial shipping industry and America's civilian merchant mariners to our

Nation's economic, military and homeland security.

They provided Senators, Representatives, and their staff with up-to-date information about the programs and policies that enable the U.S.-flag merchant marine and its American crews to continue to meet the commercial sealift requirements of the Department of Defense, including the Maritime Security Program, the Jones Act and the U.S.-flag cargo preference shipping programs. Most importantly, they emphasized that as our nation dedicates its efforts to

“Buy American and Hire American,” it must also ensure that American cargo is “Shipped American” to increase domestic employment, bolster America's economy, and strengthen America's commercial sealift capability.

Before and after the day of the Sail-In, Captains Cowan and Klein visited Congressional Offices to discuss CAMM specific issues and concerns. A more detailed report on CAMM's participation in the Sail-In will be in the next issue of *Sidelights*.¹

A Letter to CAMM's New York Metro Chapter

Dear Captain Sandberg,

I am writing this letter as a small thanks to yourself and Captain Frank Zabrorcky for contributing at the Joint Oceanic Search and Rescue Conference last week. The presence of the Council of American Master Mariners brought with it a weight of maritime knowledge and wisdom that was paramount in the room.

In my short time interacting with the maritime community, I have been very fortunate in that CAMM was my first introduction. Before knowing anything about this business, my first phone call was to CAMM when I wanted to learn more about the maritime community. Since that phone call, the New York Metro Chapter of CAMM has been one of the most active and effective organizations I have had the pleasure to work with. In the past several months working with CAMM, we have been able to take a very rough concept communicated by phone, get that idea in front of the maritime community at a CAMM meeting, rally the maritime community behind it, generate a great event that has created dozens of mutually beneficial relationships across the aviation and maritime communities, and if that weren't enough, now we're working to build a globally integrated aviation/maritime response system!

In my experience, CAMM has most certainly proven its salt. We are now moving along in a great endeavor in which the Council of American Master Mariners has had an important role to play. ADS is currently in the process of forming an advisory board that will constitute a protracted effort in generating the next evolution of water landing response. I would like to extend to you an invitation to represent CAMM on this board as both a maritime expert as well as a conduit of the wider CAMM community.

It has been a great pleasure working with you. Thank you again for your open-mindedness and ongoing commitment to advancing your craft. I do hope we get the opportunity to continue working together as we progress.

Most Respectfully,
Jim Stabile Jr.
VP Strategic Initiatives
Aeronautical Data Systems



Voyage Report Fall 2017- Winter 2018

Fire, man overboard, and reading recommendations



by Captain
Kevin Coulombe
#3221- RU

Gulf and India. It is 77 days round trip. I rejoined my permanent assignment shortly before Halloween, 2017 in Newark, NJ along with a new roster of officers on deck and in the engine room, all experienced and competent - a good start.

The introduction of the new large capacity (12,000 plus 20-foot equivalent units - TEU) containerships entering the North American trade has caused unusual delays in nearly every US port call. At the ports capable of receiving these ships, there have been numerous instances of arrival and sailing delays due to draft and passage restrictions. These delays significantly compromised schedules to other ships calling at these ports. Ships like mine (200 meter/6,600 TEU) can meet and pass in the channels; the larger ships cannot (and it's unlikely they ever will). The ports have dredged the channels and raised the bridges to accommodate the larger ships but ports such as Newark and Savannah are at their maximum channel width. Their channels are physically confined by development and fixed structures along the waterfront, so increasing the width of the channel is not economically feasible.

After departing Newark, we experi-

enced fairly benign conditions while crossing the Atlantic bound for the Mediterranean. The only port of call in the West Med was Algeciras, Spain. Proceeding East, we made our only East Med port of call at Port Said, Egypt where we joined the southbound canal transit. Completing the canal transit, we entered the Gulf of Suez and Red Sea.

During the Red Sea transit, we had a fire, my first on board ship. At 0400, the smoke detection system indicated a problem, and we sounded the fire and emergency alarm at 0408. The crew responded properly and had the fire under control in approximately half an hour. The fire occurred in the laundry room in one of three electric clothes dryers. The internal investigation attributed the fire to lint that had accumulated around the dryer's electrical power and timing components. Damage was limited to the loss of the dryer and flame and smoke impingement on the overhead. The owner of the clothing that was consumed in the fire did not step forward. I surmised that they were concerned about repercussions or ridicule. It was an annoying footnote in the incident that I wanted to press, but the ship owners did not want to pursue it.

The following day, we arrived at Djibouti. As the ship was coming alongside and the mooring lines were being passed ashore, a shoreside individual, tasked to handle the stern lines, fell into the water. From the port bridge wing, where the pilot and I were commanding the docking evolution, we observed the linemen reaching for the mooring line eye that had been pulled up onto the pier near the bollard (I recall seeing one of the linemen bend from the waist to grab hold of the eye

of one of the lines). Almost immediately thereafter, the third mate called "Man-Over-Board!" and seeing the ship closing on the berth, he called out to stop the movement of the ship toward the berth. In the time it took us to arrest the ship's movement with tugs, the person in the water had climbed an escape ladder which was fortuitously located near where he fell. As we finished making the ship fast to the berth, I observed the person walking about the dock, probably in some state of shock. He would sit and stand and then walk about some more. Eventually, someone came and led him away.

Talking to the pilot and later to the agent, I was repeatedly assured the person was okay and there was nothing to the incident. I was convinced otherwise, and I suspected that there could be repercussions from the unfortunate event. I contacted our area operations manager and owners and requested a Protection and Indemnity (P&I) representative to attend. I was not surprised when I started getting reports that the person who fell had been injured and taken to a hospital. The port authorities were considering detaining the ship, but we sailed before any action was taken against the ship.

