

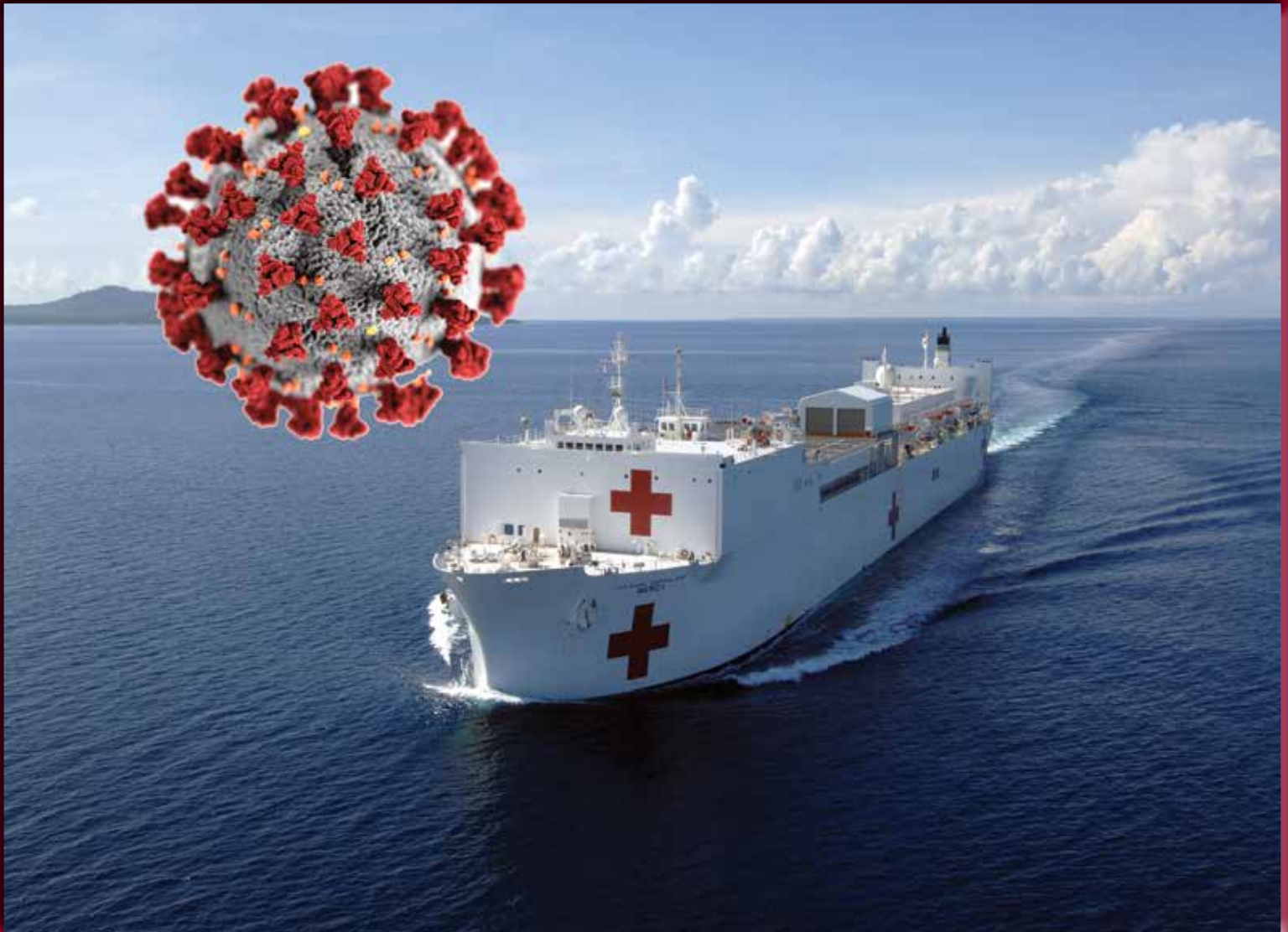


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Sidelights

April 2020 Vol. 50, Nº 2

Published by the Council of American Master Mariners, Inc.



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Corrections

One of our readers took the time to email us and inform us of errors in the February 2020 edition of Sidelights. In the article "The Women of CAMM," page 27, Moore-McCormack Lines was misspelled as Moore-McCormick Lines. We also put Captain Harold Vanderploeg on the wrong ship by stating that he worked on the SS Brazil, which was scrapped in 1957. He sailed on Moore-McCormack's replacement ship the SS Brasil.

Both these misspellings could have been victims of spell check, but the Editor should have alerted the proof readers that the spellings were correct as submitted.

We strive to make as few errors as possible and welcome any corrections and/or other observations our readers wish to make. *Sidelights* Editor



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In This Issue



ON THE COVER

*The Hospital Ship USNS Mercy at sea
US Navy Photo, by Photographer's Mate
Edward G. Matens*

*PHOTO OF COVID-19 VIRUS FROM THE CENTER FOR
DISEASE CONTROL*

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

PUBLICATION DEADLINES

Issue	Submission	Release
February	Jan. 22	Feb. 15
April*	March 5	April 1
June*	May 12	June 15
October	Sept. 1	Oct. 1
December	Nov. 1	Dec. 1

*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.

Sand Castles



The Northeast turret on Castillo de San Marcos.
Photo from the National Park Service and NAAO

What is Coquina?

Nearly every child who's played on the beach has built a simple sand castle by creating a turret with an upturned bucket of sand. Others, more elaborate (and typically built with help from an ambitious parent), boast multiple structures surrounded by moats and rivers that ebb and flow with the motion of ocean waves. But did you know that near St. Augustine, Florida — the nation's oldest city — there exists an actual "castle" made of sand? Located on 20.5 acres on the western shore of Matanzas Bay, the Castillo de San Marcos National Monument is the oldest (circa 1695) and largest masonry fort in the continental United States.

The Castillo's masonry, or stonework, is largely comprised of coquina (Spanish for "small shells") — a natural concrete derived from the ocean. Coquina is a rare form of limestone composed of the shell fragments of ancient mollusks and other marine invertebrates, which over time,

are glued together by dissolved calcium carbonate in the shells. Coquina is also the name of a common tiny clam found everywhere on Florida beaches. Their shells, which come in countless colors, are reflected in the Castillo's muted hues.

As a building material, coquina is lightweight, easy to find (it's indigenous to the Florida coast), easy to use, and nearly indestructible. Not only is coquina bullet-proof, it is virtually cannon-ball-proof! Due to its plentiful microscopic air pockets, coquina is easily compressed. In days long past, cannon balls fired at the Castillo simply lodged in its walls. Which, one supposes, is why the old fort still stands after 300 years.

One of the best places to see coquina in its natural state is Washington Oaks Garden State Park near Palm Coast, Florida, about 30 miles south of St. Augustine. The park's picturesque coquina outcroppings are some of the largest on the Atlantic Coast.

Tabby

A related building material is tabby, often called coastal concrete, which is basically manmade coquina. Tabby is composed of the lime from burned oyster shells mixed with sand, water, ash, and other shells. As far back as the 1600s, Spanish and English settlers used tabby to build their homes and other structures, and to pave their roads, throughout the coastal Carolinas, Georgia, and Florida. Many tabby buildings still stand today, including Georgia's Fort Pulaski near Savannah and the R.J. Reynolds mansion on Sapelo Island. These historic structures, among many others, are testament to both the ingenuity of early Americans and the untold bounty of the sea.

Note: This article is from NAAO. Members that attend the AGM in Florida might consider taking a side trip before or after the meeting to St. Augustine. It is only 130 miles from Port Canaveral.

Letters to the Editor

CAMM welcomes Letters to the Editor. Please share your comments, perspectives and opinions on articles and subjects published in *Sidelights* by writing a "Letter to the Editor." Email letters to Sidelights@mastermariner-us.org or mail to: *Sidelights* Editor, 4675 144th Pl SE, Bellevue, WA, 98006. If there is a particular issue of concern you would like to see addressed, or if you have an article for publication, please email to Sidelights@mastermariner-us.org.



Captain Jeff Cowan
CAMM National
President
#3070-RU

Congressional Gold Medal, Unpaid Mariners, and Change of Command

I am Unpaid Mariners

I am now housed bound due to the COVID-19 virus outbreak and I can't see my grandchildren. It is amazing to me how confinement with my spouse has led to her sudden discovery and interest in all of the deferred maintenance that needs attention, NOW.

