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Sidelights

March 2019 Vol. 49, No 2

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ON THE COVER

The Black Ball Line Packet Ship 'New York' off Ailsa Craig, by William Clark. Oil painting 1936.

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

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*April and June subject to change dependent on CAMM Annual Meeting date



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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.



CAMM Leadership Goes to Washington

CAMM National Officers, President Captain Jeff Cowan and Immediate Past President Captain RJ Klein, spent three days representing the Council in Washington DC, March 3-5. They traveled over 25 miles on foot “Walking the Halls of Congress” on CAMM’s behalf.

The main reason for being in Washington was to participate in the 2019 Maritime Industry Sail-In held on March 4 (see pages 28-29). To take advantage of the time in DC, Captains Cowan and Klein spent Tuesday and Thursday at MARAD, attending the Congressional hearing of the Readiness Subcommittee on the State of the Mobility Enterprise (see pages 30-31), and visiting key Congressional leaders and their staff.

Captains Cowan and Klein were able to meet with Representatives John Garamendi, Julia Brownley, and Alan Lowenthal, all strong supporters of the US Merchant Marine. They also met with key staff from Representatives Adam Smith and Nanette Barragan offices and with USCG Congressional Fellows from Senator Maria Cantwell’s office.

They were able to meet with MARAD Administrator Admiral Buzby and Kevin Kohlmann, Director, MARAD Office of Safety. One topic discussed was the impending shortage of seafarers and the impact it would have on the country’s ability to man ships to supply the military. Another was how best to persuade mariners to share their “near miss” experiences so that all could learn and benefit from these incidents. Safety should always be the number one goal but reporting a near miss should not result in punitive action.

At each stop, they asked why the Merchant Marine continued to be included in the Department of Homeland Security and the USCG. It was suggested that the natural place for the shipping industry to be regulated would be under the Department of Commerce. Trains, planes

and trucks are regulated by this department, why not ships.

The injustice of the Seaman’s Manslaughter Act was discussed. Captains Cowan and Klein talked about CAMM’s position on this law and educated Congressmen and their staff as to why the Act need to be amended or abolished. It was suggested that opposition to a change in this statute would be minimal.

All were informed of the economic benefits of the US Merchant Marine. It was stressed that the more cargo carried on US Flag ships meant more jobs. Finally, at each office, the personnel were informed that, by definition, our organization is small (especially given the small number of US Flag ships currently in service) but that we brought a great deal of knowledge and experience to any discussion concerning the Maritime Industry.

Finally, CAMM has purchased several Merchant Marine Plaques to be given to key Congressional members who are strong supporters of the US Merchant Marine. On previous visits to Washington it was noted that many offices displayed plaques of the five, armed services but none (with the exception of Congressman Garamendi) had a Merchant Marine Plaque. CAMM presented Merchant Marine Plaques to Representatives Alan Lowenthal and Nanette Barragan, who represent the ports of Long Beach and Los Angeles respectively.



Captain Cowan and Captain Klein present Congressman Alan Lowenthal (D-CA) with a Merchant Marine Plaque. Credit - Ricardo Pacheco, Staff Assistant



Captain Cowan and Captain Klein stopped in front of the Capital Building as they walked between the Senate and House office buildings. This was part of their 25 mile walk for CAMM

Sail-In 2019 and Near Misses



Captain Jeff Cowan
CAMM National
President
#3070-RU

Along with 1st Vice President, Captain Joe Hartnett and *Sidelights* Editor, Captain RJ Klein, I participated in the annual Congressional “Sail-In” on March 6, where people with knowledge of our maritime industry expound upon various subjects of concern to our representatives. During the Sail-In, I visited the offices of Congressional delegates from Arizona, California, Washington and one representative from the

Virgin Islands. All seemed intent upon helping our cause. More details of our visit to Capitol Hill are reported on pages 28 and 29.

First and foremost was support for the Maritime Security Program (MSP) that would allow for 60 ships to be tasked with moving war material or emergency supplies to ravished/war torn parts of the world. For the program to work, companies must receive \$5 million for each ship to offset costs compared to foreign ships. The appropriation of \$300 million annually needs to be approved each fiscal year or the appropriation drops to \$3.5 million per ship. Some carriers may withdraw from program due lack of offsetting funds.

History has proven that, when needed by their country, American seafarers have never failed to sail into harm’s way. However, during the Persian Gulf War or Desert Storm, 13 ships “mutinied” and refused to enter the war zone. This necessitated unloading the foreign ship and transferring cargo onto an American ship for guaranteed delivery albeit on a less than optimum timeline. It goes without saying that a hostile force will not seek out armed naval combatants but will target the unarmed supply ships. Apparently, we mariners are the only ones that have this knowledge.

The Navy League of the United States stated, “Failing to provide full funding for the MSP could reduce reserve sealift readiness and capacity below levels that would fully meet the combatant commanders’ operational plans for major deployment of ground forces, which call for 95 percent of unit equipment and sustaining supplies to be moved by strategic sealift. Reduced funding will decrease the number of mariners employed on these vessels, and without adequate sealift and sealift manning mission capability will be compromised.”

As previously stated in this column, it has been wide-

ly held that given a full surge of our ships in time of national emergency, the people needed to operate our supply ships is short 1,800 bodies. This in turn, led to Executive Order 13860, Supporting the Transition of Active Duty Service Members and Military Veterans into the Merchant Marine, which was released the Monday before the Sail-In.

Our delegation proceeded to expound on the subject, and stated that if these people transitioned into the civilian sector, we would need more ships to provide jobs to keep these people around. Individuals just starting their maritime careers are often forced to seek other employment due the slow turnover of jobs in our present American maritime world. It takes approximately ten (10) years for a licensed person to attain the seetime and experience needed to sail in the capacity of Ship Master or Chief Engineer. Given the limited slots currently available, I wonder, what is the use of this Order if we do not have the ships to employ mariners? In other words, the US needs more ships to keep people working in our industry

Besides the lack of jobs, there is the monetary aspect. Keeping one’s certificate(s) viable takes seetime for obtaining/renewing the International Standard of Training Certification and Watchkeeping (STCW) on a regular basis. People coming out of the military seeking jobs in the offshore sector will have to get training before boarding a ship. The estimated costs can exceed \$10,000 for training in advanced positions which does not include the cost of housing/meals while engaged in training.

In a previous column, I noted the lack of Near Miss Reporting for maritime interests. The American aviation and railroad industries have a format for reporting near misses, but the US Maritime does not. The Federal Aviation Authority has near miss reporting but only after the National Aeronautics and Space Administration (NASA) has “scrubbed” information from the report to keep the parties involved anonymous.

As previously mentioned in *Sidelights*, our U.S. Coast Guard wants to have mariners report incidents. My response was simple. I advised that I would not recommend any members of this organization or any other maritime organization, to report near misses to the USCG as innocent reporters could suffer punitive action by the USCG.

Recently, I spoke with people at the Transport Research Board and near miss reporting once again arose. This time

Continued next page >>>

with thought that the Department of Transportation Maritime Administration (MARAD) could perform the information scrubbing of maritime near miss accident reports. Going forward, this option would be best for all concerned. It would allow others to learn from someone else's experience without suffering retribution.

On Thursday, March 7, Captain Klein and I sat in the Armed Services Readiness Subcommittee (more details

of the hearing are on page 30 and 31). One of the issues of concern was what to do with our Ready Reserve fleet: Resuscitate 30-year-old ships? Buy used but good? New builds? Concerning the 30-year-old ships, some of the hulls are good but most would need considerable refurbishing and maybe engine replacement. Also, how many active Steam Chief Engineers remain in the workforce? Not many. With most of the steam ships

about to be scrapped after 2020, when new emission regulations go into effect, how will our ready reserve fleet survive?

Steady as she goes,


Jeff Cowan

New Members and Changed Membership Status

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3501-AL 3rd Officer **Asher Spalding**
Sea Trial Team, Higgins Marine Services
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Joined CAMM in 1986



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SECRETARY - TREASURER

Greetings CAMM shipmates!



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

Membership Report

Looking at the CAMM Membership Roster, I find that 88% are Masters Mariners. This includes all our Life Members. Less than 10% of the membership are Associate Members (our constitution allows for no more than 20% Associate Members). We also have 23 Honorary Members. We have suffered a net loss over the past several months, mainly due to deaths out weighing new members.

On the positive side we now have over a dozen cadets.

So now, more than ever, we need each and every CAMM member to help reverse this trend by reaching out to bring in NEW CAMM MEMBERS! As I've said time and time again – if every CAMM member brought in just ONE NEW MEMBER, we'd DOUBLE our CAMM roster list immediately! Let's do it! Keep in mind that, in addition to Licensed Master Mariners and Pilots, we have expanded our Associate Membership to five categories. Details of these can be found on the application form on the inside back cover of every edition of *Sidelights*. Let's all put it to good use!

Dues Report

As of mid-March, we have collected over 77% of our budgeted amount for the year. That still leaves a considerable number of CAMM members who have not paid dues for 2019. We also still have CAMM members who have not paid for 2018 and this includes over two dozen who are two years in arrears.

Not being current with your dues truly hurts our efforts to operate and function professionally and responsibly. Your membership commitment is what keeps CAMM fiscally strong and financially viable. So, if this is you, one of those procrastinators, I implore you to pay up. To expedite paying your dues, you may pay online by credit card at: <https://client.pointandpay.net/web/CAMM/>. By so doing you'll help CAMM to accomplish its multi-faceted mission in support the U.S. Merchant Marine and the voice of men & women who command and man the ships. Thank you!

Annual Donations

I am pleased to report that many CAMM members have generously made additional donations when paying their dues. This

represents additional revenue that we can employ immediately to enhance CAMM's mission. We do appreciate all those CAMM members who have generously contributed "above and beyond" to help keep CAMM fiscally strong for the future. Thanks a million!

Financial Report

We are currently meeting our cash flow demands and all bills have been paid. A Financial Report for the first half of FY 2019 (covering six months 10/1/18 – 3/31/19) will be distributed to CAMM's Finance Committee and Board of Governors for their review. This report will be presented to the membership at the AGM in San Diego this April. If any active CAMM member wants a copy of our budget report, contact me by email at: captaschemeyer@mastermariner.org or by phone at: 951-767-3037.

2019 AGM and PDC

As announced previously, this year's AGM and PDC gathering will be in San Diego, April 24-26. The theme for this year's PDC is: "Who is Really in Command of the Ship?" We have lined up speakers/presenters whom we expect to bring this topic into focus. You should have received a flyer with a registration form in the mail. More details can be found starting on page 19. You may also want to consider becoming a sponsor for as little as \$100. Registrations can be made using the form on page 23 or online at <http://mastermariner.org/annual-meeting.html>.

Thanks, as always, for your time and interest. I also appreciate your continued support for CAMM along with your encouragement, suggestions, and financial help as well. I ALWAYS like to say, "Working together, we can continue to make CAMM better, bigger, and BEST for the future!"

So, until next time, Smooth Sailin' ...

Captain Manny Aschemeyer

CAMM Authors on Display

In early March, *Sidelights* staff member Alexia Retallack was at a local book shop in Grass Valley, CA when she recognized one of the books prominently on display. It was none other than *Peter, the Odyssey of a Merchant Mariner*, by Captain Peter Chelemedos. Alexia identified the book from her work with *Sidelights* which featured a chapter from Peter's book in each issue from February 2010 to February 2017. His book has become somewhat of a collector's item as only a limited number of copies were published. Captain Chelemedos died in late January 2019, but it is nice to know that the story of his amazing life lives on. ⚓



PHOTO BY ALEXIA RETALLACK



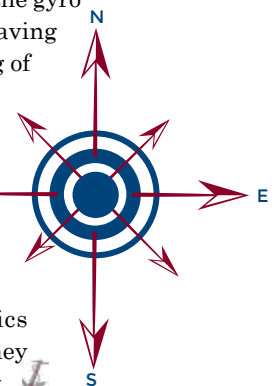
Captain Georg Pedersen was honored by the Palm Springs Writers Guild (<https://palmspringwritersguild.org/>) as February Author of the Month for his book, *My 48 Years at Sea*. In their announcement they gave a brief summary of Captain Pedersen's book. His involvement in the rescue of 51 Vietnamese refugees in 1978 and his subsequent reunion with one of the families was featured in their write-up of the book. The write-up ended with a quote, "Hats off to this hawse-piper who has seen it all." The Palm Springs Writers Guild Board of Directors salute Captain Pedersen for his book, his humanitarian efforts, and for his Guild participation. Anyone interested in obtaining Captain Pedersen's book can contact *Sidelights* at Sidelights@us.mastermariner.org ⚓

The Wandering North

The earth's magnetic North pole is moving quickly away from the Canadian Arctic toward Siberia. Recently the magnetic North Pole has begun moving 34 miles a year toward Russia - half-century ago, the magnetic North Pole was wandering at about 7 miles each year. This increased movement has forced scientists from NOAA's National Centers for Environmental Information (NCEI) to update the World Magnetic Model (WMM) to accurately reflect the official location of the magnetic north. NOAA updates the variation every five years, but has

had to make an adjustment mid-cycle. The compass rose on Navigational charts tell the mariner what the variation is at a given latitude along with its annual change and the year of reference - example: a compass rose at Lat. 60° N may be marked "Var 30° 30' E - Annual Decreases 1' (1989)". Mariners understand the importance of knowing the correct variation (the difference between magnetic North and True North) as it enables them to correct their Magnetic Compass to true North. Many of today's navigators have come to

rely on GPS and the gyro compass, but having an understanding of how to calculate true North on a magnetic compass will serve them well when the electronics fail or when they are in a lifeboat. ⚓



Welcome Aboard, But Please Leave the Attitude on the Beach



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

As I write this column, President Trump has just signed the Executive Order streamlining the transition for military mariners to the United States Merchant Marine. This is great news! First, it offers a smoother path for military personnel to use their training and sea time to transition to similar merchant marine positions. Second, the Executive Order is an affirmation of the importance of the United States Merchant Marine, and it creates a stronger link between the men and women who crew our US-flagged fleet, and our national defense policies.