Later emails crossed my desk discussing the demand by the injured person's family for "blood money" in compensation of their perceived losses. Later, P&I reported that the person had fallen into the water of his own volition. That would agree with what I saw - the lineman bent over at the waist to pick up the eye. He had been standing near the threshold of the waterside and underestimated the weight of the line - he literally



The MV Maersk Memphis at anchor during the voyage

PHOTO BY CADET KRYSZTIAN A. ABBOTT (USMMA)

pulled himself into the water rather than pulling the line onto the bollard. Interestingly, in the discussions of the incident that followed, there were hints that this had happened before and more to the point, we were fortunate that this person knew how to swim. Apparently, others were not so skilled.

After leaving Djibouti, we commenced our tour along the Sea of Arabia's coastline and the Persian Gulf, stopping at Salalah, Oman; Jebel Ali, UAE, Port Qasim, Pakistan, and Pipavav and Mumbai, India. Shore leave for the crew is not allowed in Djibouti due to the refugee situation created by the conflict in nearby Yemen. During this portion of the voyage, every attempt was made to get the crew some time ashore, but it was thwarted by lack of port time, work on board or denial by port immigration. Salalah, Oman was the only exception though our time there was short.

On this voyage, we observed Christmas and New Year. Through the generous arrangements of the Captain Christopher Zimmerman family and several of the US port mariner societies and churches, we had acquired a considerable cache of holiday gifts for the crew. During the canal transit, I purchased a couple of holiday cakes

and some small artificial Christmas trees. All these treats came together Christmas day and judging from the numerous remarks from officers and crew, they were well received.

During this time, I had to complete the end of year payroll. This had to be completed, several days in advance of December 31, so that the owners could close their books prior to the office staff going home for the holiday. New Year also marked the commencement of several management tasks for the master. The tasks include a review and report of assigned sections of the company safety management system, the environmental management system and the annual report for the United States Vessel General Permit for the National Pollutant Discharge Elimination System (NPDES).

Some masters are fortunate to have these assignments come due during their oceanic passages, but the timing for our ship was burdensome. The closing and start of a new payroll occurred in the middle of our busy port of call schedule. The end of January deadline for the completion of the above-mentioned reports coincided with the end of the voyage, and I did not want to leave this to the next master. I was able

to accomplish the required reviews along with the communications and paperwork for the ports of call and still keep my rest hours to the required amount - a major task any way you arranged it.

One notable accomplishment during

the voyage was the exercise of the rescue boat and lifeboats for a man-over-board (MOB) drill. It is worth noting that while it was January in the Arabian Sea, the climate was such that we were clothed in shorts and t-shirts (one of the small benefits of sailing this time of year). It is difficult to accomplish any kind of boat operation in port or at sea, but this voyage there was an opportunity, without going off hire, to stop and take advantage of relatively calm seas to launch the boats. The exercise was well worth it, but not without some complication. The MOB target, a carefully selected, environmentally sustainable, paper bag was successfully brought alongside. Getting the boat in the water and underway took some effort, by which time the MOB had drifted over a half mile. It was with considerable apprehension that I released the boat to make the trip to and from the MOB, wondering if the propulsion would hold up. It did and 20 minutes later the crew, boat, and target were back on board - as Captain, it was a long 20 minutes.

Continued next page >>>

Voyage >>> cont'd from page 28

The return trip to the Suez Canal would have been uneventful but for a sudden outbreak of gastritis that afflicted about 1/3 the crew including myself. For 24 hours the third and chief mate and watch AB's were the only crew able to keep a bridge watch. And we barely recovered in time for arrival at Port Suez for the Canal Transit. Had the medical issue commenced 24 hours later, we would have most likely been unable to accomplish the canal transit. We would have been quarantined by the port medical office and would probably still be waiting for a transit clearance. We were fortunate and completed the transit by mid-afternoon of the same day we arrived.

Transit of the Mediterranean and the port call at Algeciras were accomplished in good order despite winter sea conditions. As is the case in these troubled times, there were reports of refugees attempting open boat crossings out of Libya for Europe, but they were reported close off the Libya coast and we did not see any during our transit of the South Mediterranean area.

Prior to the commencement of the westbound Atlantic crossing, I had to requested a weather routing for our voyage to Newark. In the past, I merely notified the nominated weather routing service that I required a routing and they would revert accordingly. The current weather routing service requires that I detail a route and they compare it to a routing of their own making and make estimates of cost. I suppose there is some logic in this exercise and I know many masters will go back and forth to argue a route of their creation, but it must be recalled the owners and port states will hold the master responsible if the master's routing prevails and then something goes awry. I graduated from New York Maritime with a major in the physics of meteorology and oceanography but still defer to the professionals. With a sea and weather



PHOTO BY THIRD OFFICER JOHN L. NERSTEN (IOMM&P)

The #1 lifeboat deployed at sea to recover the dummy target during the Man Overboard drill.

forecast on hand, I detailed an aggressive route for the time of year - great circle, to minimize the voyage transit time and fuel consumption. I did this knowing the routing service would suggest something else so the recommended rhumb line route did not come as a surprise. The transit was completed without incident and on time. Some obstacles were encountered following arrival that always seem to complicate the last day. The problem was solved, and I was relieved by my counterpart and stepped across the threshold of my family's Connecticut home in time to shovel snow the next day.