I have been alerted to a most disturbing item: The United States Coast Guard (USCG) is telling crews of the Bouchard Transportation company to stay aboard their boats, UNPAID. In some instances, these crews had not been paid since 01 January 2020. In their concern for safety, the USCG told the unpaid crew they must remain aboard or lose their Mariner Credential. This translates into losing their ability to earn a living. I could understand a period of quarantine – same as is landside. But after the quarantine and the elimination of the possibility that they have the corona virus onboard, it would seem they should be allowed to leave. Because of the unpaid status of these mariners, continued work aboard the boats turns their emplacement into Involuntary Servitude (otherwise known as slaves) a violation of the United States Constitution, 13th Amendment.

Congressional Gold Medal

The President of the United States has signed legislation to award a Congressional Gold Medal to surviving World War II veterans of the American Merchant Marine (AMM). Considering our AMM had the highest casualty rate per capita of any service (United States Marine Corp causality rate 35 Marines to 1 casualty vs. American Merchant Marine casualty rate 26 mariners to 1 casualty), this award and recognition is long overdue. Members of the American Merchant Marine Veterans organization were hoping to attend the signing ceremony, but new restrictions due to the virus kept the signing audience to minimum.

A mariner may think, "Why not tie up at dock, notify the USCG of arrival and then LEAVE?" But with the threat of the Captain of the Port (COTP) order, how much choice do they really have. They could lose their license to the very people who issue same, and then seek arbitration from an Administration Law Judge (ALJ). In 2007, the Baltimore Sun reported that from 1999 to 2007, of more than 6,300 charges brought by Coast Guard investigators, the Coast Guard's success rate was roughly 40 to 1. In contrast, a prosecutor's odds of winning in federal criminal court are roughly 9 to 1, according to the U.S. Justice Department.

No Cash for Cruise Industry

The US government has created a 2 trillion dollar Stimulus Package to give each American \$1,200 with certain limits, and business \$500 billion. The cruise line industry will be denied any funding because their ships are registered foreign and a very large percentage of crew aboard their ships are not American citizens. At last, a policy that makes sense! Perhaps this will inspire American ships to flag some ships under our flag and hire more American citizens. Thank your representatives for having the common sense to keep funding away from foreign entities. There are still issues with foreign cruise ships and foreign crews moving passengers between US ports, but today at least, there has been some justice.

Change of Command

This is most likely my last column as President of CAMM. It's been fun serving our mariners, and I hope we made some difference.

Thank you for your support!

Steady as she goes!

Jeff Cowan

Become a member of the Council of American Master Mariners and join us in supporting the U.S. Merchant Marine, the Jones Act and Seaman's working rights.



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SECRETARY - TREASURER

Greetings CAMM Shipmates!



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

As I write, we're all in the midst of "uncharted waters" as we're forced to deal with the pandemic of COVID-19 that's swept across our country and the world. In California, we're under

provide a first-class Conference at Port Canaveral - one that will be interesting, enjoyable, worthwhile, and memorable.

2020 CAMM Election

I have received numerous calls from various CAMM Members indicating some confusion over voting on the proposed revisions of CAMM's Bylaws & Constitution. Also, the two (2) slates of officers seems to have added to the uncertainty of how to vote. I will attempt to elucidate how the ballot is put together.

At the last Annual General Meeting, a proposal was presented to change CAMM's leadership structure. Any such change would require a vote by the entire membership. This would require the membership to vote on changes to the sections of CAMM's Constitution and By-Laws which address our leadership structure (Constitution, Articles VII and VIII and Bylaws, Articles III, IV, V, VIII).

Constitution and By-Law Vote
The proposed changes are from the Constitution Committee and approved by the BoG.

- AYE votes approve the proposed leadership structure change (A Task Based Leadership Structure)
- NAY votes keep the current leadership structure intact (Regional/Geographical-Based Leadership Structure)

See pros and cons of the structures in the February issue of *Sidelights*, pages 24-25.

Vote for Officers – Why Two Slates
This election will result in one of two slates of officers being elected. Which slate is elected will be dependent upon which Leadership Structure the membership approves.

Slate one

- The first slate of officers on the ballot will be installed if the current leadership structure is maintained. This would happen if less

than two-thirds (2/3) of the membership vote Aye to the proposed changes in the Constitution and Bylaws.

- Note that the 1st VP Position on this slate has two candidates – vote for only one.

Slate two

- The second slate on the ballot will be installed if the change in Leadership Structure is approved. That would happen if two-thirds (2/3) of the membership vote Nay for the proposed changes/revisions to the Constitution & Bylaws.

Vote Now!

Though the AGM is postponed, the 2020 CAMM Election will be conducted on schedule. An Election Committee of local members has been appointed to collect and count the ballots, with a final count done the weekend of May 9-10. So, if you've not yet voted, do so now as ballots must arrive to the P.O. Box address in Cape Canaveral by May 8. This is a MAJOR LEADERSHIP RESTRUCTURE PLAN so I urge all active CAMM members to review the issues carefully and vote. YOUR VOTE MATTERS!

National Secretary/Treasurer Changeover:

Even though the AGM/PDC has been postponed, the May election will see my end as Secretary/Treasurer. However, I have agreed to continue full-time until such time as Captain Augusta Roth can assume the position. That may be as late as August, since Captain Roth may be on the Training Cruise with Texas A&M Maritime Academy through July. Upon her return, I will work with her and assure that I have "passed the baton" to Cap'n Gussie in a prudent, responsible and professional manner. I will assist with the preparation of the

Continued page 15>>>

a "stay-at-home" edict issued by our Governor. Many of you are similarly restricted in your home states now. This has affected us ALL personally, professionally, economically, and yes – emotionally.

I want to update our CAMM membership about the impact this situation has had on our plans, our operations, and our functionality. The following are important items for your attention and information.

2020 AGM/PDC Postponed

The effects of the COVID-19 pandemic caused postponement our annual gathering until October 21-23. We sent registration forms and event and hotel information in March. Hold off making your hotel and travel reservations until we are certain that there will not be another postponement.

Two (2) books of raffle tickets were also sent. The Tickets are still valid, but obviously the date will change, as the drawing will be at the Closing Dinner in October. We encourage your purchase of raffle tickets as you need not be present to win. You may also want to consider becoming a sponsor in support of the 2020 AGM/PDC. Sponsorships start at as little as \$100. See page 23 for a list of available sponsorships. Sponsorships enable CAMM to

The Bouchard Affair: The US is not in Material Compliance with the Maritime Labour Convention - 2006



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

Bouchard Transportation Articulated Tug and Barges were not being paid. Vessels that had been anchored for months suddenly went from not having work to not having relief crews. Bouchard had vessels anchored off Corpus Christi, in the Mississippi River, in a New York anchorage, and off the Sabine Pass, Texas jetties.

Being the Catholic Port Chaplain for the Sabine-Neches Waterway, I took personal interest in the two off Sabine Pass: ATB *Danielle M Bouchard* and ATB *Kim M Bouchard*. I reached out to them to determine their physical and spiritual situation, and how the Sabine-Neches maritime community could help them. At the same time, our local Captain of the Port was very concerned that these two 700+ foot vessels would be abandoned by their crews.

At the end January, the relief crews did not return to relieve their fellow mariners because they had not been paid for their December hitch, and the crews on the vessels were not paid for the hitches they stood during January. In February, articles began to appear on 12News Now, gCaptain, Workboat, and Marine Log. The MSU-Port Arthur Captain of the Port issued directives

At the beginning of February 2020, reports appeared that crewmembers on

regarding federal regulations relating to abandoning vessels, and for Bouchard to perform repairs to the *Danielle Bouchard*, or for her to be brought to dock so that these deficiencies could be repaired. At the end of February, the threat to bring charges against the crewmembers if they abandoned the vessels was rolled back, but the directive to repair or bring the *Danielle M Bouchard* alongside still was not obeyed. The crewmembers on the *Danielle M Bouchard* were relieved without being paid, while the crew of the *Kim M Bouchard* was not relieved and were not paid.

As of March 14, 2020, some of the crewmembers on the *Kim M Bouchard* have been relieved, and the first six weeks of back pay have been paid into the crewmembers' accounts. The vessels have sufficient food and water onboard, and the Sabine-Neches Maritime community stands ready to assist in bringing the vessels in when the company complies with the Coast Guard directive.