For more than 10 years, I sat as the unlicensed deck member of the USCG Merchant Marine Personnel Advisory Committee, and from 2007 through 2013, I chaired the workgroup for Task Statement 30, which made recommendations to the Coast Guard on coordinating military training with Merchant Marine requirements. Since MERPAC met twice a year, I would produce a bi-annual workgroup report that can be summarized as, "The Army is commended for working so hard to coordinate their training with STCW requirements, and have its courses approved by the National Maritime Center, and the Navy and the

Coast Guard are called to follow suit."

The Army had the perspective: "If the Army mariner knew that he or she could leave the Army, and smoothly transition into the Merchant Marine, then he or she would be more inclined to stay longer since, there would not be the "penalty" of redoing much of his or her training." The Navy and the Coast Guard took the positions:

1. "If we have our courses approved by the National Maritime Center, our men and women will leave, and transition to the Merchant Marine."
2. "We are the Navy/Coast Guard, we don't need to get our training approved by anyone."

This second position is a manifestation of an historical hubris of the military to the Merchant Marine. Admiral King, the head of Atlantic Fleet and the Chief of Naval Operations, manifested this hubris in his refusal to seriously challenge German U-boats in 1942. As Michael Gannon states in Operation Drumbeat, Admiral King had visions of great dreadnaught battles, and had no time or resources to commit to protecting merchant ships in the Gulf of Mexico and the Atlantic Coast.

More recently, the world's navies were reluctant to protect merchant shipping along the Somali coast. As hundreds of merchant seafarers suffered in hell holes, the naval response was that they were too busy carrying out the "War on Terror" to divert resources to protect merchant shipping. When they finally got serious about carrying out their *raison d'être*, protecting merchant ships and shipping lanes, combined with the placing of armed guards on merchant vessels, Somali piracy quickly collapsed.

In my limited sailing careers, I can say that the finest AB I have ever sailed with was a retired Navy veteran. John was the paradigm of competence. He knew his job, carried it out, and made me, in my limitedness, feel appreciated. On the other hand, I sailed with a retired Navy veteran who was the bosun on a Jones Act tanker. He was not competent in his job, but no one could tell him anything because he was retired Navy. He was soon fired.

So, I welcome these brothers and sisters to the United States Merchant Marine, which was founded in 1775. However, I just ask that any sense of hubris or superiority be left on the beach.

"The wonder is always new that any sane man can be a sailor."

- Ralph Waldo Emerson

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Council Reports

1st Vice President Report:

Captain Joe Hartnett, #2193-RU

I would like to thank Captain Cowan and Captain Klein for traveling to Washington, D.C. to participate with me in the Maritime Congressional Sail-In. This is one of the most important maritime events of the year and it is an excellent opportunity to promote CAMM and the U.S. Merchant Marine. See more about the Sail-In starting on page 25.

The 35th Annual Propeller Club Salute to Congress will be held on May 1, 2019. This event recognizes one legislator each year for his or her efforts on behalf of the maritime industry. The 2018 recipient was Representative Rob Wittman (R-VA). Representative Wittman is the Chairman of the House Subcommittee on Seapower and Projection Forces. He was the founder of and co-chairs the Congressional Shipbuilding Caucus; he also is very supportive of any laws that are essential to the U.S. Merchant Marine and maritime industry.

On an international note, I have had the opportunity to meet with Captain Hisami (Sam) Yokomizo who is the NYC Correspondent for the Japan Captain's Association. Captain Yokomizo worked with K-Line of Japan for 44 years; he sailed as Master and eventually transitioned to Port Captain on the U.S. East Coast. We met on a few occasions to discuss increased cooperation between the Japan Captain's Association and CAMM. We also discussed various aspects of our countries' maritime industry and officer training programs. Captain Yokomizo has offered to contribute an article to *Sidelights* about Port Captains and is willing to contribute additional articles in the future.

The Balt/Wash chapter will be involved in Maritime Day events in Baltimore and Washington, D.C. The Baltimore event is traditionally held

aboard the N/S Savannah on the Sunday before Maritime Day. The events in Washington, D.C. are held at the Department of Transportation. I encourage all CAMM members to participate in their local Maritime Day events.

2nd Vice President Report:

Captain Pat Moloney, #1829-RU

Report not available.

North Atlantic VP Report

Captain Frank Zabrocky, #1964-RU

Report not available.

New York Metro

Captain George Sandberg, #1919-RU Chapter President

Report not available.

Baltimore/Washington Report

Captain Joe Hartnett, #2193-RP

See 1st VP report.

South Atlantic VP Report

Position Vacant

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 12, 2019 luncheon meeting of CAMM Tampa Bay Chapter was held at the Columbia Restaurant in Ybor City. The meeting was called to order at 1330 hours by Chapter President, Captain Robert Holden. Eight members and one guest were in attendance.

Minutes for the January 8, 2019 meeting were approved.

Secretary / Treasurer's Report: The

chapter is solvent. The 50/50 drawing was won by Judy Holden (again). She donated the winnings to the chapter treasury.

Sick & Welfare: We have learned that Captain Raoul Pepin (2241-R), a charter member of the Tampa Bay Chapter, Cross'd the Final Bar on November 15, 2018 at the age of 94. He was a resident of Sarasota and sailed for Grace Line and Prudential Lines. He last sailed as Master of the S.S. *Lash Italia*.

Unfinished Business: The "American Merchant Marine Veterans" (AMMV) will be having their 33rd National Convention in Tampa April 24 through April 26, 2019. The chapter has purchased an ad in their Special Convention Edition News Magazine.

New Business: The 2019 CAMM Annual General Meeting and Professional Development Conference will be held in San Diego April 24th to 26th. The chapter representative will be Captain Manny Arosemena.

Regular CAMM Tampa Bay Chapter Meetings are held on the SECOND TUESDAY of each month at the Columbia Restaurant, 7th Ave. and 22nd St., Ybor City, Tampa, Florida (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 Schedule for the 2019: April 9, May 14, June 11, – last meeting prior to summer break.

Gulf VP Report

Captain Augusta Roth, #2753-S

Report not available.

Mobile Bay

Captain Jerome "Rusty" Kilgore, Chapter President

Report not available.

New Orleans

*CE Horace George, #3223-A,
Chapter Secretary*

The February 2019 meeting was held at the Port Ministry Center of the Global Maritime Ministries. The meal is free, but attendees are encouraged to make a donation to the Center. CAMM's Annual General Meeting (AGM) was discussed. Our chapter expects to see movement on our proposed Position concerning the "Master's Authority" in all matters concerning the safety of the ship. This will be discussed in more detail at the meetings before the AGM.

Houston

Captain Michael McCright, #2753-S

Report not available.

South Pacific VP Report and San Francisco Bay Area Chapter Report

Captain Klaus "Nick" Niemi, #2167-RU

Report not available.

Los Angeles/Long Beach

Captain Dave Boatner, #2162-RU, Chapter President

The LA/LB Chapter meets the second Tuesday of every month except August at the THINK CAFÉ in San Pedro. The food is always good and the conversation is lively.

We encourage any CAMM members visiting the LA area to join us for lunch on the second Tuesday of the month.

In March the LA/LB Chapter members were looking forward to the AGM in San Diego this year. We encourage everyone to attend this event. San Diego's pleasant weather and extensive maritime history should make this a truly enjoyable event.

San Pedro hosts the largest memorial to US Merchant Marine crews lost defending our country and our liberty. Each year on Maritime Day, May 22, a memorial service is held at the memorial followed by a luncheon event. This notable service is a

tribute to those Merchant Mariners who gave the ultimate sacrifice in the defense of our country. For more information go to: AmericanMerchantMarineVMC.org

One of the continuing issues CAMM has brought forward in the past is the total reliance on GPS by many officers but more importantly the total reliance of certain ECDIS and other navigation equipment on GPS inputs. CAMM has consis-

North Pacific VP Report

Captain Cal Hunziker, #2457-R

Report not available.

Columbia River

Captain Bill Good, #1924-RU, Chapter Secretary

The Columbia River Chapter continues to hold meetings the 2nd Friday of each month, except June, July and August.



At the March Los Angeles/Long Beach Chapter meeting. L-R: Captain Jeff Cowan (CAMM National President), Captain Bent Christiansen, Captain Paul Nielsen, Captain Zeluff (Membership Chair), Captain Joe Itson, Captain Dave Boatner (Chapter President), Captain Manny Aschemeyer (National Sec/Treas)

tently endorsed the presence of a backup system to GPS. Many systems have been suggested but most of them are electronic signal based, which renders them vulnerable to the same spoofing and other disruptions, which can affect all GPS units. Recently the Nautical Institute published an article about seabed-based position fixing. Admittedly, this system comes with its own set of problems but it eliminates many of the problems experienced by GPS. It is terrestrial based and also provides additional safety features regarding depth hazards. It appears that seabed-based position fixing would be a good back up for GPS as its strengths are in areas where GPS is vulnerable. The LA/LB Chapter will be submitting a position to the Board of Directors and Positions Committee regarding this new technology.

We meet at noon at the Jantzen Beach Bar and Grill in Portland. Chapter President, Captain Vic Faulkner encourages local members to attend and bring a friend. We discuss local, national, and international Maritime Events. National CAMM members are always welcome.

Seattle PNW

Captain Doug Subcleff, #2329-RU, Chapter Secretary

Originally scheduled for February 14, the Seattle meeting was rescheduled for February 21 due to the Seattle area receiving more than a foot of snow. Chapter Treasurer, Captain Don Moore, did a great job of rearranging the date for this meeting and getting the word out. Thanks to everyone (24) who man-

Continued next page >>>



Head table at the Seattle Chapter February meeting. Rachel was the guest speaker.
L-R: Captains Bill Bundren, RJ Klein, Kevin Coulomb, Rachel Shrewsbury and Cory Brooks

aged to get to our annual luncheon to recognize Women in Maritime.

Seattle Chapter President, Captain R.J. Klein, began the meeting with a motion to suspend normal Chapter business topics in lieu of our main theme. There was however, something that could not be waived, and that was the honoring of recently departed member, Captain Peter Chelemedos, who crossed the Final Bar on January 29th. Eight bells were rung on the ship's bell and a moment of silence was held. In addition, a sympathy card for Peter's family was signed by all. (See Crossed the Final Bar on page 16) From Seattle Chapter VP, Captain Chuck Lund: "Peter was a quiet, reserved, true gentleman. He was always a pleasure to talk with, and had a hidden great sense of humor. He will truly be missed. One of his last acts with the Council of American Master Mariners was his monumental donation to create a long-term scholarship for youth wishing to enter the maritime profession. I hope his inspiration lives on for a very long time, as will his

memory."

Over the years, this meeting has attracted some great guest speakers including Captain Sandra Bendixen (Crowley), Patsy Crawford (Crawford Nautical School), Mrs. Jean Cox (Cruise Terminals of America), and USCG Commander Jo-Ann Burdian (USCG Sector Seattle). The meeting always features extra raffle prizes, chocolate treats, and Valentine-theme red roses.

One of the most influential women in the Pacific Northwest maritime world, our esteemed Associate member, Pat Hartle, was present at today's meeting. She spoke to us about current status of the legislative bill that would establish a National Maritime Heritage Area, covering much of Western Washington's shoreline. The bill would "promote maritime-related tourism, economic development and maritime history as told through Washington state's museums, historic ships, fishing culture and other activities." Pat, a long-time maritime heritage champion, said this bill, has been

in the works for many years. She is very excited about the prospect of its passage.

After lunch, the raffle was held—gift baskets, books, wine, awarded to the lucky winners. The guest speaker for our Recognition of Women in the Maritime Industry, was Rachel Shrewsbury, granddaughter of Western Towboat Company founder, Captain Bob Shrewsbury. Rachel has had a working relationship with CAMM Seattle for a number of years, as she has been a volunteer at our annual Bob Magee charity golf tournament since its inception in 2007.