This voyage makes for one more discharge toward my retirement. I love going to sea, a sunlit force 6 seaway still thrills me just as it did in the summer of 1977. But the regulatory and management burdens are so large (and so important), they detract enormously from my primary responsibilities: nav-

igation, management and mentoring. It is ironic that my favorite seagoing author, Captain Felix Riesenberg, noted in his writings that things were changing and not for the better. That was in 1926. While out of print, I highly recommend Riesenberg's *Vignettes of the Sea* (Harcourt, Brace and Company, 1926) and just for fun and maybe a few flashbacks Bob Graham at *Sea* (Harcourt, Brace and Company, 1925.)

If the reader is sailing- in any capacity- and has a knack for writing, please submit your own Voyage Report to the editor of *Sidelights*. If you don't have the facility for the written narrative, email me at kevincoulombe@hotmail.com. On a sunny day here in Seattle, I struggle at the key board, but there are sufficient rainy days when I would be happy to attempt to document your experience to these pages; we would all enjoy reading about your experiences, anecdotes and observations. J



by Captain
Doug Subcleff,
#2329-RU



(Left to right): CDR Jo-Ann Burdian, Chief of Response, Sector Puget Sound Ally Cedeno, Senior Dynamic Positioning Operator (DPO) and LCDR Christina Sullivan, Chief of Waterways Management, Sector Puget Sound.

Women in the Maritime

Commander Jo-Ann Burdian

CDR Burdian was the guest speaker at the February meeting of the Seattle Pacific Northwest Chapter meeting. She began her talk stating that she owed her thanks to women like Denise Lucas (here at the lunch today) who had preceded her in breaking those gender barriers that had existed at academies like Coast Guard and the Merchant Marine (Denise is a 1981 graduate of KP).

CDR Burdian spoke about the challenge of being assigned as the Executive Officer on a USCG cutter when the Captain made it known that he did not want a woman on board. She buckled down, did her job and completed her tour without incident. As her career has progressed, she knows she might not be able to be the one “to replant the rain forest” but has the satisfaction in knowing she “planted the seed.”

After six years of sea duty, including as CO of the USCGC Key Biscayne in St Petersburg, FL, she was transferred to Washington, D.C. CDR Burdian had several interesting staff tours in

Washington, including serving as the Senior Duty Officer in the White House Situation Room. She also expressed pride at another role that she had in helping to process claims for WWII mariners. She worked on the Military/ Maritime initiative that resulted in the USCG Academy Class of 2016 graduating with 100-ton marine licenses in addition to their Ensign Commissions.

CDR Jo-Ann Burdian talked about the challenge of balancing professional and personal life. She said the USCG was very supportive of her and her husband (Captain Stephen Burdian, USCG, currently CO of USCGC Mellon). This was especially true when their twin boys were born very prematurely. She was allowed nearly two years of out-of-service time. She then transitioned back to shore operations.

Senior DP Operator Ally Cedeno

Ally is a 2008 graduate of the U.S. Merchant Marine Academy with a degree in Logistics and Intermodal

Transportation. She has an unlimited Chief Mate’s license and has been working in the oil fields in the Gulf of Mexico, current position as a Senior Dynamic Positioning Operator.

Ally has also created an online organization and resource center for the diverse workforce on the water. The site (WomenOffshore.org) description states: “Women Offshore shines a light on women in operations, provides resources to foster long-term careers, and reports the latest news on gender diversity and inclusion in the offshore and maritime industries.”

This site has a great deal of useful information including features on women in the maritime industry, career guidance, health and wellness topics, and historical articles on female seafarers. Captain Don Moore reported that Ally is planning to attend Rice University for a Master’s degree. CAMM wishes Ally fair winds and following seas in as she embarks on her next career course!

CAMM *in the Community*

CAMM at California Maritime Academy Career Fair

CAMM participated as a sponsoring organization with an exhibition booth at the Career Fair on February 13 held on the campus of the California State University Maritime Academy (CMA) in Vallejo, CA. This is the third time in the last 18 months that CAMM has participated at this event. CMA holds two Career Fairs each year, in February and October.

The CAMM Information Booth was manned by Captain Manny Aschemeyer (CAMM # 1548-RU), Captain Larry Teague (CAMM #1487-RU), Captain Klaus (Nick) Niem (CAMM # # 2167-RU), Captain Nick Lewis (CAMM # 3034-RU), and Cadet Aaron Harman (CAMM # 3458-AC).

The CAMM information booth was visited by CMA graduates who were at the Career Fair to explore job offerings. Several CMA faculty and administrators along with other employers and exhibitors at the Career Fair visited the CAMM booth.

We reached out to them for possible advertising on their employment campaigns in *Sidelights* and encouraged them to become CAMM members. This exposure has been excellent for CAMM, bringing in new cadet members (under our Associate Cadet membership designation) and has helped in our successful launching of



Left to right Cadet Aaron Harman, Captains Manny Aschemeyer, Larry Teague, Klaus Niem, Nick Lewis manned the CAMM Information Booth.

the new Cadet Chapter. CAMM's involvement is significant and a good investment of time and effort. The next Career Fair will be in October, and CAMM will be there.

CAMM Swag for Sale



\$20 Baseball caps
White or navy



\$25 Wall Clock
Battery operated



\$15 Travel Mug
Stainless Steel, 12-oz.
insulated



\$10 Coffee Mug
Ceramic, 12-oz.



\$35 Polo Shirts
White or navy
Adult S-2XL

\$35 Pocket Polo Shirts
Navy Only
Adult S - 2XL



\$20 set includes:
4GB USB drive,
set of 4 coasters, and pen



\$5 Lapel Pin
Not actual size

Contact Captain Manny Aschemeyer to place your order.
Price includes tax, shipping and handling.