This has been a mess, and what the seafarers, the maritime industry, state officials, and the Coast Guard have discovered is that there is not a lot that they can do short of federalizing the situation, and using taxpayer funds to respond to the "technical abandonment" that these crewmembers have suffered. What do I mean by "technical abandonment?" The Maritime Labour Convention - 2006 as amended states that:

"For the purposes of this Standard, a seafarer shall be deemed to have been abandoned where, in violation of the requirements of this Convention or the terms of the seafarers' employment agreement, the shipowner:

- (a) fails to cover the cost of the seafarer's repatriation; or*
- (b) has left the seafarer without the necessary maintenance and support; or*
- (c) has otherwise unilaterally severed their ties with the seafarer including failure to pay contractual wages for a period of at least two months."*

It appears that our two Bouchard vessels fall under part (a) and (c) because they were not properly repatriated when their hitches were up, and, after two months, the contractual wages had not been paid, at least not in full.

Because of our American hubris, we often claim that our regulations and policies actually meet the international standards whether they do or not. The MLC-2006, which we did not ratify, presented a problem for US-flagged ships on international voyages because of the "no more favorable treatment" clause. This clause means that even if a country does not ratify the MLC-2006, its ships would still be inspected by ratifying countries according to MLC-2006 standards. This would prevent a country from having an advantage by not meeting the convention standards but trading in a ratifying nation's ports.

U.S. flagged vessels on international voyages had a bit of problem because the United States would not ratify MLC-2006, US-flagged international vessels would be vulnerable to being inspected stem-to-stern by every ratifying nation's port state control inspectors. That means that all 90 ratifying countries could perform full inspections on US-flagged vessels every time they dropped a line on their dock. To solve this problem, the Coast Guard Issued Navigation and Vessel Inspection Circular No. 02-13. To put it



A Bouchard company ATB in New York Harbor

PHOTO FROM BOUCHARD TRANSPORTATION COMPANY, INC.

in a nutshell, the Coast Guard developed a policy that allowed the USCG and recognized classification societies to issue Interim Maritime Labour Certificate (Statement of Voluntary Compliance).

So, when a U.S. flagged car carrier arrives at Antwerp, Rotterdam and Hamburg, the master can show the Port State Control (PSC) inspectors the

Interim Maritime Labour Certificate (which is not a document recognized in the MLC -2006 convention). The Master tells the PSC inspectors that this certificate shows that his or her ship is materially in compliance with the MLC-2006.

I hope that Great Britain's, the Netherlands', Germany's, and Norway's PSC inspectors read Workboat and

gCaptain, and recognize that after the Bouchard affair, the Interim Maritime Labour Certificate is not worth the paper it is written on. The United States Senate must ratify the MLC-2006 so our United States Merchant Mariners sailing in the Jones Act trade or internationally, can have the same rights that Chinese seafarers have while calling at Rotterdam.

Water, Water Everywhere

The ocean covers more than 70 percent of the surface of our planet. While all mariners understand that, it is hard to imagine, but about 97 percent of the all the Earth's water can be found in our ocean. Of the tiny percentage that's not in the ocean, about two percent is frozen up in glaciers and ice caps. More impressive, while a tiny fraction of water exists as water vapor in our atmosphere, less than one percent of all the water on Earth is fresh.

If you like to think in numbers, according to the U.S. Geological Survey, there are over 332,519,000 cubic miles of water on the planet. A cubic mile is the volume of a cube measuring one mile on each side. Of this vast volume of water, NOAA's National Geophysical Data Center esti-

mates that 321,003,271 cubic miles is in the ocean. That's enough water to fill about

352,670,000,000,000,000 (that is 352 quintillion) gallon-sized containers!





Council Reports

1st Vice President Report:

Captain Joe Hartnett, #2193-RU

See Baltimore/Washington report.

2nd Vice President Report:

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Report not available.

North Atlantic VP Report

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Captain George Sandberg, #1919-RU

Chapter President

Report not available. For meeting information contact Captain George Sandberg at: captsandberg@mastermariner.org.

Baltimore/Washington Report

Captain Joe Hartnett, #2193-RP

South Atlantic VP Report

Captain Manny Arosemena, #3028-RU

Report not available.

Port Everglades/Miami

Captain Paul Coan, #3021-RU,

Chapter President

Report not available.

Tampa Bay

Captain Ronald J. Meiczinger, #1747-RU

Chapter Secretary/Treasurer

The February 11, 2020 luncheon meeting of the CAMM Tampa Bay Chapter was held at the Columbia Restaurant in Ybor City. Chapter President Captain Robert Holden called the meeting to order. The Secretary/Treasurer reported that the Chapter is solvent. We have been advised by the Columbia Restaurant that the cost of our lunches will increase to \$18 effective March 1. The cost to our members will remain at \$20. The CAMM AGM and PDC will be held at Port Canaveral in May [Note due to Covid-19 the AGM

moved to October 2020]. A \$200 sponsorship was approved by the members to support the AGM.

Captain Jerry Benyo won the 50/50 Drawing. He graciously donated the winnings to the chapter treasury.

Chapter elections will be held in June. The following members have been nominated: Captain Mike Michelson (President); Captain Bob Holden (Vice President, Shore), Captain Scott Moser (Vice President, Sea going), Captain Manny Arosemena (Secretary/Treasurer). There is still time to nominate someone. Nominations can also be made from the floor at the June meeting.

Mercer Tyler had a mini stroke on February 7, and was hospitalized for a few days. Jim Blenkhorn has returned home from rehab therapy for some medical issues and is now on the road to recovery.

Our annual Spring Brunch scheduled for March 21st at the Lucky Dill in Palm Harbor was cancelled due to the COVID-19 pandemic. The April meeting is also cancelled.

Schedule of Remaining Meetings for 2020:

Tuesday May 13, 2020 (dependent upon Covid-19 pandemic)

Tuesday June 9, 2020 (Elections)

Gulf VP Report

Captain Augusta Roth, #2753-S

CAMM Houston has not been as active as we should be. With the reorganization of the CAMM TMA Cadet Chapter, we will be reaching out to local CAMM members to determine date, time, and location to hold meetings. We are looking for wonderful venues that are more central to the entire Houston/Texas region. If you have interest in participat-

ing in CAMM Houston or CAMM TMA Cadet Chapter, please contact Captain Roth at 409-704-4471 or Captain McCright at captmccright@mastermariner.org.

Our local TMA Cadet Chapter has selected new President. Cadet Levi Wright will be in charge of reaching out to local members via email to coordinate events. The Cadet Chapter is seeking support from our local members and eager to make new connections.

Editor's note: Our apologies to Captain Roth. This information was submitted in time to appear in the February issue

Mobile Bay

Captain Jerome "Rusty" Kilgore

Chapter President

Report not available.

New Orleans

CE Horace George, #3223-A,

Chapter Secretary

Report not available.

Houston

Captain Michael McCright, #2753-S

Chapter President

We are working to build up our Chapter at CAMM Houston. After holding meetings in Galveston for the last several years, we are again holding meetings in Houston. We have yet to establish a specific meeting place or day of the month as we need to generate more interest in attendance. To that end, I have been notifying chapter members of other maritime group meetings and have encouraged them to attend on behalf of CAMM.

Houston CAMM members attended an evening meeting at the Houston Maritime Museum on January 21. A presentation of the U.S. Navy fighter Weapons School was the main attraction. This is the formal name of "TOPGUN." The program is a school to educate pilots on ways to teach advanced



Captain Marsha Morse addressing the members and guest at the CAMM Seattle's February meeting

tactics. The presenter was Lieutenant Colonel Yarko "J.J." Sos, who ran the TOPGUN training program from 1998-2000. He shared his experience as an instructor and detailed the evolution of aircraft bombing over the last 80 years. Lieutenant Colonel Sos also shared personal "war stories" from Desert Storm and lessons learned "the hard way."

Lieutenant Colonel Sos served as a fighter pilot for over 22 years in both the U.S. Navy and U.S. Air Force. J.J. retired from the military as a Lieutenant Colonel, commanding the 119th Fighter Squadron, NJANG.