Rachel thanked CAMM for the opportunity to speak and gave a power point presentation about the history of Western Towboat Company. The history included details about the Shrewsbury tow-boating family. She shared a few of her favorite stories concerning her experiences on the tugs, including the weekend she and her dad handled a barge swap together. In

Continued next page>>>

CAMM in DC Report

As reported throughout this edition of *Sidelights*, CAMM President, Captain Jeff Cowan and Immediate Past President, Captain RJ Klein visited Washington, DC the week of March 2nd on behalf of CAMM. In addition to participating in the Maritime Industry Sail-In, they called at the offices of five Representatives, one Senator, and MARAD. They were able to have face to face meetings with Maritime Administrator Admiral Buzby and three Representatives (Representatives John Garemeni, Julia Brownley, and Alan Lowenthal). They meet with key staff from the offices of Representatives Nanette Barragan and Adam Smith and Senator Maria Cantwell.

If needed CAMM was introduced to those taking the meeting and each were given a copy of *Sidelights*. CAMM specific issues were discussed along with the need to maintain a strong US Merchant Marine. Captains Cowan and Klein were often asked pertinent questions concerning the Maritime Industry. They were able to correct many misconceptions about the Jones Act and explain the importance of maintaining the Maritime Security Program and Cargo Preference quotas.

In addition to introducing CAMM to Congress, Captains Cowan and Klein made contacts within the industry during the Sail-In and at the post event reception. Many learned of CAMM for the first time. Of particular note, they met Scott



PHOTO COURTESY OF IAIN HART, SENIOR POLICY ADVISOR

Captains Cowan and Klein met with Congressman John Garemeni the day before the Sail-In to discuss maritime issues and matters of importance to CAMM.

Skrzypczak of the International Ship Masters Association (ISMA – www.shipmaster.org). He is Chairman of their Navigation, Engineering and Legislative Committee. The International Ship Masters' Association is a voluntary organization of licensed professional mariners and others associated with the maritime community of the Great Lakes and St. Lawrence Seaway. ISMA has 23 Lodges around the Great Lakes, in both the U.S. and Canada. In conversation with Mr. Skrzypczak, it was agreed that CAMM and ISMA shared many of the same concerns and that the two organizations should endeavor to work together on common concerns and goals.

Council >>> cont'd from page 14

this incident, Rachel (quite young at the time) became a tug boat operator while her Dad handled the barge. Western Towboat was always a family business and Rachel has worked in many roles.

Along the way, she got involved with the Seattle Propeller Club, and worked the annual Maritime Festival that often featured the Elliot Bay tugboat races. Her time with the Propeller Club including a stint as President.

Currently, Rachel is the President of Puget Sound Maritime (PSM), and is very involved with its the outreach program. She is also a strong supporter of the Youth Maritime Training Activities (part of PSM), including the annual maritime scholarship. Rachel was heartily

thanked with applause from the luncheon attendees.

View and Positions Report

Captain Frank Zabrocky, #1964-RU Positions Chairman

No report available.

Sidelights and CAMM Media Report

Captain RJ Klein, Sidelights Editor

I am pleased to report that the hosting problems we have had with our data base program (MAS) have been solved. We will be moving our website and MAS onto a new Windows platform hosted by GoDaddy.com. It is expected that this will stabilize our sites for the foreseeable future.

Keeping the website current continues to be a challenge but we endeavor to post updates as quickly as possible. Once on the new platform, it is anticipated that additional personnel will be helping to maintain the site and that chapters will be able to update their own pages. If you are aware of an item that could be of concern or importance to CAMM members please contact President Captain Cowan at captcowan@mastermariner.org for possible posting on our website. Members are encouraged to email corrections or concerns to admin@mastermariner.org

CROSSED THE FINAL BAR

CAPTAIN WILLIAM D. JEFFREY, # 2732-RP

Captain W. Donald Jeffrey, 76, of Salem, MA and St. Thomas, U.S. Virgin Islands, passed away in Danvers, Mass on February 22, 2019, with his dear friends by his side.

Born, raised and educated in Salem, he continued his education at Maine Maritime Academy. After graduation his early assignments were with American Export Ibrandtsen Lines as Second Officer and navigator and Boston Tow Boat Corp as Chief Officer and docking pilot. This afforded him the experience to embark on a long and noted career at Massachusetts Port Authority, where his overall responsibility was the protection of life and property from fire. He was a noted expert in his field and received a commendation for leadership and professionalism for successfully combating an aircraft engine fire with people on board.

He matriculated to senior pilot for the port of St. Thomas, where he was awarded the U.S. Coast Guard Plaque of Merit and the U.S. Congressional Certificate of Special Recognition for the Valiant Rescue of the crew of a runaway vessel off St. Thomas, U.S. Virgin Islands. His career spanned 45 years of dedicated public service and was a nationally recognized authority on aircraft crash, fire and rescue.

A licensed aircraft pilot, Captain Jeffery owned and maintained his own plane. He established and managed a private aircraft charter corporation and enjoyed the sense of freedom flying gave him. He was a proud past member of the United States Coast Guard Auxiliary, the Aircraft Owners and Pilots Association, the Massachusetts Association and New England Association of Fire Chiefs, and served his as a lieutenant in the U.S. Naval Reserves for 18 years. A member of the Council of American Master Mariners and most proud to be a member of the Salem Marine Society, the second oldest association of ship masters in the world.

CAPTAIN PETER CHELEMEDOS, #1671-L

Captain Peter Chemelodos Crossed the Final Bar in the evening hours of January 29, 2019, just 12 days shy of his 97th birthday. Born in California on February 10, 1922 he was the second of five sons. He began his life's adventures when he signed onto a merchant ship in 1938 at age 16. He sailed as a deck officer in the Merchant Marine during World War II and had the dubious distinction of being torpedoed in both the Atlantic and Pacific Oceans. Joining a ship after being having been torpedoed, the Captain told him that "I'm not sure I want you aboard my ship."

Married during the war, Captain Chelemedos and his wife Kay settled in Seattle in August of 1946, just in time to wit-



ness the maritime strike of 1947-48. Making a living was difficult with a wife and two children but he attended accounting school and worked as a business manager during the 1950s. In the 1960s he joined the ILWU checkers Union and worked "shore side" supervising the loading and unloading of ships. This was an interesting time to participate in the changeover to containers for cargo shipments.

Retirement allowed Captain Chelemedos and his wife Kay to travel extensively. Aside from traveling, they enjoyed many social activities with the Seattle Storytellers Guild, the Sherlock Holmes Society, the Shoreline Unitarian Church, and several Maritime and Veteran organizations.

Retirement also allowed him time to write and publish his book, an autobiography, *Peter – The Odyssey of a Merchant Mariner*, which ran as a serial chapter book in *Sidelights*. He remained an active and devoted member of the Council of American Master Mariners.

Captain Chelemedos was preceded in death by his wife of 74 years, Kay, and his son, Peter Steven. He is survived by his daughter, Penelope Haase. He will be missed by the Seattle Chapter and all who knew him.

CAPTAIN ARTHUR JENSEN # 2513-RU

Captain Arthur Jensen was 94 when he "Crossed the Final Bar" on December 27, 2018. Born in Brooklyn, NY on November 21, 1924, he joined the Merchant Marine in 1941 as a cadet from United States Merchant Marine Academy. Captain Jensen sailed as Master with Farrell Lines on the SS African Neptune and other ships. He was remembered as a first-class host to all his passengers and was well versed in the history of every port of call.

He retired in 1991 and joined CAMM soon after. Captain Jensen became a Life Member of CAMM in 2015. He moved from his home in Maryland to Florida in 2014 to be closer to his daughter. He will be remembered and missed.



CAPTAIN RAOUL PEPIN, #2241-RU

Captain Raoul Pepin, a charter member of the Tampa Bay Chapter, Crossed the Bar on November 15, 2018 at the age of 94. He was a resident of Sarasota, FL. Born Oct 29, 1924, he was married to his wife Helen for over 50 years. It was due to her influence that Captain Pepin worked his way up from Ordinary Seaman to Captain in the Merchant Marines. He sailed for Grace Line and Prudential Line and last sailed as Master of the S.S. *Lash Italia*.

Captain Sigurd P. Andersen, # 1274-RU

We have received notice that Captain Sigurd Andersen passed away November, 2018. He was 89. His wife shared that

Captain Andersen had “put up a good fight” against cancer. Captain Andersen was a loyal member of CAMM for over 43 years and was residing in Fernandina Beach, FL at the time of his death.

CAPTAIN BERNHARD ABRAHAMSSON, # 2155-A

Captain Bernhard J. Abrahamsson Crossed the Final Bar May 14, 2018. He was 88 and had been a member CAMM for nearly 30 years. He was residing in Denver, CO at the time of his death.



Born in Stockholm March 11, 1930, Captain Abrahamsson went to sea at an early age. He graduated from Stockholm Merchant Marine Academy and rose through the ranks to Master.

After moving to the United States, he received a BA from City College of New York and a PhD in economics from the University of Wisconsin-Madison.

He had an extremely diverse career which included an interesting collection of positions: Commander in the Swedish Navy, Staff economist with the International Monetary Fund (IMF), dean of the Graduate School of International Studies at Denver University, head of the Department of Marine Transportation at the U.S. Merchant Marine Academy, professor and division chair of the College of Business and Economics at University of Wisconsin-Superior, member of the Marine Board of the Transportation Research Board (National Research Council).

Captain Abrahamsson enjoyed having time to take classes after he retired in 1997. He served on the Academy for Lifelong Learning’s board of directors in Denver for many years and was a dear friend to many members who were lucky enough to know him. Captain Abrahamsson was a major contributor to the course, Cities & Regions of Destiny, where he spoke about his hometown of Stockholm and recounted the city’s history and revealed beloved places in this “Venice of the North.”

CAMM HAS JUST RECENTLY LEARNED THAT THE FOLLOWING MEMBERS HAVE CROSSED THE FINAL BAR

CAPTAIN EDWARD N. POWELL # 1152-L

Captain Edward “Nick” Powell, passed away on March 12, 2017 at age 83. He was born in Mobile County, AL December 15, 1933. After graduating from Alba High School, he joined the Merchant Marine and worked his way from Ordinary Seaman to Unlimited Master.

Captain Powell sailed for Lykes Brothers Steamship Company as Master. His ships included the SS *Leslie Lykes*, the SS *Thompson Lykes*, the **James Lykes** and the *Joseph Lykes*. He was Captain of the first U.S. ship to sail to China when President Nixon opened trade routes. He made many trips to Vietnam during the Vietnam War, carrying the needed supplies for U.S. troops, often discharging cargo while

under enemy fire.

Captain Powell retired from sailing in 1988 to pursue leisure interests. He was a Lifetime membership in the Council of Master Mariners, a longtime member of the Masters Mates and Pilots Union, and a 32nd Degree Mason. Captain Powell’s ashes were scattered at sea.

Survivors include his stepmother, Willie Mae Powell of Mobile, his sister Marilyn Wilcox (Dallas), brothers: Donald (Myra), Douglas, and Joseph, wife Molly Powell, his son Kenneth Powell of Mobile, daughter Beth Powell Gibson (Kurt) of Virginia Beach VA, stepdaughter Katie de la Houssaye Taylor (Kurt) of Sugar Land, TX, his stepsons, Captain Dan de la Houssaye (Jenn) and Tim de la Houssaye (Julia) both of Needville, TX. Also grandchildren: Jody Powell, Chad Powell, Rey Amaya (Kelsey), David Amaya, Nicole de la Houssaye, Jorge Cantu, Kenzie Cantu, Mitchell Taylor; Andrew Taylor, Paige Taylor and Great Grandbaby Silas Cantu. He was predeceased by his mother and father and his brother Maurice Powell.

CAPTAIN WARREN R. HARDY # 2285-L

Captain Warren R. Hardy died in Ocala, FL on November 15, 2016. At the time of death, he was just one month shy of his 99th birthday. He was born December 31 1917. He signed onto his first vessel at the age of 13 after telling the Captain he lost the permission slip his mother signed down the drain in a bad storm. At the age of 25, he became a licensed Master Mariner.

Captain Hardy led a very eventful life. He was captured by the Red Chinese on the Yangtze River in 1949. He was able to get his vessel and crew to safety. He sailed for Grace Lines, Isbrandsten Lines, American Export and retired from Farrell Lines in 1980. A career that lasted 50 years. He a member of CAMM for over 38 years.

Predeceased by his wife Muriel in 1984, he is survived by 3 daughters Mary Alice Cucinell of New York, Mrs. Elizabeth (Duffy) Thomas and her husband Edward J Thomas of New York, and Claire Hardy of NJ. Captain Hardy is also survived by 4 grandchildren Anthony Cucinell, Samuel A. Cucinell and his wife Kristin, Kristin Dragone her husband Leo, and Christopher Hardy-Goldenberg and 8 great-grandchildren.