IFSMA Report



Captain
Cal Hunziker,
#2457-R

Here are some key points from the Secretary General's March report: Let me start by saying that it is indeed a great honour for me to inform you that the Secretary General of IMO, Mr. Kitack Lim, kindly agreed to become an Honorary Member of IFSMA and was presented with his certificate at a dinner hosted by the Executive Council for Honorary Members at the beginning of February. We were also delighted to have the new Director of the IMO Maritime Safety Division, Ms. Heike Deggim, as a guest. This is a clear demonstration of the high standing of our reputation at the IMO and recognition of the work we do in support of our Shipmasters and Mariners. In the months ahead, the IMO will embark on the debate of Maritime Autonomous Surface Ships (MASS). This will be one of the biggest challenges that IFSMA and others in the industry face and we need to ensure that we are fully engaged in the debate. Early February also saw your quarterly meeting. IFSMA Secretary General, Commodore Jim Scorer, told us that International Maritime Organization considers IFSMA its prime Non-Government Agency. IMO has come to rely on IFSMA for practical input and operational expertise concerning proposed regulations and amendments to current regulations.

Here are some key points from the Secretary General's March report: Let me start by saying that it is indeed a great honour for me to inform you that the Secretary General of IMO, Mr. Kitack Lim, kindly agreed to become an Honorary Member of IFSMA and was presented with his certificate at a dinner hosted by the Executive Council for Honorary Members at the beginning of February. We were also delighted to have the new Director of the IMO Maritime Safety Division, Ms. Heike Deggim, as a guest. This is a clear demonstration of the high standing of our reputation at the IMO and recognition of the work we do in support of our Shipmasters and Mariners. In the months ahead, the IMO will embark on the debate of Maritime Autonomous Surface Ships (MASS). This will be one of the biggest challenges that IFSMA and others in the industry face and we need to ensure that we are fully engaged in the debate.

Early February also saw your

Executive Council conduct its quarterly meeting. An annual review of the IFSMA Strategic Plan was undertaken in significant detail and I will update you all on the progress we are making against our 5 Key Challenges at the AGA in Argentina in April.

At the Council meeting we were briefed by Ms. Jennefer Tobin from ID2 on a new initiative to try and help reduce the Administrative Burden of Shipmasters, as well as crew members. Recognizing the large number of ISM Code Safety Management System procedures and the inadequacy of current paper-based systems to enforce implementation, ID2 has introduced technology to replace paper with a digitalized format. It is an interesting concept which could be of significant benefit to us – I will keep you posted.

See the full report in the IFSMA March Newsletter at: <https://www.ifsma.org/resources/NL019.pdf>

Cyber Security – Why You Should Be Cyber Aware

By Emma Burrage and Philip Roche, Norton Rose Fulbright LLP

It was said by Warren Buffett that “risk comes from not knowing what you are doing”. Ship managers avoid risk by hiring good, competent people who can be trusted to run a ship safely. An experienced Master will have built his experience and competence over many years and in relation to maritime risk, he or she will know what is required.

Can the same be said of cyber risk? By this we mean the risk that a hacker might be able to deny the Master a crucial tool such as ECDIS or ARPA, or manipulate a GPS or AIS signal to give a false position or CPA, or the

risk of finding ransomware installed on critical ship's systems that prevent the sailing of a laden ship. Masters and crew will be less familiar with these risks and consequently, unless trained and supported, they will not know how to manage them.

This is undoubtedly new territory. Good companies with high standards of governance and oversight are being caught out every day. An experienced Master confidently stated recently that cyber risk to a ship was negligible and the fuss was unwarranted. He was proven to be wrong within six months.

If you do not appreciate the threat, then you cannot counter it. This leads to unacceptable risk that might ultimately mean your ship is not seaworthy, with all the consequences that entails.

The risks associated with cyber can, broadly speaking, be divided into two categories. The first is in relation to cyber security risks, which includes risks to the operation and running of the ship and its systems. If a cyber security incident occurs which affects

Continued next page >>>

Cyber Attack>>> Con't from page 31

the operation and running of the ship and its systems, this may result in the ship being placed off-hire, or worse, a collision or other incident happening. The second area of risk relates to data security risks and the theft of personal data or intellectual property.

In this article, we will be considering the first category, cyber security risks, and what steps Masters should be ensuring they take to mitigate the risk of a cyber incident happening, together with some tips for dealing with an incident if one does arise.

Cyber risk management

On a ship the computer-based systems will comprise a range of (i) information technology (IT) components, including, for example, personal computers, laptops, tablets, servers and networking components such as routers; and (ii) operational technology (OT) for example, control systems, sensors, actuators and radar. As technology continues to develop, IT and OT on-board ships are being networked together and more frequently connected to the internet. This brings the greater risk of unauthorised access or malicious attacks being carried out on ships' systems and networks. Risks can also arise from personnel accessing systems on-board, for example via USB memory sticks.

To safeguard ships from these risks, shipowners and operators should put in place plans and procedures for cyber risk management. These should be in addition to the existing security and safety risk management requirements contained in the ISM Code¹ and ISPS Code². BIMCO have published guidelines that provide practical recommendations on maritime cyber risk management³.

Cyber risk management plans and procedures should (i) identify the roles and responsibilities of all users ashore and on-board the ship; (ii) identify the systems and data which if disrupted could pose risks to the ship's opera-

tions; implement technical measures to protect against cyber incidents and ensure continuity of operations such as protection and detection software; (iv) implement procedural protection measures to provide resilience against cyber incidents such as training and software maintenance; and (v) implement protocols to prepare for, and respond to, cyber incidents.