During February, CAMM members attended two events. On February 7, they were invited to participate in Transportation Club of Houston for their Topgolf Scholarship Fundraising Event. On February 26, they attended the Western Gulf Maritime Association Membership meeting in Houston. The Guest Speaker was Mr. Brian Smith, Operations/Training Manager for USCG Vessel Traffic Services (VTS), Sector Houston-Galveston.

CAMM enjoyed a luncheon on March 3, with the Transportation Club of Houston

(TCH). Ron Abbott, Ph.D., Sustainability Technical Manager for Chevron Phillips Chemical Company gave a presentation titled "An Industrial View of Sustainability." The presentation was followed by a lively Q&A.

South Pacific VP Report and San Francisco Bay Area Chapter Report

Captain Klaus "Nick" Niem, #2167-RU

Report not available.

Los Angeles/Long Beach

Captain Dave Boatner, #2162-RU

Chapter President

By Captain Manny Aschemeyer

Change-of-Command for the LA/LBC Chapter

At the January meeting of the Los Angeles/Long Beach Chapter (LA/LBC) a special celebration was arranged when Captain Dave Boatner stepped down as Chapter President. Captain Boatner had faithfully led the chapter for over 16 years. Relieving him was Captain Mike Jessner who is an active seagoing master. Captain Jessner sails for APL Maritime Ltd. on their fleet of container ships.



CAMM LA/LB Chapter: Captain Dave Boatner turned the gavel over to Captain Mike Jessner who is an active seagoing master.

A special celebratory cake was presented for the occasion by CAMM's National Secretary/Treasurer, Captain Manny Aschemeyer who congratulated and thanked Captain Boatner for his long and faithful service. CAMM's National President, Captain Jeff Cowan also

offered his commendations to Captain Boatner on behalf of the entire organization.

Captains Cowan and Aschemeyer then thanked Captain Jessner for "taking the helm" of the LA/LBC Chapter and wished him success in that new leadership position. Incidentally, Captain Jessner is the second seagoing member currently leading one of our CAMM chapters – the other being Captain Paul Coan. Captain Coan is President of the Miami/Port Everglades Chapter and sails with Maersk Line's on their American-flagged containerships.

Twenty members were in attendance from the Southern California region and there was lively fellowship and warm camaraderie evident throughout the luncheon. Several members spoke during the event, offering their praise and thanks to Captain Boatner. A warm welcome was extended to the New President, Captain Jessner.

At the close of the luncheon party, Captain Boatner thanked everyone attending and he promised not to "disappear." He is committed to continuing to attend the CAMM Chapter Meetings. So as he sails off into the sunset, almost literally as he is now Commodore of his sailing club, we salute Captain Boatner for his outstanding service and leadership to CAMM. All wish him clear skies, fair winds, and following seas wherever he travels.

Continued next page >>>

Council >>> Cont'd from page 14

Editor's note: Our apologies to Captain Boatner and the LA/LBC Chapter. This meeting information should have appeared in the February 2020 issue.

North Pacific VP Report

Captain Cal Hunziker, #2457-RU

Report not available.

Columbia River

Captain Bill Good, #1924-RU

Chapter Secretary

No report available.

Seattle PNW

Captain Doug Subcliff, #2329-RU

Chapter Secretary

Our annual luncheon to honor women in the Maritime Industry was held February 13, with 27 members and guests in attendance. The meeting was opened by welcoming all and introducing four special guests from USCG Seattle (Cdr. Xochiti Castaneda, Lt. Alexis Davis, Lt. Maria McElhaney, LCdr. Michelle Rosenberg) and Guest of Honor: Captain Marsha Morse, WA State Ferries (WSF).

Table Treats: Once again, we were wowed by the delicious chocolates that were handmade by Mrs. Jackie Moore. This particular banquet's presentation of table sweets was especially appreciated, as we had a substantial delay with the main entree being served, so most diners went with the "dessert first" choice! Thanks Jackie!

After lunch, Seattle Chapter President, Captain RJ Klein thanked Captain Maija Holston, of WSF, for her help in arranging the Guest Speaker, Captain Marsha Morse. Captain Klein introduced our speaker, saying, "Captain Marsha Morse is a full time Master on Washington State Ferries. She is a long-time professional mariner who supports and encourages all officers, cadets and crew members to seek higher levels of licensing, learning and experience. She was a charter member of Washington State Department of

Transportation Diversity Advisory Group (DAG)." Captain Morse has worked as 2nd Mate, Chief Mate and Master from San Juan Islands and Sidney BC to Pt Defiance. She has worked every vessel class in the fleet and worked a stint as Master on the Passenger Only vessel. She now works permanent full time as Master close to home on the Issaquah class vessels operating between Vashon North and Seattle - Kitsap. Weekly, Captain Morse also works the Chimacum on Vashon South to Pt. Defiance route."

Captain Morse spoke about how her ferry career began in 1975, when she was in college, studying to be a veterinarian. While on the Vashon ferry, going to visit her horse, a deckhand told her she should apply for a ferry job, as they were now hiring women. She decided to apply and began working her way up through the ranks.

Captain Morse described the challenges of being one of the few women in the ferry service. She spoke about her passion for the maritime profession, how much she enjoys the ferry service and the interaction with the passengers. She said "My goal is to make it better for everybody... to help people to work together in a better way."

In December, 2017, Captain Morse was recognized with a special Life Ring Award for her role in managing a medical emergency on the ferry Cathlamet. CAMM salutes Captain Marsha Morse on her achievement of 45-years' service with Washington State Ferries! Not only were the working women of today recognized, but we also paid tribute to historical figures such as Captain Gertrude Wiman, who, over 100 years ago, was the first woman licensed as a steamship pilot on



Captain Marsha Morse reflects on her career during the Q&A session following her remarks. Captain Morse has spent 45 years with the Washington State Ferries.

Puget Sound (in 1907) and, like Captain Marsha Morse, she was a Vashon Island resident.

Positions Report

Captain Frank Zabrocky, #1964-RU

Positions Chairman

No report available.

Sidelights

Captain RJ Klein, #1964-RU

Sidelights Editor

Contributions for the June issue of *Sidelights* are due May 15, 2020. ↓

Not Overlooked

In the past two issues of *Sidelights*, we featured the "Woman of CAMM." Several of our colleagues have asked about women whom they know are members of CAMM but were not included in either article. Before writing the articles, Captain Aschemeyer contacted all of the women in the CAMM and asked for career highlights in order to make the article as complete as possible. Several women stated that they did not wish to appear in the article. Out of respect for their privacy, *Sidelights* did not publish their information.

final EOY fiscal report for our FY 2020.

Dues Report:

As of 3/31/20, 82% of our dues-paying Members have paid their 2020 dues thus far, with a total revenue of nearly \$27K coming in. That leaves 18% unpaid with approximately 7% still in arrears for 2019. A reminder notice has been sent out along with an email. The considerable amount of missing revenue hampers our ability to properly manage our budget.

On the PLUS side, additional contributions/donations have been significant. Many CAMM members, including dues-exempt Life and Honorary Members, have made additional contribution/donation. Fantastic! Our thanks to all those GENEROUS and LOYAL contributors in our CAMM ranks.

Membership

We had an exceptional year for bringing in new members along with several reinstatements. Congrats to all the new CAMM members and those who sponsored them. In spite of our fine efforts to bring in new members, we are still treading water due to the passing of our older members. We really

need to gain numbers in order to keep CAMM viable, strong and growing for the future. So, I again appeal to each and every CAMM member to PLEASE bring in a new member. Better yet, bring in two. A CAMM membership application form is on the inside back cover of each edition of *Sidelights* (and applicants may also apply online at: <http://application.mastermariner.org/start.aspx>).

Keep in mind that in addition to Master Mariners, we accept and encourage Licensed Chief, Second, and Third Mates, maritime professionals, Foreign Master Mariners, and cadets/midshipmen to join as Associate Members.

Membership Roster

Last year, the BoG authorized a program change in the CAMM database to allow the listings in the CAMM Membership Roster /Directory to include phone numbers and email addresses along with a member's mailing address. Previously, the roster showed only a mailing address. Future CAMM Membership Rosters will reflect this change. Due to privacy concerns, each CAMM Member was given a chance to "opt out" so that their contact info would be withheld from

publication in the Roster. Anyone wishing a copy of the latest edition of our "new and improved" CAMM Membership Roster, contact me by phone or email.