CAPTAIN WILLIAM CROWLEY MCCAW, # 273-L

Captain William Crowley McCaw passed away on November 9, 2015. Born in Bristol, RI, he lived there all of his life. He served in both World War II and the Korean War after joining the Merchant Marines in the late 1940’s. Captain McCaw was a long-standing member of the Council of American Master Mariners (over 43 years). He was a Master Mason, a member of the Rotary Club and St. Michael’s Church. Captain McCaw was loved by many and was a devoted husband, father, grandfather and friend.

Port Captain – Function & Qualification

Port Captains in “K” Line



by Captain Hisami (Sam) Yokomizo

I graduated the Tokyo University of Mercantile Marine in 1967 and

was accepted as a Third Mate by a Japanese Steamship Company named Kawasaki Kisen Kaisha LTD. This is known as the “K” Line. During that time, “K” Line positioned Port Captains at New York, London and Melbourne.

All of them were fully licensed and well experienced Master Mariners, and their title was Marine Superintendent, but they are also called “Port Captain.” The Port Captain’s job was to maintain good communication among other Port Captains as well as Port Authority to collect updated port information then report such information to the Head Office. They usually are not involved with the vessel’s day to day operation. Thus, Port Captains scarcely visited vessels at their port.

“K” Line also stationed Port Captains’ Office at each Major Japanese Port such as Yokohama, Nagoya, Osaka and Kobe. These Port Captains’ function was quite different from the Port Captain abroad. The main function of Port Captain at the major Japanese ports was to coordinate with the Port Authority, Line Manager of headquarters, stevedoring company, etc. and to seek efficient and economical port operation including cargo working operation. Thus, he was very much involved with the day to day operation in each port. In the 1960s and 1970s, major

ports of Japan were very busy because of increased exports. The Port Captains of each Japanese Major Port, together with the Assistant Port Captain, had to deal with extremely tough berthing situations as well as labor availability. In those days, it was widely known among Deck Officers of “K” Line that Port Captains must have high coordination and communication capability as well as strong trouble-shooting ability.

In 1968, the first full container ship was inaugurated into “K” Line’s full container service which operated under a joint operation agreement of 6 major Japanese Liner Operators. This containership was only 16,800 G/T, carrying 740 TEU and 188m LOA, but a large ship of that time. In 1973, containerization had been steeply developed and “K” Line placed much larger container ship carrying 21,000 TEU 39,150 G.T, 269.5m LOA into service. This was under a similar joint operation agreement and was the first full container service to the East Coast .

The Move Away from Captains as Managers

Along with the progress of containerization, a new job called “Stowage Planner” was required at vessel operations, container terminal, stevedoring company, etc. The Stowage Planner is not always required to be a Master Mariner. Young deck officers or even a non-sea-career person could be employed and trained to be a Stowage Planner. Several years later, some of such Stowage Planners successfully developed their career and expanded their responsibility beyond the area as Stowage Planner. They started to be called Port Captain. At almost the same time, due to seeking more cost-conscious

operation, a number of vessels, under flags of convenience, were steeply increased in the field of Bulk Cargo. This trend pushed up the demand of Maritime Person who can provide technical support to the ship operators and also required more Masters to fill the position on these vessels.

From my personal opinion, that is the reason why we now find people working at Port Captain’s Office who are quite a mixture of well experienced and licensed Master Mariner and young graduates from maritime college with little or no sea experience. Again, in my personal view, the Port Captain’s job should require good communication, coordination, and most importantly, good trouble-shooting skills. If these requirements are met, then it will not be too big an issue whether or not he or she has a License for Master Mariner.

About the author: Captain Hisami (Sam) Yokomizo is currently the Japan Captains’ Association, NYC Correspondent. He graduated from the Tokyo University of Mercantile Marine, Deck Department in 1967. He then joined one of Japan’s major steamship companies, Kawasaki Kisen Kaisha Limited (“K” Line). After 16 years at sea, Captain Yokomizo came ashore to work with K-Line. He held several positions in K-Line’s Marine Management and spent over 16 years as K-Line America’s Port Captain and Mariner Superintendent in their New York Office. He retired in 2011 after more than 44 years with K-Line.

Always be yourself unless you can be a sailor, then always be a sailor.

-Anonymous



AGM Comes to San Diego - A City Rich in History

One hundred years after Columbus exposed the “New World” to the European Maritime powers, Spanish conquistador Juan Rodriguez Cabrillo sailed into San Diego Bay. He named the bay San Miguel in honor of the saint’s feast day. Sixty years later, Sebastián Vizcaíno arrived and renamed the area San Diego after Saint Didacus of Alcalá. Today, San Diego is California’s second largest city and home to the world-famous San Diego Zoo and Balboa Park.

The Port: The Port of San Diego was created by the California State Legislature to manage San Diego Bay and surrounding waterfront land on December 18, 1962. One of the world’s finest natural deepwater harbors, the Port of San Diego is the fourth largest port in California. The Port oversees two maritime cargo terminals, two cruise ship terminals and 22 public parks.

Point Loma Lighthouse: In the 1850s, putting a lighthouse on top of a 422-foot-tall cliff seemed the perfect site. At the time it was built, the Point Loma Lighthouse had the highest elevation of any lighthouse in the United States. As it turned out, this wasn’t such a good idea. Fog and low clouds kept ships from seeing the light just when they needed it the most. In 1891, a new lighthouse was built at a lower elevation. This makes Point Loma one of the

few places where you can see not one but two lighthouses in the same place.

The Maritime Museum of San Diego: *The Star of India* is a full-rigged iron windjammer ship built in 1863. It is considered the unofficial symbol of the San Diego waterfront and is the oldest iron-hulled merchant ship still floating. The ship was fully restored in 1963; she sails at least once a year, and unlike many preserved or restored vessels, her hull, cabins and equipment are nearly 100% original.

Mission Basilica San Diego de Alcalá: The first of 21 Franciscan establishments in California was founded on Presidio Hill on July 16, 1769 by Father Junipero Serra. In 1774, the mission was relocated to its present site six miles inland, along the San Diego River to ensure a good water supply and by 1797, the mission had become the largest in California. Restored in 1931, the mission is open to the public daily.

Coronado Island: Geographically, Coronado is a peninsula connected to the mainland by a strip of land called the Silver Strand which forms San Diego Harbor. Until 1969, and the completion of the San Diego–Coronado Bridge, travel from San Diego to Coronado was mostly by ferries (one could drive around via the Silver Strand).

The Hotel del Coronado was built in 1888. It is one of the few surviving

examples of the wooden Victorian beach resort and a testament to the grandeur of the age. Its original cage elevator is still hand-operated by an attendant. In 1958, Hotel del Coronado became part of historic Hollywood history as the setting for director Billy Wilder’s classic comedy, *Some Like It Hot*, starring Marilyn Monroe, Tony Curtis, and Jack Lemmon.

The Navy: Naval Base San Diego is the Navy’s premier Pacific Fleet surface force installation and is home port for approximately 60 Navy ships and home base to 50 separate commands, each having specific and specialized fleet support purposes.

Point Loma has a rich military history due to its natural tactical significance as the only peninsula in the area that guards the surrounding waters. Current major Naval commands include Commander Third Fleet, Naval Mine and Anti-Submarine Warfare Command, Space and Naval Warfare Systems Command, and Submarine Squadron Eleven.

In Coronado, the Navy operates Naval Air Station North Island and on the southern side of the town is Naval Amphibious Base Coronado, a training center for Navy SEALs and Special warfare combatant-craft crewmen (SWCC). Both facilities are part of the larger Naval Base Coronado complex. ⚓





Council of American Master Mariners

Professional Development Conference and Annual General Meeting

April 24-26, 2019, San Diego, CA

Who Is Really in Command of the Ship?

Agenda

Wed – April 24th

Golf - Location TBD, Arrival and Hospitality Rm Open in PM

Thurs – April 25th

CAMM Professional Development Conference
Who Is Really in Command of the Ship?
Guest Outing- Trolley Harborside Tour
Thursday Night Harbor Dinner Cruise

Fri – April 26th

CAMM Annual General Meeting
Guest Outing - Trolley and Walking Tour of Old San Diego
Closing Dinner
Keynote Speaker
Lalonde Award

Venue & Accommodations

Meeting will be at the
Best Western Plus Island Palms Hotel & Marina
2051 Shelter Island Drive
San Diego, CA 92106
Phone: (619) 222-0561

CAMM room rate is \$156.66 per night all inclusive.

To book that rate for the meeting dates, use this link (be sure to scroll down for the CAMM rate):

https://www.bestwestern.com/en_US/book/hotel-rooms.05326.html?groupId=9K9XB8A8

If you would like to arrive earlier than the 24th or stay beyond the 27th, call 619-222-0561 and speak with Kyle Gordon, our reservations manager. The link will not work for dates beyond the 24 – 27.

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 Get to the point in words & presentation

-  Captain KIP Louttit
-  Captain Georg Pedersen
-  Captain Frank Zabrocky
-  Captain Jack Cox
-  Captain George Zeluff

CONTRIBUTORS

Captain Chris Edyvean
Captain Andrew Triandafilou
C/E Horace George
Captain Alfred Calicchio
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Captain John Caffrey
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Keynote Speaker

Rear Admiral Mark H. Buzby



Rear Admiral Mark H. Buzby was sworn in as the United States Maritime Administrator on August 8, 2017. Prior to his appointment, he served as president of the National Defense Transportation Association, a position he held since retiring from the U.S. Navy in 2013 after over 34 years of service. After graduating from the U.S. Merchant Marine Academy in 1979, Admiral Buzby was commissioned in the US Navy in June 1979 and embarked on a distinguished Navel career. He had command of the destroyer USS *Carney* (DDG 64), Destroyer Squadron Thirty-One, and the Surface Warfare Officers School. Ashore, he served on the staff of the Sixth Fleet and as the Commander of the U.S. Navy's Military Sealift Command from October 2009 to March 2013. Admiral Buzby's personal awards include the Defense Superior Service Medal, Legion of Merit (four awards), Bronze Star, Defense Meritorious Service Medal, Meritorious Service Medal (five awards) and various other unit and campaign awards.

Featured Speakers

Captain Michael J Kucharski, Esq.

Captain Mike Kucharski came to the NTSB in late 2014. Since joining, he has investigated deep sea, brown water, commercial fishing, and dive vessel accidents. Immediately prior to joining the NTSB Mike was the Managing Director of Orion Maritime Consultants, LLC. Captain Kucharski had a 23 years seagoing career aboard freighters and tankers, including 11 as master. He enjoyed a collateral 30-year career in the U.S. Naval Reserves. As a Reservist, he utilized the skills obtained during his merchant service to act as an advisor or instructor at numerous deep-draft and shoreside commands. Captain Kucharski holds his Juris Doctor from Regent University School of Law and his Bachelors of Science, Marine Transportation, from S.U.N.Y Maritime College. He currently holds an unlimited masters license and is licensed to practice law in the Commonwealth of Virginia.



Erik Kravets



Erik Kravets is a founding partner of Kravets & Kravets (<http://www.kravets.de>), a maritime and admiralty law firm providing bespoke solutions to clients navigating the North Sea and beyond. Clients involved in ship brokering and management, offshore, towage and salvage, vessel chartering, cargo handling/stevedoring and carriage of goods by sea come to Erik for representation. Erik teaches maritime law with a cruise focus at the Bremerhaven University of Applied Sciences and commercial law at the Maritime Academy of Cuxhaven. In his other pursuits, Erik is a regular contributor to The Maritime Executive magazine and recently authored the article "The Captain's Way." (see Sidelights December 2018 edition)

Additional Speakers

Mr. Steve Adler, Process and Safety Manager, Chevron Shipping Co.
Captain Keven Coulombe, active experienced Seagoing Master (if not at Sea)



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Black Ball Lines – 200 Years of Excellence



by Captain RJ Klein,
with special thanks
to Captain Jack Cox
and Ryan Malane of
Black Ball Ferry line

Last year, the oldest private-ly-owned U.S. shipping company, Black Ball Lines, celebrated its 200th birthday. Since 1818, ships have proudly flown the Black Ball flag—displayed as a black “ball” on a red background. Today, the flag is flown on the mast of the MV *COHO*, on its regularly scheduled run from Port Angeles, WA to Victoria, BC. The company has a long and often colorful Maritime history.

Founded as a passenger line by a group of New York Quaker merchants, the company started with four packet ships, the *Amity*, *Courier*, *Pacific* and the *James Monroe*, with service between New York and Liverpool, England. The *New York*, *Eagle*, *Orbit*, *Nestor*, *James Cropper*, *William Thompson*, *Albion*, *Canada*, *Britannia*, and *Columbia* were soon added to the fleet. All of these ships were from 300 to 500 tons.

In the early 1800s, ships were the only regular means of communication between the United States and Europe. Packet Ships were fast, flush deck sailing ships, contracted by governments to carry mail. They also carried passengers and timely items such as newspapers. First class passengers lived aft in comfortable, well-appointed cabins lighted by deck skylights, candles, and whale-oil lamps. The steerage passengers lived in the ‘tween-decks amidships, and the crew was in the focsle.