By 2021, it will be a port state control requirement that a ship must have a functioning and effective cyber security policy in place. Legislation is being prepared and it is likely that a ship will be issued a cyber security certificate, or similar, by flag state or an approved authority. Failure to have a cyber security policy in place may result in the ship being detained, just as a breach of SOLAS does today. Unfortunately, the IMO can only move at a certain pace to introduce new legislation and standards that are acceptable to the community. But, in reality, shipping needs to be taking these steps now and not waiting for regulation to force this change.

Pursuant to the NIS Directive⁴, there is also the possibility that shipowners, as operators of "essential services", could in future be liable (for fines in amounts of up to 4% of global turnover) for not having "appropriate and proportionate technical and organisational measures" in place to manage the risks around cyber security. This is another example of the growing legal and regulatory framework which is relevant to the shipping industry.

As a Master of a ship, your managers should already have provided you with a cyber risk management plan. You and your crew should be receiving training in relation to both how to deal with a cyber incident if one occurs, and also what steps you and your crew should be taking to avoid one happening in the first place. It is, in theory, a simple risk assessment exercise which mariners are familiar with; identify the risk, work out the consequences and

then put mitigating measures in place to make the risk as low as reasonably possible. The issue with cyber is that to most of us, it is a complex and unfamiliar area and we need experts to assist.

There are several actions which you and other on-board personnel should take to reduce the risk of cyber incidents occurring on-board your ship:

- Do not connect personal laptops, tablets, USB memory sticks or phones to on-board operational systems.
- Report immediately any suspicious or unusual problems experienced on IT and OT systems.
- Use new passwords every time you sign on to a ship and choose a complex password with numbers, symbols and capital letters.
- Change default user passwords and delete user accounts of colleagues who have left the ship.
- Only open emails and attachments from senders you know and trust. If in doubt report the suspicious email and do not open it.

Cyber incidents

The types of cyber security incidents which might affect a ship fall into two categories. The first would involve a ransomware attack where the ship's systems are taken over by an unauthorised third party and the ship is unable to sail unless a ransom is paid. The second category would involve a ship's AIS or other navigation system being hacked, resulting in a systems failure while the ship is at sea. The latter could, in a worst-case scenario, result in a collision or grounding. At the very least, it may result in the ship being placed off-hire by the charterers.

Several incidents involving cyber-attacks on ships have been reported in the press recently. In February 2017, hackers reportedly took control of the navigation system of a German owned container ship on route from Cyprus to Djibouti. The attack, which is reported to have lasted around 10 hours, was

allegedly carried out by pirates who gained full control of the ship's navigation system intending to sail the ship to an area where they could get on-board. The crew were unable to regain control of the navigation system and had to bring an IT expert onboard, who eventually managed to resolve the issue.

In June 2017, more than 20 ships in the Black Sea were reportedly affected by spoofing of AIS. The GPS for these ships were giving false locations, some inland and some even at airports. There have also been unreported incidences of crew members infecting ECDIS systems, either by charging their phones on the ECDIS, or by plugging a personal USB into the system. Unaware of the risks and without intending to cause harm, these crew members inadvertently allowed malware to get into the ship's on-board systems, posing a threat to all those on-board.

Consequences of a cyber incident

The consequences of a cyber incident could be very serious. A hacker may attempt to harm a ship or its cargo through manipulation of the ship's systems. A targeted attack could impact the speed or manoeuvrability of the ship or degrade the ability to navigate accurately to the point where the ability of the ship to operate is significantly impaired. Worryingly, this could be done without the ship's crew being aware that it is happening. The installation of ransomware on a critical system could delay the timely operation of the ship which will likely impact business operations and result in claims for off-hire or liquidated damages being brought against the ship owner. Currently, insurance coverage for the consequences of a cyber-attack is generally excluded from contracts of marine insurance but policies to deal with the consequences of an attack are being made available. A failure to have an effective

cyber plan in place may affect coverage.

If the attack leads to claims, then there is a risk that the ship may be found to have been unseaworthy at the commencement of the voyage if no steps were taken to deal with the threat. To be seaworthy a ship must have the degree of fitness which an ordinary careful owner would require his ship to have before sending his ship to sea. This includes the physical fitness of the ship but also extends to ensuring that the ship has sufficient and competent crew (which means the crew must be trained) and adequate ship's systems for the relevant voyage. Such tests are applied taking into account the state of industry knowledge at the time.

It would seem that, in the very near future, a failure to improve cyber security on-board a ship, or to have a plan to deal with an attack, will result in the courts making a finding of unseaworthiness in relation to that particular ship. The IMO, BIMCO and many other industry bodies have been warning of such attacks for some time and have provided good advice on countering the risk. The marine press carries daily stories of such incidents. Not knowing or understanding the threat of a cyber-attack will not be a good defence.

What to do now

Hopefully your managers will have devised and promulgated a cyber-attack response plan which is in place on the ship. You and your crew should have been given training to enhance awareness of the risks. If these steps have not been taken, it is worth asking them what the management plan is for countering such a threat. That a ship is old and has few integrated systems

is not an excuse for not taking action; all ships are reliant to some degree on technology - standalone systems such as ECDIS have been proven to be vulnerable to hacking and ransomware attacks.