Financial Report

I'm pleased to report that our revenues to date have exceeded estimates and our expenses are well under control. Copies of the first half fiscal report are available to any active CAMM members. If interested in seeing the report, contact me by phone (951-767-3037) or email (captaschemeyer@mastermariner.org).

Thanks for your time and interest. As always, I appreciate your continued support for CAMM, and your encouragements, ideas, and financial help as well. As I continue to say – "Working together, we can make CAMM better, bigger, and BEST for the future!"

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



Captain Manny Aschemeyer

New Members and Changed Membership Status

Upgraded License Status (AL to S16)

3423-S16 **Captain Andrew J Manning**
Sailing Master with G&H Towing

1524-L

Captain Robert L. Holden
Retired Panama Canal Pilot, 2003
Joined CAMM in 1979
President, Tampa Bay Chapter

Note: Captain Manning originally joined CAMM as member of the Cadet Chapter at California Maritime Academy. He graduated in 2017 and upgraded his CAMM membership from Associate Cadet (AC) to Associate Licensed (AL). An excellent example on the importance of Cadet Chapters and the AL membership category.

1747-L

Captain Ronald J Meiczinger
Retired from Lykes Brothers, 1994
Joined CAMM in 1982
Secretary/Treasurer, Tampa Bay Chapter

2167-L

Captain Klaus D. (Nick) Niem
Retired Master Mariner, 2005
Joined CAMM in 1986
South Pacific Regional VP and
President SF Bay Chapter

New Life Members

1548-L **Captain M.H.K. "Manny" Aschemeyer**
Retired from Marine Exchange-SoCal, 2008
Joined CAMM in 1975
CAMM National Secretary/Treasurer 2014-2020

2530-L

Captain George N. Zeluff, Jr.
Retired from APL, 2013
Joined CAMM in 1989
Chair, Membership Committee,
BoG Member at Large

CROSSED THE FINAL BAR

MR. JAMES M. BALDWIN # 3372-H

Mr. James Baldwin in New Orleans died of cancer on March 20, 2019. He is survived by his wife Karen, their four children, James McCall Baldwin, III (Meredith), Elizabeth Baldwin Hefler (Henry), William Cuthbert Baldwin (Meg) and Christopher Lee Baldwin and six grandchildren. Born in New Orleans, LA on January 3, 1953, he was a graduate of De La Salle High School and Tulane University.

Mr. Baldwin was recruited into Central Gulf Lines marketing department and learned the ins-and-outs of the shipping industry from Erik Johnsen. He worked for International Shipholding Corporation and was Executive Vice-President of the company when he took early retirement in 2008. He started his own consulting business, Southern Sales of Louisiana. At Southern Sales, his goal was to marry people who wanted to conduct business on the river but did not have the needed connections.

Mr. Baldwin was made an Honorary Member of CMM in 2015 for his presentation at the Professional Development Conference. He was also involved in the Board of Trade, served as Chairman of the Dock Board in 1999, and spent some time with the New Orleans Public Belt Railroad. served as Chairman of the Board of Commissioners of the Port of New Orleans and on the New Orleans Public Belt Railroad Board. He was the Honorary Consul of Norway for Louisiana and Mississippi. Outside his professional life, Mr. Baldwin loved music and was a founding member of the band Flambeaux and a member of the Louisiana Literary and Debating Association.



CAPTAIN JOHN S. HOLMES # 1525-L (RU)

Captain John Holmes died at home in Manahawkin, NJ on September 29, 2019 at the age of 93. Born in Cobleskill, NY on October 21, 1925. Captain Holmes grew up in Downsville, NY and enlisted in the U.S. Navy in 1942, and served on the destroyer USS *Charles S. Sperry* (DD-697) in the South Pacific. In 1946, he entered the U. S. Naval Academy at Annapolis, Class of 1950.

After graduation, Captain Holmes embarked on a naval career serving aboard numerous ships and in various leadership positions including assignments with the Pentagon. Notably, he was Commanding Officer of the USS *Traverse County* (LST-1160), deployed to the Caribbean during the Cuban Missile Crisis. Deployed three times to Vietnam, he commanded the destroyer USS *Edson* when she took hostile fire. The ship was awarded the "Top Gun Award" by the US Marines as well as the Meritorious Unit Citation by the US Navy while under Captain Holmes' command.

He retired from the US Navy with the rank of Commander having received numerous awards including Legion of Merit, Bronze Star with Combat V, and the Navy Commendation Medal. During his time in the Navy, Captain Holmes earned a BS degree in Aerology, a combination of Meteorology and Oceanography.

After retiring from the Navy, Captain Holmes joined the Merchant Marine and became a Port Pilot for San Pedro Bay (CA) and the Port of Los Angeles. After retiring as Pilot, he joined American Hawaii Cruises, first as Relief Master and then as permanent Master of the SS *Constitution*. Captain Holmes was a member of the American Maritime Officers Union and joined CMM in 1983, becoming a Life Member in 2017.

He was a generous friend to many, loving father to McKay Holmes of Cypress, CA, Matthew Holmes of Issaquah, WA, and Camberley Holmes Bates of Boulder, CO, and doting husband and partner to Carmela E. Bond Holmes of Manahawkin. He is also survived by six grandchildren, of whom he was enormously proud. In honor of Captain Holmes, donations may be made in his name to the Saginaw Valley Naval Ship Museum in Bay City, MI, which is the home of the USS *Edson*. Please visit <https://www.ussedson.org/support-the-museum/give/>

CAPTAIN RICHARD G. SPEAR # 259-L (RU)

Captain Richard Spear, 96, died with his daughter at his side on May 3, 2018, in Rockport, ME. Born January 4, 1922 in Rockport, Captain Spear led a full and interesting life that included over 60 years in the Maritime industry.

In 1939, at age seventeen, he was given a year's leave of absence from high school to join an expedition sponsored by Harvard University to retrace the voyage of Christopher Columbus. The expedition was led by renowned maritime historian, Professor Samuel Eliot Morison. Using logbooks from Columbus and his crew, the barkentine *Capitana* traced Columbus' voyages through Europe, Africa, South America, and the Caribbean. Morison published a book recounting the adventure for which he received the Pulitzer Prize. A photo of Captain Spears onboard the *Capitana* was featured on the front cover of Life Magazine in 1940. At the completion of the voyages, Captain Spear returned to Rockland and graduated from high school in 1941.

In 1942, he enrolled in the second class of the newly established Maine Maritime Academy. In 1943 he graduated with honors and a Third Mate's license. Captain Spears joined the Liberty Ship *Henry Jocelyn* and served in the Merchant Marine throughout WWII, serving in the Atlantic, Pacific, and Mediterranean war zones. After WWII, he received a Bachelor of Science degree in Marine Science and obtained his unlimited Master's license.

In 1959, Captain Spear became the first employee and Assistant Manager of the Maine State Ferry Service. Appointed Manager of the Ferry Service, he held that position until his retirement in 1989. After retirement, Captain Spear remained a member of the Rockland Harbor Management Committee and the Maine State Ferry Service Advisory Board. A member of the Rockland Port District since 1959, he served as the City of Rockland's longest seated elected official.

Captain Spear joined the Council of American Master Mariners in 1965 and became a Life Member in 2009. He was also a member of numerous organizations including: the Portland Marine Society, The Boston Marine Society, the Marine Society of the City of New York, the Society of Naval Architects and Marine Engineers, the Institute of Navigation, the Square Riggers Club of California, Master Mason Aurora Lodge #50, Scottish Rite Bodies, York Rite Bodies, Kora Shrine, National Sojourners, Past Director of Put Stevens Court 107 of the Royal Order of Jesters, a Life Member of the American Legion and Veterans of Foreign Wars. He was the Past President of the Maine State Pilotage Commission and was a former member of the Rockland Personnel Board.

Captain Spear held a private pilot's license and enjoyed flying. After retiring, he traveled to many parts of the world, including the North Pole and Antarctica. He was a wonderful husband, father, and friend, who was well known for his easy-going manner, his dry sense of humor and his willingness to help others. Pre-deceased by his wife of 68 years, Dorothy in 2015, Captain Spear is survived by his daughter, Linda and her husband, Frederick Batstone, of Boxborough, MA.