A Bold Decision

In 1818, the Black Ball owners made

a bold decision – their ships would sail on a regular schedule. They would sail on a fixed day of each month. Until that time, ships had no set schedule. They would depart when they had sufficient cargo to fill their holds or they would stop at additional ports to top off the holds. Sailing date and time was dependent upon the ability of Captain or agent in procuring cargo and passengers simply had to wait.

Black Ball Lines changed that with their commitment to a fixed sailing date. On January 5, 1818 the *James Monroe* made a “scheduled” departure from New York to Liverpool. This became the first liner service, which changed the shipping business forever. By 1822, Black Ball had added a second monthly sailing to their service. A Black Ball ship sailed from New York for Liverpool on the first and sixteenth of each month, regardless of wind, tide, cargo or passengers. These dates soon became the European mail days throughout the United States.

Other companies copied the idea and Black Ball soon had competitors for the Trans-Atlantic liner trade. One competitor was James Baines of Liverpool who entered the packet trade in 1851. He named his British company Black Ball Lines. Baines ignored the New York Black Ball Lines’ protest and for the next 20 years there were two lines flying the same house flag.

Speed was Their Allure

The Black Ball ships were all very fast for their day and became legendary for their speed, reliability, and the skill of their captains. But to keep their schedule speed was the main requirement. The Blue Riband is the unofficial accolade awarded to the Westbound Trans-Atlantic record holder of a single hulled passenger

ship based on average speed. Early on, there was no sanctioning body for the Blue Riband and researchers had to rely



Black Ball Liner Great Western under full sail
By Antonio Jacobsen (1917 oil on canvas) via Council of Master Mariners of Australia, Tacomasene

on surviving shipping company archives and press reports to develop the list. The first winner of the Blue Riband was Black Ball’s *Columbia*. In 1830 she made the westbound passage in 15 days, 23 hours.

To make these speed crossings successfully, packet Captains had to have a sea bag full of skills. They had to be able to properly entertain the first-class passengers but more, importantly they had to be excellent ship handlers and knowledgeable navigators. Additionally, the Captains had to possess the physical stature and endurance to perform their duties on deck day and night during storms and fog.

The discipline was left to the Mate. They were noted for dishing out “belaying pin soup” and “handspike hash.” Sea chanties were sung about the Black Ball ships. Some sang their praises like “Hurrah for the Black Ball Line” while the lyrics of “Blow the Man Down” are not so flattering.

Transition

Steamships began to be used on the trans-Atlantic trade as early as 1838, but

Continued on next page >>>

Black Ball >>> Cont'd from page 25

it was not until the 1870s with the inventions of the screw propeller and the triple expansion engine, that trans-Atlantic steamships became the norm. Black Ball Line's last sailing ship, the Isaac Webb, built in 1851, carried passengers until 1879. In the late 1800s, the U.S. Secretary of the Treasury, Charles J. Folger, appointed Charles E. Peabody, whose family launched the Black Ball Line, to move to Port Townsend, Washington, to manage the U.S. Revenue Cutter.

In addition to his official duties, Peabody began several business ventures and in the mid-1890s, Peabody established the Alaska Steamship Company. The ships in his fleet flew the Black Ball flag, but with a twist. The house flag was the same red background with a black ball, but with the addition of a letter "A" in the center (for "Alaska"). The Alaska Steamship Company continued operating well into the 1970s.

Charles Peabody also established the Puget Sound Navigation Company in 1898, which carried both freight and passengers. The company soon became the dominant water transportation provider throughout the Puget Sound. It did not use the Black Ball flag for several decades. In 1926, Charles' son, Alexander, joined the company and two years later became President and General Manager of the company. He reinstated the Black Ball flag as a red rectangular with a single black ball in the center.

Washington State Ferries

One strategy to keep up with the changing times was to take older passen-

ger ships and retrofit them to carry automobiles. Among the most famous of the conversions was the *Kalakala* in 1935. The ship derives its name from the Chinook word for "flying bird." In its time, the *Kalakala* may have been the second most-photographed object on Earth, right after the Eiffel Tower. Another claim to fame - the first-ever commercial ship-board radar, installed in 1946.

In 1936, the company sold Black Ball Freight Services in order to focus on passenger ferries. By the 1940s, the Puget Sound Navigation's Black Ball Line had the capacity to carry over 300,000 passengers per day. During World



The Kalakala: On her Maiden Voyage from Seattle to Bremerton on July 3, 1935, Under the management of the Black Ball Line she had 500 guests on board and 100,000 spectators crowded around Coleman Dock. Billed as "Unsinkable" with eight watertight bulkheads. Ship particulars: 276 LOA, 55 ft, 8 in W, Speed -18 knots, Capacity 2,000 passengers.



Black Ball Packet Great Western in the Atlantic By Antonio Jacobsen (1916 oil on canvas) via Wm. Pearl

War II, the Black Ball Line was an essential part of the war effort, carrying workers and cargo across the Puget Sound to places like Bremerton Naval Shipyard. In 1951, Captain Peabody reached a deal to

sell the fleet and operations to Washington State. This began the Washington State Ferries, which today carry 24.5 million passengers and 10.5 million cars annually.

The Tradition Continues

Captain Peabody sold most of his ships and routes to the state of Washington; he retained some ships and the right to run the Victoria-Port Angeles route. He also retained the right to use the Black Ball flag. Captain Peabody also started Black Ball Ferries, Ltd. with the intention of competing with Canadian Pacific on routes from Vancouver Island and the Sunshine Coast.

Concentrating on this new venture, Captain Peabody offered the Victoria-Port Angeles route to Robert Acheson, a former employee of Puget Sound Navigation who had purchased Black Ball Freight Services in 1936. By 1952, Acheson incorporated a new company, Black Ball Transport, and asked to use a new variation of the Black Ball flag, which added a white ring around the ball in the center of the red flag.

In 1959, Acheson launched what would become one of Black Ball's most esteemed ships, the MV COHO. With a price tag of \$3 million, the MV COHO was the most expensive, privately-funded ferry ever built in North America. Her design—which included a double hull and crew's quarters on the top deck—caught the attention of naval architects around the world. It was built with extra strength at the vehicle deck to carry heavy newsprint. This design continues to serve the vessel well.

The MV COHO has become synonymous with Black Ball Transport and has been recognized by the Steam Ship Historical Society of America as the 2013 Ship of the Year. In 1963, Acheson passed away, leaving his widow, Lois to helm Black Ball Transport. She ran the company for several decades before her death in 2004. Her estate, including Black Ball Transport, was left in-trust to the Oregon State University Foundation to endow their college of veterinary medicine. Under the Foundation's leadership, Black Ball Ferry Line was adopted as the company's official trade-name in 2008.

In 2012, current management purchased Black Ball Ferry Line from the Foundation. The new owners take the

trust they have been given seriously in carrying on the line's historic traditions of reliability and service. They are a last-of-their-kind company—a privately-operated, international shipping line headquartered in the United States.

The MV COHO will celebrate her 60th

Black Ball Ferry Line is proud to be able to fly the historic Black Ball flag on the mast of the MV COHO and takes seriously its job as the keeper of an important piece of maritime history. The flag has undergone a series of iterations in its 200 years. Today, the Black Ball flag



The Coho crossing the San Juan Straits between Port Angeles, WA and Victoria, BC

PHOTO CREDIT, ERIC NEURATH COURTEOUSLY OF BLACK BALL FERRY

birthday this year. through a thorough maintenance schedule that includes a two-week dry dock period every winter. Her owners and loyal crew have ensured she is as strong as when she was first launched.

The Black Ball

The Black Ball ships carried a large painted black ball below the close-reef band in their foretop-sails. The House Flag was a crimson swallowtail pennant with a black ball in the center.

Why the Black Ball? While there is no definitive answer, there are several theories. It could symbolize a cannon ball or it could be a reference to a timeball; the black balls dropped precisely at noon in most ports so that navigators could check their chronometers. More than likely, the bold Black Ball was just considerably easier to see on the high seas.

has gone back to its roots—a black ball on a red flag—to symbolize the strength, power, and reliability of one of the oldest operating flags in the industry.

Sources: Black Ball Ferry (www.cohoferry.com), Gjenwick-Gjønvik Archives, (www.gjenwick.com) TacomaScene.com, Bluebird Marine Systems (<http://www.bluebird-electric.net/>) Smithsonian, National Museum of American History – On the Water, and www.Revolv.com

***It is not the ship so much as
the skillful sailing that assures
the prosperous voyage.***

- George William Curtis



by Staff report

CAMM Well Represented at the 2019 Maritime Industry Sail-In

On March 6, 2019, C A M M President, Captain Jeff Cowan; 1st Vice President, Captain Joe Hartnett; and Seattle Pacific NW President, Captain RJ Klein joined with more than 150 officers and representatives from U.S. Flag shipping companies for the tenth annual Maritime Industry Congressional Sail-In. The maritime industry spokespersons, which included Ship Management, Labor, Shipbuilders and related maritime organizations and associations, met with more than 195 members of Congress and their staffs. The teams stressed the importance of the U.S. Flag commercial shipping industry and U.S civilian Merchant Mariners to our Nation's economic, military and homeland security. The visits helped educate many newly-elected Representatives and Senators of the importance of a strong U.S. Merchant Marine.

All members touched on key talking points which included three primary topics. First, the necessity of signing the Fiscal Year 2020 Maritime Security Program (MSP) appropriations letter which will keep funding at \$300 million for the 60 ships in the MSP. Second, the importance of the cargo preference program to the U.S. Maritime Industry. Congress was urged to increase agricultural and civilian agencies cargoes to the original requirement of 75%. (It was reduced to 50% in 2012). A 2015 US Maritime Administration report found

that the US Merchant Marine has suffered severe losses since 2010, chiefly due to the loss of preference cargoes. Third, the need to maintain the Jones Act was emphasized as it is responsible for nearly 650,000 jobs and more than \$154 billion in annual economic output (recent study by Pricewaterhouse Coopers for the Transportation Institute). The Jones Act ships keep U.S. seafarers employed along with cargo preference and MSP. Without these programs the U.S. could not support a sustained military action as we would not have a sufficient number of seafarers to man our ships.

Additionally, most teams requested support for bills which would award a Congressional Gold Medal to the surviving group of WWII Merchant Mariners. On the House side this bill is HR-550 and was introduced by Congressman John Garamendi (D-CA). The companion bill in the Senate is S-133, introduced by Senator Lisa Murkowski.

Captain Cowan: Captain Cowan's group included Tim Perry, APL; Nick Marrone, SIU; and Anthony Poplawski, MFOW. They visited Representatives Debbie Lesco (D-AZ), Luis Correa (D-CA), Stacet Plaskett (D-VI), Katie Hill (D-CA), and Alan Lowenthal (D-CA).

In addition to the Action Items, this group stressed the need for support of HR 550 (S 133), to give Merchant Mariners of

World War II long overdue recognition for their dedicated and vital service during that war. The efforts of the Merchant



L-R Captain Klaus Luht, Russell Paret, Seth Gainer, Staff Member Senator Joe Manchin (D-WV), Admiral Wendi Carpenter, USNR, Eric Ebeling, Captain RJ Klein

Marine were not without sacrifices. The Merchant Marine bore a higher per-capita casualty rate than any branch of the military (26 to 1). Awarding this medal should not be too much to ask to show appreciation of our WWII Merchant Mariner Veterans. It was often suggested by all groups that the Representative or Senator co-sponsor these bill (s),

Captain Harnett: Captain Harnett's group members were John Flynn of Squire Patton Boggs, Adam Peterson



of APL and Berit Erickson of Seafarer’s Union of the Pacific. They visited the offices of Representatives Anthony Gonzalez (R-OH- Freshman), Vickie Hartzler (R-MO), Chris Pappas (D-NH- Freshman), Ben McAdams (D-UT- Freshman) and Bradley Byrne (R-AL).


Of note, Congressman Byrne signed the 2018 letters to the Administration calling for full enforcement of the Jones Act and full cargo preference enforcement. He also signed the FY’ 17 and FY’19 Maritime Security Program appropriations letters.

Captain Klein: Captain Klein joined with Captain Klaus Luhta, Vice President, Gulf Ports & Government Affairs, MM&P; Eric Ebeling, President and CEO American Roll-on Roll-off to visit Senators and their staff. They called at the offices of Senators Joe Manchin (D-WV) Member, Transportation Appropriations Subcommittee; Richard Burr (R-NC); Senator David Perdue (R-GA) Chairman Seapower Subcommittee; Ben Cardin (D-MD); Angus King (D-ME) Seapower Subcommittee; and Brian Schatz (D-HI) Committee on Banking.

An illustration used by this group to stress the importance of cargo preference (and the Export/Import Bank- <https://www.exim.gov/>) was that the reduction of the cargo preference from 75% to 50% caused the immediate loss of 21 U.S. Flag ships due to lack of cargo. Simple said, more cargo equals more ships, equals more mariners. When discussing the Jones Act, it was pointed out that Puerto Rico, Hawaii, Alaska and Guam export very little and are not on any trade routes, thus foreign flag operators would likely charge a premium.