If a cyber-attack response plan is in place you should run drills, just as for any other emergency. Urge your crew to use good IT hygiene as described above to minimise the risk of inadvertent infection. In relation to navigation, ensure bridge watchkeepers cross check their apparent position with other means and do not accept information being given by a system unthinkingly. As repeated again and again at nautical school, much risk can be avoided by just looking out of the bridge window and being aware of what is going on. But cyber risk is a novel and pervasive problem which cannot be solved by self-help alone – there needs to be some planning and training to help Masters and crews deal with this new risk. ↴

(Endnotes)

- 1 *International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code)*
- 2 *International Ship and Port Facility Security Code (ISPS Code)*
- 3 *BIMCO Guidelines on Cyber Security Onboard Ships v2*
- 4 http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv:OJ.L_.2016.194.01.0001.01.ENG&toc=OJ:L:2016:194:TOC

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Seafarer's Rights to Shore Leave Strengthened

Seafarers' rights to shore leave have been strengthened. This was announced in a briefing issued by IMO on 1 January 2018.

As reported the amendment to the international standard on shore leave adds a new provision, which says there should be no discrimination on grounds of nationality, race, colour, sex, religion, political opinion, or social origin.

Seafarers' rights to shore leave have been strengthened through amendments which entered into force globally on 1 January 2018, under the revised treaty which aims to achieve the smooth transit in ports of ships, cargo and passengers.

Amendments to the Convention on Facilitation of International Maritime Traffic (the FAL Convention) also bring in a new requirement for national governments to introduce electronic information exchange, including electronic data interchange (EDI), to transmit information related to maritime transport. This should be in place by 8 April 2019 it is understood, with provision for a transitional period of at least 12 months during which paper and electronic documents would be permitted.

It is understood, too, that use of a single window for data is encouraged, to enable all the information required by public authorities in connection with the arrival, stay and departure of ships, persons and cargo, to be submitted via a single portal, without duplication.

In addition, a number of standard forms, standards and recommended practices relating to stowaways have been updated.

The FAL Convention has 118 contracting States

Shore leave

IMO's briefing went on to explain that the amendment to the international standard on shore leave adds a new provision, on top of the requirement to allow crew ashore while the ship on which they arrive is in port.

This new provision indicates there should be no discrimination on grounds of nationality, race, colour, sex, religion, political opinion, or social origin.

Shore leave should be granted, irrespective of the flag State of the ship.

If any request is turned down, the relevant public authorities must provide an explanation to the crew member and the master, which the seafarer or master can request to be provided in writing.

Security and Stowaways

The section on preventing stowaways is updated and expanded. National authorities are recommended to apply operational procedures equivalent to those in the IMO International Ship and Port Facility Security (ISPS) Code, to prevent stowaways accessing a ship.

A new standard requires governments, where appropriate, to incorporate legal grounds to allow prosecution of stowaways, attempted stowaways and any individual or company aiding a stowaway or an attempted stowaway with the intention to facilitate access to the port area, any ship, cargo or freight containers into their national legislation.

New FAL Forms

It is reported that updated FAL forms came into effect from 1 January 2018, covering IMO General Declaration; Cargo Declaration; Ship's Stores Declaration;

Crew's Effects Declaration; Crew List; Passenger List and Dangerous Goods.

Three additional documents have been introduced for ships' clearance that may be required by shore authorities, that is: security-related information required under SO-LAS; advance electronic cargo information for customs risk assessment and advanced notification form for waste delivery to port reception facilities.

FAL Convention

The FAL Convention, first adopted in 1965, aims to harmonize procedures for ship's arrival, stay and departure from port.

It includes mandatory Standards and Recommended Practices on formalities, documentary requirements and procedures which should be applied on arrival, stay and departure to the ship itself, and to its crew, passengers, baggage and cargo.

The revised annex, which was developed following a comprehensive review of the treaty, will ensure the convention adequately addresses the shipping industry's present and emerging needs and serves to facilitate and expedite international maritime traffic. The objective is to prevent unnecessary delays to ships, and to persons and property on board.

"A ship in port is safe, but that's not what ships are built for."

— Grace Hopper



UN Maritime Organization Celebrates 70 Years with Her Majesty Queen Elizabeth II



IMO Press Briefing



Queen Elizabeth II

INTERNATIONAL MARITIME ORGANIZATION

Seventy years to the day since the treaty establishing the United Nations International Maritime Organization (IMO) was adopted, Her Majesty Queen Elizabeth II marked the occasion at IMO Headquarters in London on Tuesday (6 March).

Accompanied by IMO Secretary-General Kitack Lim, Her Majesty Queen Elizabeth II unveiled a commemorative plaque and cut an anniversary cake. Her Majesty also met some of the guests attending the event, including representatives of IMO Member States, inter-governmental and international non-governmental organizations, and IMO Secretariat staff.

“We are celebrating 70 years of achievement, in which the truly vital industry of shipping has become safer, cleaner and greener, thanks to the work of IMO. We are also looking ahead to the exciting new challenges on the horizon,” said IMO Secretary-General Lim.

“Billions of ordinary people, all

over the world, rely on shipping every day of their lives – even if they don’t realise it or understand it. It is our role to ensure shipping can continue to make this vital contribution to global well-being,” Mr Lim added.

The Convention on the International Maritime Organization (IMO) was adopted on 6 March 1948 at the United Nations Maritime Conference held in Geneva, Switzerland. The convention entered into force 10 years later, on 17 March 1958, when the 21st State

ratified the treaty. IMO’s first meeting was held in London on 6 January 1959, at Church House in central London.

Since then, IMO Member States have pursued their mission to develop the global regulatory framework for international shipping.

Today, IMO continues its work to improve maritime safety and security, the efficiency of navigation and the prevention and control of pollution from ships, as well as the fair and effective implementation of its regulations.

Notes:

IMO – the International Maritime Organization – is the United Nations specialized agency with responsibility for the safety and security of shipping and the prevention of pollution by ships.

IMO today has 173 Member States and three Associate Members.