CAPTAIN GREGORY ECONOMON # 1955-L (RU)

Captain Gregory Economon died in September of 2017 while residing in the town of Freeport, NY. Born June 28, 1928, he was 89 years old at the time of his death. He joined CAMM in 1955 and became Life Member in 2016. We have no particulars about his career history and employment background. Anyone wishing to share more details about Captain Economon, please contact *Sidelights* at sidelights@us-mastermariner.org

CAPTAIN HARRY H. BENNETT # 1686-L

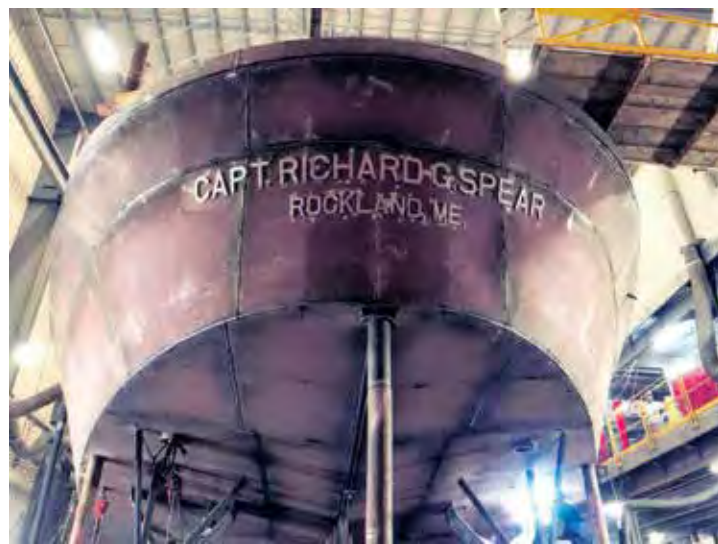
CAMM has learned of the passing of Captain Harry H. Bennett. He joined CAMM in 1995 and became a Life Member in 2010. We have no particulars concerning his death or about his career history and employment background. Anyone wishing to share more details about Captain Bennet please contact *Sidelights* at sidelights@us-mastermariner.org

New Ferry to Honor CAMM Member

A new \$9.2 million ferry will honor Captain Richard G. Spear for his lifetime commitment to the marine industry and the Maine Ferry Service. Captain Spear was the first employee of the Maine State Ferry Service and was involved in creating both the old ferry terminal and the one that currently serves people traveling back and forth from Vinalhaven, North Haven and Matinicus Islands.

The Ferry Capt. Richard G. Spear is under construction at the Washburn and Doughty shipyard in East Boothbay, ME. State Ferry Service Manager, Mark Higgins, said that the 156-foot long vessel is expected to be in service in July 2020. The Captain Spear will replace the Ferry Captain Charles Philbrook. The Captain Spear can carry 250 passengers and 23 motor vehicles while the Philbrook carries 17 vehicles 221 passengers. The Philbrook will be used as a back-up vessel for the ferry service.

Captain Spear helped guide legislation through the Maine Legislature to create the Rockland Port District in 1954. He was Manager of the Maine State Ferry Service for 30 years (1959-1989) and remained on



Above The Capt. Richard G. Spear is currently under construction and will be added to the Maine State Ferry System in July, 2020.

PHOTO: MAINE STATE FERRY SERVICE

the Ferry Service Advisory Board until his death. Captain Spear was a member of the Council of American Master Mariners (#259-L, RU) for over 50 years. The Maine State Ferry Service,

which is part of the Department of Transportation, provides ferry service from the mainland to the islands of Frenchboro, Islesboro, Matinicus, North Haven, Swans Island and Vinalhaven.

Hospital Ships

USNS Mercy and USNS Comfort Deployed to Aid Ports Most in Need



Military Sealift Command

On March 18, the President announced that two hospital ships would sail to New York and Seattle to help with the Covid-19 pandemic. The USNS *Mercy*, based in San Diego, was able to sail for Los Angeles on March 23. The ship took several days to steam from San Diego to Los Angeles because of the need to complete sea trials (operational testing) before entering port.

The USNS *Comfort* remained at the shipyard in Norfolk to complete maintenance and will not sail until April.

The two *Mercy*-class hospital ships have become prime assets in the Navy's efforts to reach out to foreign countries and provide humanitarian assistance and disaster relief. Since 2001, the hospital ships have conducted a number of humanitarian-assistance and disaster-response missions at home and abroad, providing care to more than 550,000 people.

The *Mercy* sailed from San Diego with more than 800 Navy medical personnel and support staff, as well as 70 civil service mariners who operate the ship and assist with cargo and repairs, among other ship-related tasks. The number of personnel will grow to more than 1,100 with additional staff joining at port in Los Angeles, Navy officials said.

In order to prevent the spread of the virus on the *Mercy*, Navy Surgeon General, Rear Adm. Bruce Gillingham stated to reporters that all personnel, including

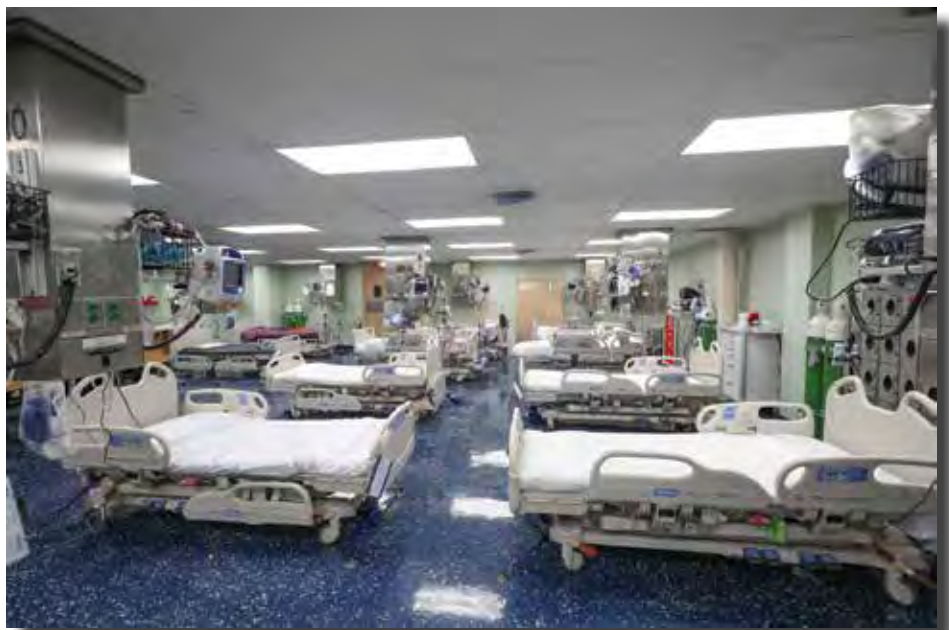
medical staff and future patients, would be screened for coronavirus symptoms prior to boarding. Additionally, the ship will have coronavirus tests on board should they need to verify if patients or staff have become ill. The ships will also bring their own blood bank, a critical resource as blood banks across the United States report urgent shortages.

The Ships

Both hospital ships are converted San Clemente-class super tankers. *Mercy* was delivered in 1986 and *Comfort* in 1987. Normally, the ships are kept in a reduced operating status in Norfolk, VA, and San Diego, CA, by a small crew of civil service mariners and active duty Navy medical and support personnel. Each ship can be fully activated and crewed within five days.

Features

USNS *Mercy* (T-AH 19) and USNS *Comfort* (T-AH 20) each contain 12 fully-equipped operating rooms, a 1,000-bed hospital facility (including 80 intensive care beds), digital radiological services, a medical laboratory, a pharmacy, an optometry lab, a CAT-scan and two oxygen producing plants. Each ship is equipped with a helicopter deck capable of landing large military helicopters. The ships also have side ports to take on patients at sea. When fully operational, the hospital ships have a crew of about 71 civilians and up to 1,200 Navy medical and communications personnel. The precise crew composition and size varies by mission type. During humanitarian-assistance missions, the crew often includes representatives from other US services, foreign militar-



The hospital beds aboard the USNS Comfort while visiting Peru, November 2018

PHOTO FROM GALERIA DEL MINISTERIO DE DEFENSA DEL PERÚ PHOTO LICENSE CREATIVE COMMONS ATTRIBUTION 2.0 GENERIC



The USNS Comfort entering New York Harbor in mid-September 2001 to aid victims of the 9/11 attack.