Best View in DC: After the Sail-In, Congressional Representatives, their staff and participants were invited to a reception held at the Hall of States Building Rooftop. This building has one of the best views in DC and houses the Washington headquarters of the MEBA. Congressman Garamendi took time from his busy schedule to stop at the reception where he visited with Captains Cowan and Klein. Congressman Garamendi also addressed the gathering, informing them of his intentions to reintroduce

the “Energizing American Maritime Act.” The act would call for a percentage of US LNG exports to be shipped on American Flag Ships, manned by American seafarers and built in American shipyards. Captain Cowan said he would like to see more CAMM members participate in the 2020 Sail-In as it is an excellent opportunity for CAMM to support the US Merchant Marine. Please contact Captain

Harnett or Captain Cowan if you are interested. They will forward the registration information to you. Captain Harnett further suggested that CAMM members contact their representatives in their local office. As constituents, members are more apt to be listened to and can directly ask their Representatives and Senators to support vital maritime programs. 



Top L-R Captain Jeff Cowan, Staff Member for Representative Katie Hill (D-CA) , Nick Marrone, Anthony Poplawski, Tim Perry



PHOTOS BY 2019 MARITIME INDUSTRY SAIL-IN, PAUL FITZGERALD AND LISA ROSENTHAL

L-R John Flynn (standing), Captain Joe Harnett, Adam Peterson and Berit Erickson in the conference room of Representative Chris Pappas (D-NH).

How Ready is Our Ready Reserve?



by Captain
R.J. Klein #1751-RU

Captain Cowan and Captain Klein attended a joint hearing of the Subcommittee on Seapower and Projection Forces and the Subcommittee on Readiness. The hearing was titled

main issues, 1) the availability and training of mariners to man the ships and 2) the condition of our Ready Reserve Fleet (RRF). Admiral Buzby was asked about the number of trained mariners. He affirmed that the fleet would need over 1,800 more mariners to be able to supply a prolonged (more than 6 months) foreign military action. Currently, many leave the industry due to the lack of employment opportunities. This is especially true for officers on the verge of becoming a Captain or Chief Engineer who see no openings at those positions. When pressed about how to fix the manpower shortage, he said that the answer is simple - more ships. With more ships comes more billets for civilian seafarers.

Asked if MARAD had considered recruiting mariners from depressed fishing areas, Admiral Buzby responded that this was certainly a consideration. MARAD has undertaken a plan to establish Maritime Centers of Excellence with the goal of training seafarers at local community colleges. The first Centers will be launched in areas with strong ties to the maritime industry. MARAD also has an outreach program to high schools on how to qualify to become a seafarer.

Regarding the just released Executive Order, "Military to Merchant Marine," which is designed to bolster the ranks of the Merchant Marine, Admiral Buzby stated that he was in favor of any ideas that would increase the number of merchant mariners. The real key to having an adequate number of mariners is to provide jobs on US Flag ships. To do this we must insure that Cargo Preference, the Jones Act and the Maritime Security Program (MSP) all remain intact. Additionally, we need to grow our US Flag fleet to provide additional employment. To read the Executive Order go to: <https://www.whitehouse.gov/presidential-actions/executive-order-supporting-transition-active-duty-service-mem->

bers-military-veterans-merchant-marine/

Admiral Buzby fielded questions concerning the state of the Ready Reserve Fleet (RRF) and the plan to ensure that the military will have the needed vessels to fulfill its mission. MARAD presented the Committee with the two charts shown on page 31. Committee Members voiced their concern over the age of the ships and the number of ships that were not mission capable.

When addressing the overall plan for making the RRF ships mission capable, Admiral Buzby stated that MARAD had a three-pronged plan, 1) service life extension of current ships, 2) buy used but good replacement ships (foreign built Ro-Ros) as a bridge until new builds become available, 3) build new. MARAD is focusing on the first two parts of the plan, as new builds are costly and years away from delivery. The Navy supplies the funding for the RRF and has committed monies for the service life extension plan. Unfortunately, cost of repair is outpacing the cost of service life extension. MARAD is well along in the process of identifying the replacement ships. They expect to have the information available to the Navy by the end of March which will enable the Navy to move ahead with the purchase.

The hearing confirmed what many in the Maritime Industry already know – the deep-sea US Flag fleet and Ready Reserve fleet needs to be rebuilt and more seafarers are needed to support a major military conflict. On the plus side, Congressman Dan Norcross (D-NJ) said that, for the first time, the United States Merchant Marine Academy had the highest number of applicants of any of the Academies.

To see the entire hearing and read opening remarks go to: <https://armedservices.house.gov/hearings?ID=C199AE1E-561F-4445-AF52-F24B17F4A9D1>

State of the Mobility Enterprise and the two witnesses called to testify were Maritime Administrator, Rear Admiral Mark H. "Buz" Buzby, USN, Ret. (MARAD) and General Steve Lyons, Commander, U.S. Transportation Command (TRANSCOM)

In his opening statement, the Honorable John Garamendi, Chairman, Readiness Subcommittee stated, "Our ability to take the fight to the enemy is predicated on the proper functioning of the aircraft and vessels needed to move our troops overseas. And yet, I am concerned that the Services continue to prioritize investments in combat power without sufficient regard to the required logistics or mobility assets."

General Lyons was asked about the problems with the Boeing KC-46 in flight re-fueling tankers and what corrective action plan was in place. He responded that the Air Force is working with Boeing to correct the deficiencies, but some of the current tankers fleet may have to remain in service. He was also asked about the preparedness of the armed services to deploy troops and equipment to the staging areas. General Lyons was able to assure the committee that TRANSCOM would be able to deliver the troops and equipment as needed.

When directing questions to Admiral Buzby the Committee focused on two



MARITIME ADMINISTRATION

56 Ships of the National Defense Reserve Fleet



READY RESERVE FORCE

Roll-on / Roll-off Ships (27)

 Length - 604 Feet, Beam - 82 Feet, Displacement - 28,537 Tons, Deadweight - 13,378 Tons Military Useful Capacity - 141,843 sq ft OTS ADM WILLIAMS CALLAGHAN	 Length - 606 Feet, Beam - 100 Feet, Displacement - 44,495 Tons, Deadweight - 28,748 Tons Military Useful Capacity - 106,941 sq ft / 717 TEU CAPE E MV CAPE KENNEDY MV CAPE KNOX
 Length - 600 Feet, Beam - 87 Feet, Displacement - 24,617 Tons, Deadweight - 21,207 Tons Military Useful Capacity - 132,229 sq ft / 378 TEU CAPE D MV CAPE DECISION MV CAPE DIAMOND MV CAPE DOMINGO MV CAPE DOUGLAS MV CAPE DUCATO	 Length - 625 Feet, Beam - 92 Feet, Displacement - 32,790 Tons, Deadweight - 20,940 Tons Military Useful Capacity - 91,362 sq ft / 302 TEU CAPE G MV CAPE ORLANDO
 Length - 663 Feet, Beam - 94 Feet, Displacement - 32,516 Tons, Deadweight - 19,963 Tons Military Useful Capacity - 120,219 sq ft / 448 TEU CAPE F MV CAPE EDMONT	 Length - 648 Feet, Beam - 90 Feet, Displacement - 33,266 Tons, Deadweight - 22,430 Tons Military Useful Capacity - 176,313 sq ft
 Length - 653 Feet, Beam - 94 Feet, Displacement - 32,516 Tons, Deadweight - 19,963 Tons Military Useful Capacity - 120,219 sq ft / 448 TEU CAPE E MV CAPE EDMONT	 Length - 648 Feet, Beam - 90 Feet, Displacement - 33,266 Tons, Deadweight - 22,430 Tons Military Useful Capacity - 176,313 sq ft
 Length - 750 Feet, Beam - 100 Feet, Displacement - 61,629 Tons, Deadweight - 31,629 Tons Military Useful Capacity - 169,628 sq ft / 679 TEU CAPE H MV CAPE HENRY MV CAPE HORN MV CAPE HUDSON	 Length - 634 Feet, Beam - 89 Feet, Displacement - 24,655 Tons, Deadweight - 46,888 Tons Military Useful Capacity - 82,854 sq ft / 349 TEU CAPE I MV CAPE TAYLOR MV CAPE TEXAS MV CAPE TRINITY
 Length - 685 Feet, Beam - 132 Feet, Displacement - 38,027 Tons, Deadweight - 19,965 Tons Military Useful Capacity - 110,019 sq ft / 348 TEU CAPE L SS CAPE INSCRIPTION SS CAPE INTREPID SS CAPE ISABEL SS CAPE ISLAND	 Length - 632 Feet, Beam - 87 Feet, Displacement - 36,844 Tons, Deadweight - 20,963 Tons Military Useful Capacity - 131,265 sq ft CAPE V MV CAPE VICTORY MV CAPE VINCENT
 Length - 685 Feet, Beam - 132 Feet, Displacement - 38,027 Tons, Deadweight - 19,965 Tons Military Useful Capacity - 110,019 sq ft / 348 TEU CAPE L SS CAPE INSCRIPTION SS CAPE INTREPID SS CAPE ISABEL SS CAPE ISLAND	 Length - 697 Feet, Beam - 100 Feet, Displacement - 53,500 Tons, Deadweight - 33,185 Tons Military Useful Capacity - 205,928 sq ft CAPE W MV CAPE WASHINGTON MV CAPE WRATH

Fast Sealift Ships (8)

Length - 345 Feet, Beam - 105 Feet,
Displacement - 54,895 Tons, Deadweight - 28,410 Tons
Military Useful Capacity - 199,382 sq ft
SS ALTAIR
SS ANTARES
SS POLLUX
Military Useful Capacity - 200,000 sq ft
SS ALGOL
SS BELLATRIX
SS REGULUS
Military Useful Capacity - 200,963 sq ft
SS CAPELLA
SS DENEbola

Heavy-Lift Ships (2)

Length - 376 Feet, Beam - 100 Feet,
Displacement - 37,292 Tons, Deadweight - 38,410 Tons
Military Useful Capacity - 117,786 sq ft (Barges)
CAPE M
SS CAPE MAY
SS CAPE MOHICAN


The Red, White and Blue Stacks

Auxiliary Crane Ships (6)

Length - 669 Feet, Beam - 76 Feet,
Displacement - 31,320 Tons, Deadweight - 18,175 Tons
Military Useful Capacity - 17,013 sq ft / 480 ammo TEUs
T-ACS 1 - SS KEYSTONE STATE
T-ACS 2 - SS OREGON STATE
T-ACS 3 - SS GRAND CANYON STATE

Length - 610 Feet, Beam - 78 Feet,
Displacement - 26,670 Tons, Deadweight - 12,511 Tons
Military Useful Capacity - 20,413 sq ft / 518 ammo TEUs
T-ACS 4 - SS GOPHER STATE
T-ACS 5 - SS FLICKERTAIL STATE
T-ACS 6 - SS CORNHUSKER STATE

Aviation Maintenance Ships (2)

Length - 602 Feet, Beam - 90 Feet,
Displacement - 37,860 Tons, Deadweight - 19,694 Tons
T-AVB 3 - SS WRIGHT
T-AVB 4 - SS CURTISS

OPDS Tanker (1)

Length - 736 Feet, Beam - 103 Feet,
Displacement - 82,000 Tons, Deadweight - 49,500 Tons
OPDS 4 - SS PETERSBURG


January 20-2018
(no new updates)

SPECIAL MISSION

Missile Range Instrumentation Ships (2)

Length - 393 Feet, Beam - 54 Feet,
Displacement - 8,207 Tons, Deadweight - 1,318 Tons
SS PACIFIC COLLECTOR

Length - 695 Feet, Beam - 75 Feet,
Displacement - 27,898 Tons, Deadweight - 11,798 Tons
SS PACIFIC TRACKER

Training Ships (8)

Length - 505 Feet, Beam - 76 Feet,
Displacement - 22,905 Tons, Deadweight - 14,620 Tons
TS EMPIRE STATE

Length - 540 Feet, Beam - 79 Feet,
Displacement - 27,898 Tons, Deadweight - 14,697 Tons
TS KENNEDY

Length - 500 Feet, Beam - 72 Feet,
Displacement - 22,191 Tons, Deadweight - 13,499 Tons
TS GOLDEN BEAR
TS STATE OF MAINE

Length - 226 Feet, Beam - 43 Feet,
Displacement - 2,296 Tons, Deadweight - 910 Tons
TS STATE OF MICHIGAN

Length - 234 Feet, Beam - 43 Feet,
Displacement - 2,295 Tons, Deadweight - 2,290 Tons
TV GENERAL RUDDER

Length - 179 Feet, Beam - 37 Feet,
Displacement - 1,082 Tons, Deadweight - 652 Tons
TV FREEDOM STAR

Ready Reserve Fleet & Surge Sealift Readiness Snapshot as of 06 March 2019

MSC: RORO Steam Ships (3)

 USNS Kocak	 USNS Obregon
 USNS Pless	

MSC: RORO Diesel/GT (12)

 USNS Shughart	 USNS Gordon	 USNS Yano	 USNS Gilliland	 USNS Wheat
 USNS Fisher	 USNS Mendonca	 USNS Brittin	 USNS Benavidez	 USNS Pomeroy

MARAD: RORO Steam Ships (12)

 SS Cape Inscription	 SS Cape Intrepid	 SS Pollux
 SS Cape Isabel	 SS Cape Island	 SS Bellatrix
 SS Altair	 SS Antares	 SS Algol
 SS Capella	 SS Regulus	 SS Denebola

MARAD: RORO Diesel/GT (23)

 MV Cape Decision	 MV Cape Diamond	 MV Cape Domingo	 MV Cape Douglas	 MV Cape Ducato
 MV Cape Edmont	 MV Cape Henry	 MV Cape Horn	 MV Cape Hudson	 MV Cape Kennedy
 MV Cape Knox	 MV Cape Orlando	 MV Cape Race	 MV Cape Ray	 MV Cape Rise
 MV Cape Taylor	 MV Cape Texas	 MV Cape Trinity	 MV Cape Victory	 MV Cape Vincent
 MV Cape Washington	 MV Cape Wrath	 MV ADM Callaghan		

	Lost Certificate of Inspection
	Not Mission Capable
	Ship age < 30 years
	Ship age ≥ 30 years

MARAD Special Mission Ships are heavy lift, crane, USMC aviation maintenance, and OPDS(Tanker).