The 6 March 2018 event was attended by representatives of IMO Member States, inter-governmental and international non-governmental organizations, and IMO Secretariat staff.

MARPOL Amendments Enter into Force - Ship Fuel Oil Reporting Requirements, Garbage Classification and IOPP Certificate



IMO Press Briefing

on 1 March. Other important amendments to the International Convention for the Prevention of Pollution from Ships (MARPOL) have also entered into force, covering the classification of garbage, including the addition of a new category of “e-waste,” and amendments to the International Oil Pollution Prevention Certificate.

Ship fuel oil consumption data reporting requirements

The ship fuel oil consumption data reporting requirements are the latest mandatory requirements aimed at enhancing the energy efficiency of international shipping.

The data collection will begin on 1 January 2019 with data reported at the end of each calendar year to the International Maritime Organization (IMO), the United Nations agency with responsibility for regulating the safety, security and efficiency of shipping and preventing marine and atmospheric pollution from ships.

The data collection system is intended to equip IMO with concrete data on fuel oil consumption, which should assist Member States in making deci-

Requirements for ships to collect data on their fuel oil consumption entered into force

sions about any further measures needed to enhance energy efficiency and address greenhouse gas emissions from international shipping. The mandatory requirements were adopted by IMO’s Marine Environment Protection Committee (MEPC) in 2016, through amendments to chapter 4 of annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL).

Under the new Regulation 22A on Collection and reporting of ship fuel oil consumption data, ships of 5,000 gross tonnage and above are required to collect consumption data for each type of fuel oil they use, as well as other, additional, specified data including proxies for transport work. These ships account for approximately 85% of CO2 emissions from international shipping.

The aggregated data will be reported to the flag State after the end of each calendar year and the flag State, having determined that the data has been reported in accordance with the requirements, will issue a Statement of Compliance to the ship.

Flag States will be required to subsequently transfer this data to an IMO Ship Fuel Oil Consumption Database. IMO will be required to produce an annual report to the MEPC, summarizing the data collected.

In addition, on or before 31 December 2018, in the case of a ship of 5,000 gross tonnage and above, the mandatory Ship Energy Efficiency Management

Plan (SEEMP) shall include a description of the methodology that will be used to collect the data and the processes that will be used to report the data to the ship’s flag State.

The new mandatory data collection system is intended to be the first in a three-step approach in which analysis of the data collected will provide the basis for an objective, transparent and inclusive policy debate in the MEPC, under a roadmap (through to 2023) for developing a “Comprehensive IMO strategy on reduction of GHG emissions from ships.” The roadmap was agreed in 2016.

The next stage in the process will see an initial GHG strategy expected to be adopted by the MEPC at its 72nd session (9-13 April 2018). The MEPC session will be preceded by the third session of the Intersessional Working Group on Reduction of GHG Emissions from Ships (3-6 April).

The initial strategy is expected to include, inter alia, a list of candidate short-, mid-, and long-term further measures, with possible timelines, to be revised as appropriate as additional information becomes available. The data collected under the mandatory reporting system will help inform the MEPC when it comes to adopting a revised strategy in 2023.

In 2011, IMO became the first international body to adopt mandatory energy-efficiency measures for an entire industry sector with a suite of technical and operational require-



INTERNATIONAL MARITIME ORGANIZATION

An IMO training in Malaysia has seen port State control officers practice inspecting air pollution and energy efficiency rules aboard a container ship in Johor Port. The participants from across Malaysia have been taking part in the three-day workshop (13-15 February) focusing on how to effectively enforce IMO's MARPOL Annex VI regulations.

ments for new and existing vessels that entered into force in 2013. By 2025 new ships built will be 30% more energy efficient than those built in 2014.

Garbage requirements under MARPOL Annex V

Amendments to MARPOL Annex V on Prevention of pollution by garbage from ships also enter into force on 1 March 2018. They relate to cargo residues of products which are hazardous to the marine environment (HME) and Form of Garbage Record Book. In particular,

Amendments to Regulation 4 and 6 of Annex V require the shipper to declare whether or not they are classed as harmful to the marine environment. A new appendix provides criteria for the classification of solid bulk cargoes.

The Form of Garbage Record Book is updated. The Record of Garbage Discharges is divided into Part I for the use of all ships and Part II, required for ships that carry solid bulk cargoes.

A new category of garbage “e-waste” is included. E-waste is defined in the 2017 Guidelines for implementation of MARPOL Annex V as electrical and electronic equipment used for the normal operation of the ship or in the accommodation spaces, including all components, subassemblies and consumables, which are part of the equipment at the time of discarding, with the presence

of material potentially hazardous to human health and/or the environment.

Amendments to International Oil Pollution Prevention Certificate Amendments to update Form B of the Supplement to the International Oil Pollution Prevention Certificate, in relation to segregated ballast tanks, also enter into force on 1 March 2018.



INTERNATIONAL MARITIME ORGANIZATION



YouTube



#imohq

“Now I remembered a captain’s honor and his only duty: to bring his crew back alive.”

— Carsten Jensen, We, the Drowned



Dedicated to supporting and strengthening the position of American Master Mariner

Join forces with America's Master Mariners

With vessels that are ever larger and more complex, the ability of the Shipmaster to control his/her destiny has seriously eroded. The modern Shipmaster and/or Pilot can find their views and expertise ignored, and in the fast-moving stream of "progress," the voice of a single Master is easily overwhelmed by the tide of change. CAMM offers a channel to be heard.