U.S. NAVY PHOTO BY JOURNALIST 1ST CLASS PRESTON KERES

ies and non-governmental organizations.

USNS *Comfort*, which originally drew most of its medical staff from the Washington D.C. area, was transferred to Norfolk, Virginia in 2013 to be closer to the Portsmouth Naval Medical Center, where most of its medical staff now is based. USNS *Comfort* deployed for 180 days for Continuing Promise in 2015 - a six-month humanitarian and civil assistance mission to Central America, South America and the Caribbean. The mission provided medical, engineering and veterinary services to 11 countries, sending a strong message of commitment to Central America, South America and the Caribbean. In 2017, *Comfort* deployed to Puerto Rico to support relief efforts after Hurricane Maria. In 2018, *Comfort* again deployed to South and Central America for Enduring Promise. The *Comfort* most recently deployed on a five-month humanitarian mission to South America in order to lessen the burden on health systems overwhelmed by Venezuelan refugees. The USNS *Mercy* has made three 150-day deployments in recent years including Pacific Partnership 2015, 2016 and 2018. ⚓

Ship Particulars

Builder:	Built and converted by National Steel and Shipbuilding Co., San Diego, Calif.
Propulsion:	Geared steam turbine, 2 boilers, 1 shaft, 24,500 horsepower
Length:	894 feet (272.6 meters)
Beam:	106 feet (32 meters)
Displacement:	69,360 tons (70,473.10 metric tons) full load
Speed:	17.5 knots (20.13 mph)
Crew:	71 CIVMARs plus up to 1,200 medical personnel
Aircraft:	Helicopter platform and hanger Helicopters assigned for specific missions
USNS Mercy (T-AH 19):	In reduced operating status in San Diego when not activated
USNS Comfort (T-AH 20):	In reduced operating status in Norfolk when not activated

SOURCES U.S. NAVY [HTTP://WWW.MSC.NAVY.MIL](http://www.msc.navy.mil) AND U.S. NAVY PRESS RELEASE.



2020 Annual General Meeting and Professional Development Conference



POSTPONED!

NEW DATES - October 21-23, 2020

Applying Tomorrow's Technology in Today's Maritime Industry

Annual General Meeting Update

Postponed

Due to the COVID-19 pandemic, CAMM has postponed their Annual General Meeting (AGM) and Professional Development Conference (PDC). The new dates are October 21 -23, 2020. CAMM's Event Planning Committee worked with the Radisson Resort at the Port in Port Canaveral, FL to secure these dates. One of the considerations was to avoid hurricane season.

CAMM members have been notified by email and the website has been updated. All speakers have been contacted and they have graciously said that they remaining very interested in participating in our event. All will work with

CAMM as the date draws nearer and schedules become firm.

Vote

2020 is an election year for CAMM's National Officers. The BOG passed a resolution to establish a ballot committee to collect and counts the ballots on the original May 8 date. All members should vote and mail their ballots early to ensure they are in CAMM's ballot P.O. Box by May 8th. Like many businesses, the postal service has been affected by COVID-19 and it is suggested that members mail their ballot by April 30.



Raffle CA\$H

1ST PRIZE - \$800

2ND PRIZE - \$500

3RD PRIZE - \$200

Ask friends, family, colleagues to donate and support CAMM!

Suggested Donation

\$3⁰⁰ each or a book of 10 for \$25⁰⁰

Winner need not be a CAMM member nor present to win.

Winner drawn on October 23, 2020 AGM in Port Canaveral, Fl.

Order tickets online at www.mastermariner.org

Or mail check payable to: The Council of American Master Mariners, Inc.

30623 Chihuahua Valley Rd, Warner Springs, CA 92086-9220

Proceeds help CAMM carry out its mission statement.

AGM-PDC 2020 Sponsors

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BRONZE



Captain Cal Hunziker

MASTER MARINERS



Captain RJ Klein
Marine Consulting
Email: SeaJay@earthlink.net



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Captain Joe O'Conner

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Captain John Traut
Maryland Pilots

Maritime Group - Captain Jack Cox

Captain Georg Pedersen

MEETING BREAKS



AER Communications
Get to the point in words & presentation



SeaPort Canaveral



Captain George Zeluff

CONTRIBUTORS

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Captain Michael Michaelson
CAMM NY/NJ Chapter (Tortora)
Captain Ed Carr (SVP-MOL Americas)

Captain Dave Dwyer
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Captain John Cox
Captain Robert Holden
James Callahan



Council of American Master Mariners

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Professional Development Conference & Annual General Meeting

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- Friday: CAMM AGM

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US Coast Guard
News Release

The Polar Star and Operation Deep Freeze

With a ship's company of 159, the US Coast Guard Cutter *Polar Star* (WAGB 10) arrived on 22 January at McMurdo Station, following a 58-day transit from the United States. The cutter departed its homeport of Seattle on 26

November. This year marks *Polar Star's* 23rd passage to Antarctica in support of Operation Deep Freeze, an annual joint military service mission to resupply the United States Antarctic stations, in support of the National Science Foundation (NSF), the lead agency for the United States Antarctic Program.

The 399 ft, 13,000-ton, 75,000 HP *Polar Star* arrived after creating a 23-mile channel through the ice to McMurdo Sound, which will enable the discharge of over 8,700 L/Tons of dry cargo and 181,000 barrels of fuel from three logistic vessels.

Together these three ships carry enough fuel and critical supplies to sustain NSF operations throughout the year until *Polar Star* returns in 2021. Each year *Polar Star* creates a navigable channel through seasonal and multi-year ice, sometimes as much as 21feet thick, to allow refuel and resupply ships to reach McMurdo Station. For more information on Operation Deep Freeze go to page 30.

Captain Greg Stanclik, CO of *Polar Star*: 'I am immensely proud of all the hard work and dedication the men and women of the *Polar Star* demonstrate each and every day. Maintaining and operating a 44-year-old ship in the harshest of environments takes months of planning and preparation, long work-



The Polar Star leads the way for Operation Deep Freeze as it cuts through Antarctic ice in the Ross Sea near a large group of seals in 2017.

U.S. COAST GUARD PHOTO BY CHIEF PETTY OFFICER DAVID MOSLEY



The Coast Guard Cutter Polar Star cuts a channel through the ice in McMurdo Sound, Antarctica in 2016. The 2016.

U.S. COAST GUARD PHOTO BY CHIEF PETTY OFFICER 2ND CLASS GRANT DEVUYST



January 2020, the U.S. Coast Guard Cutter Polar Star breaks ice near the ice pier of McMurdo Station, Antarctica. The crew of the Polar Star is participating in Operation Deep Freeze – the U.S. military's contribution to the U.S. Antarctic Program, which is managed by the National Science Foundation.

U.S. COAST GUARD PHOTOGRAPH BY SENIOR CHIEF PETTY OFFICER NYXOLYNO CANGEM

days and missed holidays, birthdays and anniversaries with loved ones. 'The *Polar Star* crew truly embodies the ethos of the Antarctic explorers who came before us — courage, sacrifice and devotion.'

U.S. Icebreaking Capability

Commissioned in 1976, *Polar Star* is the United States' only operational heavy icebreaker. Reserved for Operation Deep Freeze each year, the ship spends the winter breaking ice near Antarctica, and when the mission is complete, returns to dry dock in order to conduct critical maintenance and repairs in preparation for the next Operation Deep Freeze mission.

If a catastrophic event, such as getting stuck in the ice, were to happen to the Coast Guard Cutter *Healy* (WAGB 20) in the Arctic or to *Polar Star* near Antarctica, the US Coast Guard is left without a self-rescue capability.

By contrast, Russia currently operates more than 50 ice-breakers, several of which are nuclear powered.

New Icebreaking Capability

The Coast Guard has been the sole provider of the nation's polar icebreaking capability since 1965, and is seeking to increase its icebreaking fleet with six new polar security cutters (PSCs) to ensure continued national presence and access to the Polar Regions.

In April 2019 the Coast Guard awarded VT Halter Marine Inc of Pascagoula, Mississippi, a contract for the design and construction of the Coast Guard's lead polar security cutter, which will be home ported in Seattle. The contract also includes options for the construction of two additional PSCs. In the words of Vice-Admiral Linda Fagan, commander of the Coast Guard's Pacific Area: 'The Coast Guard's ice-breaker fleet is paramount. Our ability to clear a channel and allow for the resupply of the United States' Antarctic stations is essential for continued national presence and influence on the continent.'