Vessel Traffic Service: Twenty-Five Years of Flawless Operation

*by Steve Chesser
and Captain Manny
Aschemeyer*

On March 1, 1994, the Vessel Traffic Service (VTS) at the Marine Exchange (MX) of Southern California became operational. For the last 25 years, the VTS

has managed all ship movement at the Los Angeles/Long Beach Ports. It has overseen more than 600,000 ship movements without a single collision, allision or grounding. The partnership between the Marine Exchange of Southern California and the United States Coast Guard is unique as it is the only VTS in the United States functioning as a self-funding, public/private partnership.

Vessel Traffic Services were established in the late 1970s by the U.S. Coast Guard (USCG). They established a VTS in the San Francisco Bay area, but not in Los Angeles/Long Beach Harbor, as other locations around the country had higher priority. The State of California, unwilling to wait for the USCG to implement a VTS in the LA/LBC Harbor and its approaches, looked to the Marine Exchange (MX) of Southern California for help as the MX had been compiling maritime information at the Los Angeles/Long Beach Ports complex since 1923.

In 1981, in response to a collision between two ships (and several near misses outside the harbor entrances), the MX added a new function, the Vessel Traffic Advisory Service (VTAS). Participation was voluntary and the MX had no enforcement authority. Vessels would check in with the MX upon arrival

or departure, and the MX informed them of other vessels' movements in the area along with their name and destination.

In 1982, after retiring from the USCG as Captain of the Port for LA/LB Harbor, Captain Jack Guest (CAMM 1738-L) became Executive Director of MX-So Cal. He successfully negotiated a lease from the USCG for one-acre of land on the former Fort MacArthur Army Base (and which is now Angels Gate Park in San Pedro). This land was atop Point Fermin and Captain Guest was able to design, fund, and build a new lookout station. The location offered a commanding view of the entire LA/LB Harbor complex and laid the foundation for what has become the modern-day Vessel Traffic Center for Los Angeles/Long Beach Harbor.

The MX-SoCal VTAS continued as a voluntary advisory system until the tanker Exxon Valdez struck Bligh Reef in Prince William Sound spilling over 255,000 barrels (10.7 million gallons) of crude oil on March 24, 1989. It was this incident that led to the establishment of a mandatory Vessel Traffic Service at the port of Los Angeles/Long Beach.

In 1990, with the passage of the Oil Spill Prevention and Response Act in California, the State's newly formed Office of Spill Prevention and Response (OSPR) requested that MX upgrade their VTAS program to an official Vessel Traffic Service (VTS). By partnering with the U.S. Coast Guard, the new Marine Exchange VTS would gain the authority to mandate corrective action to ship captains and pilots who were acting in an unsafe or environmentally unsound manner. It also enabled them to take punitive actions against vessels for infractions and/or violations of VTS rules and regulations.

Captain Manny Aschemeyer (CAMM #1548-RU) was appointed Executive Director of the Marine Exchange-SoCal in August of 1993. He immediately pursued a partnership VTS as mandated

by the State of California. With collaboration and funding from California's OSPR Agency, USCG, the two Port Authorities at Los Angeles/Long Beach Harbor, and the two pilot organizations (Jacobsen Pilots, Port of Long Beach, and the LA Municipal Pilots), the project was completed quickly and under budget. The Marine Exchange of So-Cal became operational on March 1, 1994.

Captain Aschemeyer gives credit to his Deputy Executive Director, Captain Richard McKenna, (USN-Ret.), then Captain of the Port, Captain Ed Page, Chief Petty Officer Quartermaster Reid Crispino, who had been stationed with the USCG on Terminal Island (San Francisco Bay) and had prior experience with VTS, was transferred to LA/LBC with orders to assist with standing up a VTS.

At the 25th Anniversary Celebration, held March 1, 2019, now General Manager for MX-SoCal & VTS LA/LB, Reid Crispino, recalled, "I had a 'blank piece of paper' in terms of initial guidance for establishing this new partnership VTS. Nothing like this had ever been done before." He went on to credit the valuable input and advice he received from local leaders including: Captains Dick Jacobsen and Ken Graham from Jacobsen Pilot Service, along with Captain Aschemeyer and Captain McKenna from the MX. "They were instrumental in setting up this unique VTS. They handled the politics and allowed me to concentrate my efforts for the Training and Operational procedures required for the VTS."

When the service became operational it had watch teams of two people who stood 24-hour watches. The team included one USCG member and one MX member. In 1997, the VTS transitioned to its current model of three-person teams standing 12-hour watches - three days on, followed by three days off. Each watch team consists of one USCG petty officer and two MX VTS watch standers, one

of which is the Watch Supervisor.

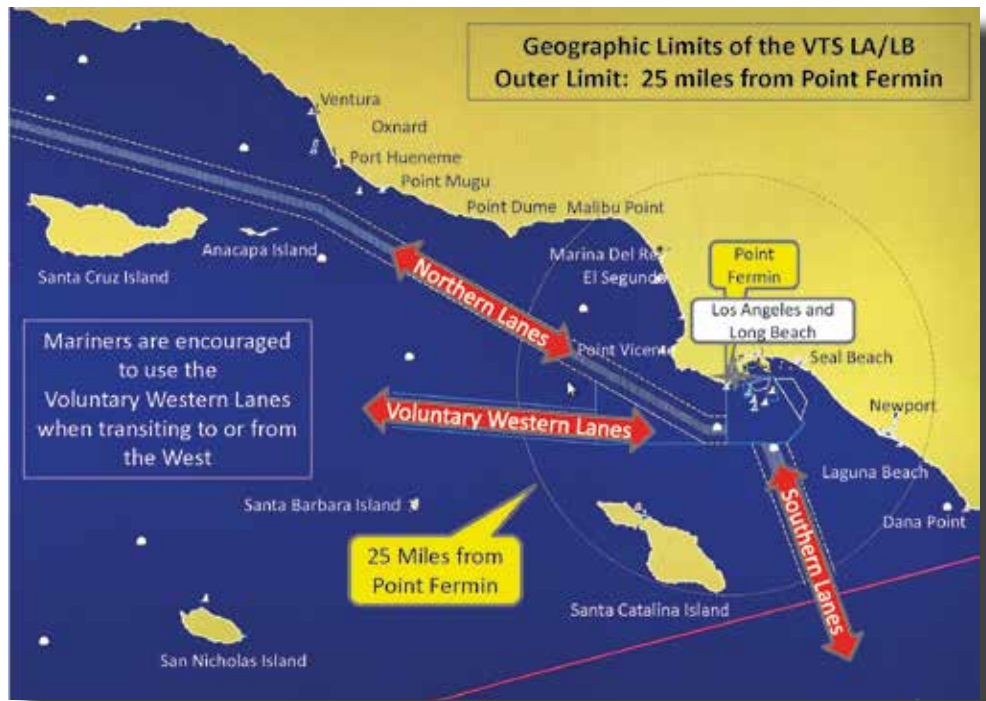
Captain Kip Louttit, USCG-Ret (Camm #3371-A), became executive director of the MX in 2013. In his view, "The public private partnership that we use to staff and operate the MX Vessel Traffic Service gives the best of a blended workforce with seasoned MX members who are here for long careers, mixed with CG fleet sailors who come in with recent sea time."

The training process takes nearly a year before a Vessel Traffic Specialist is fully qualified. Training includes two weeks at the Basic VTS Training Course at the Maritime Institute of Technology and Graduate Studies in Baltimore, MD. Additionally, the civilian VTS watch standers have extensive experience in the maritime sector.

Since the early days, the VTS has successfully faced many challenges. Perhaps the most significant was during the aftermath of the 9-11 attacks. All of America's seaports were shut down and maritime commerce ground to a halt. At LA/LB Harbor, the partnership VTS began implementing new security and safety procedures immediately – working closely with USCG, CBP, TSA, and DHS and local law enforcement agencies. As a result, America's busiest seaport was the first to open.

In October, 2014, LA/LBC experienced severe congestion due to increased holiday traffic, mega-container ships and a shortage of chassis. This negatively impacted ship traffic through May, 2015. The MX VTS successfully assigned anchorage positions to 36 ships offshore to await their turn to enter port. Throughout the eight-month period, with movement of hundreds of ships, there were zero incidents.

In February 2016, Angel's Gate (the entrance to the Port of Los Angeles) was closed when two aircraft crashed into the ocean after a midair collision. The MX-VTS, along with the two pilot organizations, kept traffic flowing. Recalling the incident Captain Louttit stated, "Our experienced VTS watch standers, working with the Pilots, diverted the ship traffic 'across the flats' between Los Angeles and Long Beach inside the breakwa-



Ships that come within a 25-mile arc fixed at Pt. Fermin must check in with the VTS at LA/LB Harbor.

ter and all traffic for both ports used Queens Gate, which is the entrance to the Port of Long Beach."

Being a non-profit, private firm gives MX-VTS great flexibility in buying the best equipment They uses the Kongsberg C-Scope VTS system which is used in major ports including Rotterdam and Singapore. LA/LBC VTS benefits from software upgrades and system enhancements that are used in the world's busiest and most complex ports.

Captain Louttit concluded his anniversary remarks, "The goal of our unique 'partnerships VTS' is to provide seamless navigational information to improve vessel transit safety. Our record of no collisions, allisions or groundings for 25 years demonstrates we're achieving that goal."

About the Authors: Steve Chesser is a decorated retired naval officer, and serves



Cake Cutting Ceremony at the 25th Anniversary of the Marine Exchange/VTS Los Angeles/Long Beach Harbor Complex. L-R: Captain Kip Louttit, USCG (Ret), Current Executive Director Marine Exchange So-Cal & VTS LA/LB; Captain Manny Aschemeyer, Executive Director 1993-2007; Captain Monica Rochester, Commander of USCG Sector LA/LB; Captain Richard McKenna, USN-Ret, Executive Director 2008-2013 and Captain Jack Guest, USCG-Ret, Executive Director 1983-1993

as External Affairs Officer for MX-SoCal and the VTS for LA/LB Harbor. Captain Manny Aschemeyer (Camm#1548-RU), retired Executive Director from MX-SoCal and VTS-LA/LB, currently serves CAMM as National Secretary and Treasurer.

IFSMA Continues to Expand its Standing in the International Maritime Community



by Captain
Calvin Hunziker

IFSMA (and by extension CAMM) continues to be recognized internationally as a competent authority on Maritime Issues as indicated by IFSMA

Secretary General, Commodore Scorer's, invitation to speak at an EU Parliament meeting dealing with the "refugee" situation in the Mediterranean. I received an email from Commodore Scorer in which he said, "I have just attended a conference in Montreuil, France on mass sea-rescue. I was asked to make a short presentation on some of the problems encountered by Ship Masters. My presentation was very well received and afterwards I, and a few others, were asked if we would become members of the S&D Committee Working Group. I said 'yes,' but I would need my expenses paid as we have limited funds as a not-for-profit organization." Highlights of Commodore Scorer's presentation are on page 34.

As reported in the February issue of "Sidelights," IMO and the various sub-groups have been meeting since January. Commodore Scorer and Captain Owen, or a designated representative of IFSMA, have had a busy schedule as IFSMA continues to attend the Maritime Safety Committee (MSC-101). At the latest meeting, papers presented by the International Bulk Transportation Association. (IBTA) were supported by IFSMA. These papers dealt with the safe carriage of bulk products and the more important issue of

entry into confined spaces, (cargo holds or adjacent areas). IBTA reported that, "At least 140 people have lost their lives and many more have been seriously injured in at least 104 accidents which have occurred during the carriage or handling of solid bulk cargoes on board ships between 1999 and December 2018..."