CAMM's issues are your issues

CAMM is active on issues that are of concern to masters and those working in the maritime industry. CAMM currently has 22 positions of support or opposition to major issues affecting mariners. Some current positions focus on the Criminalization of Shipmasters, Ports of Refuge, Watch Stander's Fatigue & Task-based Manning, and Regulatory Burden on Ship Masters. A CAMM Position is a statement which has been voted on by the membership at CAMM's Annual General Meeting and expresses the majority opinion of the membership.

CAMM advances the professional profile of our industry

CAMM is dedicated to improving maritime and nautical science by promoting the exchange of information and the sharing of experience among professional ship masters and members of allied professions.

CAMM builds partnerships

CAMM is devoted to fostering a spirit of common purpose among all organizations whose members believe in the importance of a strong U.S.-Flag Merchant Marine. CAMM works with professional maritime organizations around the world to protect the rights of seamen from all nations.

Representation at IMO through IFSMA

CAMM is a member of the International Federation of Ship Masters Associations (IFSMA), which has consultant status at the International Maritime Organization (IMO) of the United Nations. CAMM's actively sailing masters are automatically enrolled as members of IFSMA.

CAMM is on your side

CAMM is dedicated to promoting an efficient, prosperous American Merchant Marine. The expertise of CAMM members is recognized throughout the world maritime community. There are frequent requests to provide expert witness testimony in maritime legal cases and opinions on maritime regulations.

CAMM supports maritime education

CAMM supports maritime education through maritime high schools, Sea Scouts, and the support of cadets at maritime academies. Local CAMM chapters lead the effort in educating the public about the Merchant Marine.

Apply at www.mastermariner.org/membership

Mission Statement: The Council of American Master Mariners is dedicated to supporting and strengthening the United States Merchant Marine and the position of the Master by fostering the exchange of maritime information and sharing our experience. We are committed to the promotion of nautical education, the improvement of training standards, and the support of the publication of professional literature. The Council monitors, comments, and takes positions on local, state, federal and international legislation and regulation that affect the Master.



Captain Cal Hunziker, CAMM Past President and IFSMA VP, at the IFSMA AGA in Baltimore, MD 2017



Captain RJ Klein CAMM Immediate Past President, with Congressman John Garamendi, Captain Jeff Cowan, Camm National President, and Captain Joe Hartnett, CAMM First Vice President



Above: Captain Coulombe, Captain Madden, and Captain McCann (Canada) share a moment at the Joint CAMM IFSMA 2017 Conference. Below: Captain George Quick makes a point about autonomous ships at CAMM 2017.





Membership Application

The Council of American Master Mariners, Inc.

I, _____ (Print Full Name) _____, hereby apply for membership in The Council of American Master Mariners, Inc., and attest to my qualifications below.

Birthplace (city, state, country): _____ DOB: _____

	Home		Business	
Address				
City, State, Zip				
Email				
Phone	Land:	Cell:	Office:	Cell:

Present Occupation:

- At Sea: Position: _____ Vessel: _____ Company: _____
- Ashore: Position: _____ Vessel: _____ Company: _____
- Retired: Position: _____ Date: _____ Company: _____
- Cadet: Institute: _____ Expected Graduation Date: _____

Current USCG License:

Type:	Limit:	Expiration:
Endorsements:	Limits:	

Original USCG License:

Type:	Date Obtained:
Place/Institution obtained:	

Membership Class: Please check. See CAMM Constitution for more details of class requirements. All members must be U.S. citizens with the exception of AF membership.

- R - Regular:**
 - (RU) Unlimited Master Mariner License and commanded vessels over 5,000 GRT on voyages.
 - (RP) Senior or First Class Pilot with minimum of one year experience on vessels 20,000 GRT or more.
- S - Special:**
 - (S) Valid USCG Unlimited Master's license and has not commanded a vessel(s) over 5,000 GRT on voyages.
 - (SP) Second or Third Class Pilot on vessels less than 20,000 GRT.
 - (S16) Valid USCG 1600 ton Master's license and commanded a vessel or vessels on voyages.
 - (S5) Valid USCG 500 ton Master's License and commanded vessel or vessels on voyages.
- A - Associate:**
 - (A) U.S. Military equivalent of Master's license; maritime official serving in an executive, administrative or operational capacity; Person of Distinction in maritime fields of: education, training, research, regulation or government.
 - (AL) Valid USCG Deck Officers license for Any Gross Tons currently sailing on vessels over 5,000 GRT.
 - (AF) Foreign Master Mariner: Valid Unlimited Master License and commanded vessels over 5,000 GRT on voyages.
 - (AC) Cadet/Midshipman enrolled at a maritime academy as a deck cadet/midshipman.

Sea-Going Qualifications: Years of Service: _____ (Check boxes that apply. See above for key)

Vessel Served	GRT	Date(s)	Route(s)	R	S	AL

Pilotage Qualifications: Years of Service: _____ (Check boxes that apply. See above for key)

Vessel Served	GRT	Route(s) (dock/harbor sea bouy)	License Issuing Authority	R	S

Please return this application with a copy of your Master or Pilot's license with a \$115 check (\$75 annual dues + \$40 application fee) payable to: The Council of American Master Mariners, Inc. Mail to Liz Clark, CAMM Membership Chair, 3100 NE 48th Ct. Apt #214, Lighthouse Point, FL 33064-7159.

To the best of my knowledge, the above information is correct and I agree, if elected member, to abide by the Constitution and By-Laws of The Council of American Master Mariners, Inc.

Signature: _____ Date: _____

Sponsored/Referred by: _____



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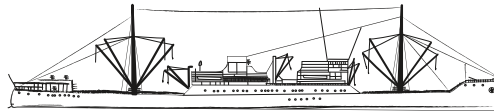
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