The report made several recommendations and proposals to amend IMSBC codes (International Maritime Solid Bulk Cargos). They included: 1. A specific requirement for a risk assessment to be carried out on each solid bulk cargo to be loaded or unloaded. 2. Provide guidance on how these risk assessments should be carried out. 3. Provide a written preliminary assessment of the proposed cargo, taking due account of the class, group, characteristics, hazards and required conditions for carriage and handling of the cargo.

They also proposed amendments to the Revised Recommendations for entering enclosed spaces. It was suggested that the definition of "Enclosed Space" be amended to include a fourth characteristic mainly: The space contains or has the potential to contain a hazardous atmosphere or lack of oxygen (or similar wording). Another proposal was to amend the definition of "Adjacent connected space" to include "frequently visited working areas and stores, such as forecastle head spaces."

IFSMA attended the Pollution Prevention and Response meeting dealing with the European Union (EU) requirements of ultra-low sulfur fuel (0.5%) for merchant vessels. Information on this meeting will be published in the IFSMA newsletter and repeated here when the final determination is forthcoming. There is some concern that the outcome could lead to further

criminalization of the Ship Master.

At the Legal Committee meeting there were three items of particular note for CAMM members. First was the requirement for shipowners to have financial responsibility for the abandonment of seafarers and vessels. The database for tracking abandonment case was established in 2004. As of December 31, 2018 there have been 336 reported incidents involving 4,866 seafarers. There are still 55 unresolved cases. The second item addressed piracy. Amendments to the MLC-2006 Code to provide a definition of piracy and armed robbery against ships and prevent the cancellation or expiry of seafarers' employment agreements during periods of captivity while protecting the wages and other entitlements were approved on 5 June 2018. The amendments are expected to enter into force in December 2020. The last issue dealt with the fair treatment of seafarers detained on suspicion of committing maritime crimes.

The Facilitation Committee tackled the "ONE WINDOW" concept to help reduce the paperwork required of Ship Masters when entering multiple ports on a voyage. If and when this is passed it should lessen the Master's paperwork load considerably.

Due to ISC 2019 being cancelled, it has been announced that the 2019 IFSMA Annual General Assembly will be held in Helsinki, Finland later this year. In the meantime, the above items will be watched and commented on, if necessary, by IFSMA during IMO meetings in late March. I encourage you read the IFSMA newsletter on line at: <https://www.ifsma.org/newsletters.html>.

Highlights of Commodore Scorer's Remarks to the EU Committee on Mass Sea-rescue

IFSMA is an apolitical, non-profit making, Non-Governmental Organization (NGO) at the UN Maritime Agency, the IMO, representing nearly 15,000 Shipmasters from over 60 Nations worldwide.

I am well aware of the complexities surrounding the Mixed Mass Migration issue in the Mediterranean and the indirect efforts of vessels operating under the non-SAR mandates of FRONTEX and European Naval Force Mediterranean (EUNAVFOR Med) and all the other IGOs/NGOs and organizations some of whom are represented here today. It appears that wherever efforts are put in place to stem the flow in one country then the people smugglers just move them to a different part of the Mediterranean.

Our Shipmasters are continuing to be put in a very difficult situation as they have a moral and legal obligation, under the UNCLOS, SOLAS and SAR Conventions, to rescue people at sea and, quite rightly, without differentiation for refugees, economic migrants, victims of people smuggling or survivors of accidents at sea.

The need to rescue people under the UNCLOS, SOLAS and SAR Conventions was put in place primarily as an immediate response to an accident. It is not meant to be a policy solution to a humanitarian issue of rescuing migrants disenchanted with their own nations and seeking better lives in Europe. The majority of these migrants are economic and not refugees fleeing persecution and are encouraged by the profiteering of criminals and people smugglers.

Just over a year ago, along with ICS, ITF, and Commander EUNAVFOR, IFSMA was invited to attend a meeting at the IMO with all of the UN Agencies involved in issues related to refugees and migration of people. We were able to highlight a number of issues.

The IMO and the UNHCR have highlighted the ongoing situation in Libya:

- Large numbers of migrants being repatriated from the holding camps go missing (75%).

- A number of migrants rescued by the Libyan CG and Merchant Ships have been picked up on more than 2 occasions.

- None of the named people smugglers have been prosecuted so far.

Whilst the current situation in the Mediterranean region appears to be much improved, the underlying issues are unchanged and there remains potentially a massive safety and security problem for the crews of Merchant Vessels transiting the Mediterranean, particularly, in the Central and Western Central Mediterranean.

Merchant vessels have no choice of where they are directed to land rescued persons by the Coastal States Maritime Rescue Coordinations Centers (MRCC). There is the question of is this port safe to land the passengers. So, I have a question, "Are we asking the shipmaster to make this decision?" This raises some major issues. We have heard today that the Law of the Sea is very clear, but is it?

- Merchant Vessels are not equipped to accommodate more than the minimum required for their own crew. On occasions, they can remain at sea for a number of days with large numbers of rescued people waiting for approval to enter ports to disembark their passengers

- They are increasingly directed to land their rescued passengers into Libya or other ports on the N. African Coast from which the rescued migrants set out in the first place.

Both of these issues are leading to potential security threats in so far as the migrants are becoming more aggressive to the ships' crews in their attempts to avoid being landed into Libya or N. Africa. One clear example, and there are many, was highlighted to me about 18

months ago. A VLCC with a crew of 32 and laden with fuel had over a period of many hours rescued over 900 people. There was no accommodation for them and they had to be kept on the deck. The crew, untrained and ill equipped to keep control of large numbers of people had to try and stop these passengers from smoking and when they refused, they had to try and remove anything that could cause a fire. The passengers were so concerned about being landed back into Africa, a female ringleader and a group of migrants forced their way onto the bridge and ordered the Captain to take them to Italy. Although this was what the Master had been directed to do by the MRCC, it was only when the migrants were shown a fax sent by the MRCC with the destination port in Italy, was order restored (a considerable time later). The Master and his Crew were very shaken up by this experience.

There is a huge psychological pressure being placed on merchant crews to do a job for which they are not trained. They are not trained to rescue, control, medically care for, and feed hundreds of people, nor are they trained to recover large numbers of dead and dying people from the water. They accept that they may have to rescue people at sea as an immediate response to an accident as required by UNCLOS, SOLAS and SAR Conventions and they do not differentiate between refugees, economic migrants, victims of people smuggling or survivors of accidents at sea.

Both the ICS and IFSMA are becoming increasingly concerned about MRCCs direction to return these people to N. African ports, even though it is a clear requirement in the Conventions. The increased hostility they are receiving is making the shipmaster think twice and make a choice. Should he undertake a rescue putting his crew at risk from the

Continued page 37>>>

Making Lifting and Winching Operations Safer

Goal-based safety standards and On-shore power supply discussed



IMO Press Briefing

The Sub-Committee on Ship Systems and Equipment (SSE) met March

4-8, 2019 to develop a draft of mandatory regulations to make lifting appliances such as onboard cargo cranes safer. The Sub-Committee aims to finalize the draft SOLAS regulations and related guidelines covering design, construction, installation and maintenance of onboard lifting appliances and anchor handling winches. The rules are intended to help to prevent accidents and harm to operators and damage to ships, cargo, shore-based structures and subsea structures, as well as the marine environment.

On fire safety matters, the Sub-Committee worked to minimize the incidence and consequences of fires on ro-ro spaces and special category spaces of new and existing ro-ro passenger ships. Current SOLAS regulations and associated codes are being reviewed. The meeting expected to further develop draft interim guidelines and draft amendments to the SOLAS Convention and associated Codes. The Sub-Committee also intends to develop amendments to relevant guidelines for the approval of fixed dry powder systems used on ships carrying liquefied gases in bulk.

Agenda items related to life-saving



PHOTO COURTESY OF MILITARY SEA LIFT COMMAND (US NAVY)

appliances and arrangements include the work to develop the goal-based standards safety-level approach for the approval of alternative designs and arrangements for regulations on life-saving appliances. The Sub-Committee is also expected to finalize draft amendments to the Life-Saving Appliance (LSA) Code on ventilation requirements for survival craft and related draft amendments to the Revised recommendation on testing of life-saving appliances, to ensure a habitable environment is maintained in such survival craft. Another item on the agenda is the finalization of draft Interim guidelines on life-saving appliances and arrangements for ships operating in polar waters, to support the imple-

mentation of the mandatory Polar Code.

On-shore power supply is another item on the agenda. A correspondence group will report on its work to develop draft guidelines on safe operation of on-shore power supply to ships, also known as “cold ironing”, “alternative maritime power” and “shore-side electricity”. The Sub-Committee is expected to consider whether there is a need for relevant amendments to SOLAS. Plugging a ship into shore-side power - and turning off onboard generators - is one solution to reducing air pollution from ships, as well as limiting local noise.

Preparing for the Sulphur 2020 Limit

IMO's Sub-Committee on Pollution Prevention and Response (PPR) met the week of February 18-22, 2019 at IMO headquarters. The meeting focused on finalizing draft Guidelines on consistent implementation of the 0.50% Sulphur limit under MARPOL Annex VI. The guidelines are to assist in the preparations for and uniform implementation of the lower limit for sulphur content in ships' fuel oil, which will take effect on 1 January 2020 and will have a significant beneficial impact on human health and the environment. The meeting also considered draft amendments to MARPOL Annex VI (related to fuel oil samples and testing and verification of fuel oil sulphur content) and draft amendments to associated port state control and onboard sampling guidelines. IMO has already issued ship implementation planning guidance, to help shipowners prepare for the new limit. The Sub-Committee began its work

to develop measures to reduce the risks of use and carriage of heavy fuel oil as fuel by ships in Arctic waters. They also worked on identifying appropriate control measures to reduce the impact on the Arctic of Black Carbon emissions from international shipping was also continued. The Sub-Committee

addressed the IMO Convention for the Control of Harmful Anti-fouling Systems on Ships (AFS Convention), which prohibits the use of biocides using organotin compounds. A comprehensive proposal to amend annex 1 to the AFS Convention to include controls on the biocide, cybutryne, will be considered.

The meeting also considered revisions



With the implementation of the 2020 Sulphur Limit, photos like these will become a thing of the past.

to guidelines for the provisional assessment of liquid substances transported in bulk; and is expected to finalize the draft guide on practical implementation of the pollution prevention and response treaties (OPRC Convention and the OPRC-HNS Protocol). The Sub-Committee will also continue its review of the 2015 Guidelines on Exhaust Gas Cleaning Systems.

Uptake of Alternative Fuels in the Spotlight

The barriers and incentives relating to the uptake of alternative fuels in the shipping industry were in the spotlight at a roundtable meeting of IMO's Global Industry Alliance to Support Low Carbon Shipping (GIA) at IMO Headquarters, London (28 February). Experts from across the maritime industry discussed successful incentives in other transport sectors and how they might be applied to shipping and ports. The group discussed economic, technological and institutional barriers that hinder greater market penetration of cleaner fuels. These include capital and operating costs, uncertainty

over life-cycle emissions, lack of operational experience in the use of new fuels, onboard fuel storage, availability of fuelling infrastructure as well as legal or regulatory barriers. They considered incentive schemes for the maritime sector, as well as potential challenges in their application. Examples of such schemes were given, including an incentivization scheme in the United Kingdom to promote the uptake of renewables as well as lessons learned from the Norwegian NOx Fund. Participants deliberated how ship owners could be incentivized to use alternative fuels, as well as incentives for alternative

fuel supply and infrastructure development, then collated lessons learned and key principles that could be considered for any future incentive schemes for the maritime sector. The work specifically contributes to one of the short-term measures defined in IMO's Initial GHG Strategy, on "incentives for first movers to develop and take up new technologies." The Strategy recognizes that technological innovation and the global introduction of alternative fuels and/or energy sources for international shipping will be integral to achieving zero-carbon shipping.

Commodore's Remarks >>> Cont'd from page 35

very people he is rescuing if he is directed to take them back to ports on the African Coast from where they have just come? Or, should the Shipmaster risk criminalization by failing to act to report the incident and fail to rescue people

who may or may not be in danger. *Glossary for acronym: FRONTEx, European Boarder and Coast Guard Agency (French, Frontières ext rieure); UNCLOS, United Nations Convention on the Law of the Sea; SOLAS, Safety*

Of Life A Sea; SAR, Search And Rescue; ICS, International Chamber of Shipping; ITF, International Transport Workers' Federation; EUNAVFOR, European Union Naval Force



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, _____, 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: Academy: _____ 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
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>

Please return this application with a copy of your Master's or Pilot's license, and a copy of your last discharge along with a \$115 check (\$75 annual dues + \$40 application fee) payable to: The Council of American Master Mariners, Inc. Mail to Captain George N. Zeluff, Jr., Chair Membership Committee, 2907 Shelter Island Dr. #105-606, San Diego, Ca. 92106-2797. Email: Captzeluff@mastermariner.org

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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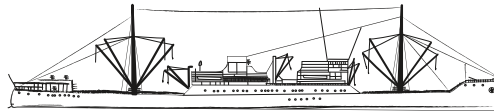
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