The Civil Master and Commander in Context

Review of the International Law of the Shipmaster, 2d



For CAMM Members
Prologue by Captain
John A. C. Cartner -
CAMM #2574

This is Part 2 of an exclusive-to-CAMM serial review of John A. C. Cartner's International Law of the Shipmaster, 2d published by

Routledge / Taylor and Francis (London) later in 2020. No legal advice is expressed or intended in this review and none is given nor should any be construed.

Object and Subject. The object of the book is to integrate the commercial seagoing commander in technology, practice, custom, law, contract and private and public guidance. The office is the legal watch-cloak of the seagoing vocation from which the shipmaster artfully applies his practices to make whole the profession of commercial command at sea. The book's subject then is the ancient, honorable, globally and socioeconomically necessary vocation of a peculiar kind of seafarer. In Western culture, he arose from the Phoenicians some four millennia ago; likely he existed far earlier both in the East in Indochina and the West in Egypt and on the Black Sea. In northern Europe, vessel archaeology starts some three millennia ago implying his existence. The first shipmaster on record by name was Odysseus in Homer's poem *The Iliad* (ca. 1100 BCE), "and the son of Atreus caused a swift ship to be launched on the water with a tail of twenty rowers, and a hecatomb [one hundred livestock] was driven aboard, and the fair-checked Briseis was seated therein, and wily Odysseus was

called to command." Well, a command is a command even if it is of a cattle carrier.

Vessels

Vessels are machines interconverting carried mass or cargo, time, distance and value. The reason for vessels was not for transport, a simple-minded notion which any person can see by observing a floating log or a reed raft. Vessels arose for economic exchange – trade in goods or the economic movement of people and animals – wherein the vessels, howsoever primitive, were and are necessary machines. The vessel-trade identity is important because a seagoing vessel is the only terrestrial machine wherein the people living in it make it perform its purpose economic functions while operating its transport functions which are necessary but not sufficient to trade. Yachts are designed and operated for pleasure and transport as a part of the pleasure. Vessels are operated for the enduring lure of money in trade. The vessel is personal property or personality of the owner. A corporation owning vessels in law is treated as a person. A vessel is a juridically cognizable res or thing which can sue and be sued in maritime law and the admiralty jurisdiction. Taken with the commander, it is a functioning and integrated whole as understood by international law. This wholeness creates "the command," a phrase used in naval circles to include the vessel and the commander and everyone and everything and every process involved within his or her dominion and control or touch. There is no similar handy word in the commercial service.

Commander's Essential Role

A vessel in operation is a complex affair. The commander's role is essential

because every successful vessel is mostly away from shore control and therefore requires a local manager. One person in continuous charge as an officer and commander integrates and leads trade and transport through the machine under command. Otherwise confusion and chaos reign aboard, as well as lack of initiative and mere local or governmental politically doctrinal behaviors in the officers and ratings to the detriment of all the involved economic variables. The disorder can be directly measured by lack of profits of the voyage arising from lack of productivity— the same as uncontrolled costs. Command by committee always fails as demonstrated by most mutinies, and the brief Russian naval experiments during the Revolution of 1918. The person at sea in commercial command is the shipmaster; for the vessel under his command there is no other. Usurpers of his powers are mutineers or common criminals – perpetrators of crimes each.



Odysseus, the first Shipmaster of record? Here, Odysseus is offering wine to the Cyclopes Polyphemus

PHOTO LICENSED UNDER THE CREATIVE COMMONS ATTRIBUTION-SHARE ALIKE 4.0 INTERNATIONAL

Licenses and Appointments

A master modernly who can command an oceanic vessel in trade is one licensed by a vessel's registry of a government of a sovereign state to exercise the command privilege of such license as issued to him personally by the state only on a vessel registered in the state. The license to command is a state of potential command. Without an appointment to command to actualize it there is no command through the license. A shipmaster, in contradistinction, is a privately appointed licensed master by the owner of the vessel registered in a state employed for the purposes of exercising the command privilege. The appointment of a licensed master to shipmaster creates the command and activates the command privilege of the license issued to the master personally by the registry state of the vessel commanded. Thus, the commander is the current, publicly-regulated, technically qualified, seafarer having the lawful license of the registry state in him personally with the capacity to exercise the command privilege of the license when appointed to a specific vessel of the registry by its owner. A shipmaster therefore is simply a licensed master privately appointed by the owner of the vessel, which is registered in a state, for the purposes of exercising the command privilege. The licensed master and shipmaster taken together is the commander of the vessel.

The Command Privilege

The command privilege is provided by the license for the appointed master to command a specific vessel, without which he has no such legal privilege. Conversely, the registered vessel cannot sail lawfully without a licensed master and appointed shipmaster in command. When the commander is appointed the office holder may act on the public and private rights he has been given. He complies with and may enforce the laws of the registry state and the rules of the owner aboard his vessel as shipmaster-agent and as competent public and private authority afloat. The office of shipmaster must not be confused with that of the naval commanding officer wherein the command

of the floating equipment is ancillary to his ordered objectives as a naval officer. A commercial commander has command of a civil vessel not a warship. The naval officer's sole authority is the sovereign who gives him the command privilege as a part of his assignment orders to his warship arising from his commission from the sovereign. Hence his is an officer-warship-sovereign-mission identity subject to the public laws of the sovereign and public orders by the sovereign. The civil commander has a commander-vessel-sovereign-owner identity subject to the public laws of the sovereign and the private laws of contract with the owner.

Capacities, Competences, Statuses in Law

The public and private parties herein have capacities, competencies and statuses in law. The licensee and appointee, the lawful commander, is a natural person with various legal capacities arising from being such a person meeting the requirements of eligibility for licensure as defined by the registry state issuing the license to command. He, in a legal metamorphosis, becomes an artificial or legal person created by law from the natural person wherein he is then a party, or a designated third party, to a contract to command and manage a vessel. The licensee of the vessel's registry state has the capacity to have rights given by public authority and the legal capacities to act on those rights in order to comply with and enforce the laws of the registry state aboard. Thus, in another avenue, the appointee cannot be appointed unless he is licensed to command by the vessel registry state. The civil commander has



Odysseus at the Laestrygonians: Odysseus, visited the rocky stronghold of the Laestrygonians during his journey back to Ithaca. The giants (Laestrygonians) ate many of Odysseus's men and destroyed eleven of his twelve ships by launching rocks from high cliffs. Odysseus's ship was not destroyed because it was hidden in a cove near shore. Everyone on Odysseus's ship survived the incident.

PUBLIC DOMAIN FROM WIKIMEDIA, SOURCE J. C. ANDRÄ: "GRIECHISCHE HELDEN SAGEN FÜR DIE JUGEND BEARBEITET". BERLIN: VERLAG VON NEUFELD & HENIUS, 1902, UPLOADED BY IMMANUEL GIEL
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the status of all other civil commanders but is clearly distinguishable from every other commander by having possession of one and only one vessel. Hence the identity of the natural person cum licensee cum appointee cum specific vessel cum specific registry state makes the commander unique among all commanders of the status of commander, all vessels having the status of vessel, and all commanders of vessels having the status of commanded vessel. The commander at the same time is the privately-directed appointee and shipmaster of a specific vessel of the state registry. Therefore, he is the public licensee and private appointee and registry state warrantee, each an artificial or legal person resident simultaneously in one natural person; he is the unique commander of a unique vessel to the exclusion of any other commander or vessel for the time being.

The Quadruple Identity

The commander-registry-vessel-owner quadruple identity is a public-private contrivance. It is only in this artificial

Continued next page >>>

way and contrived that the current maritime trade system works efficiently. This is because public and private authorities have interests in commercial shipping. Public authorities have public safety, national security and the state's trade and economic interests in mind. Private authorities are driven by profit. The quadruple identity is recognized as such in international law as an integrated vessel commander-vessel-owner-state set of artificial persons, duties, privileges, competences, statuses, capacities – arising from a natural person – and concomitant liabilities, all incumbent in the command privilege and the appointment and held by a licensed person who commands the transport-trade machine at sea. The quadruple identity therefore is necessary and sufficient for the lawful owner-commander-registry-vessel system to exist and to function, as directed, through the office of the commander at sea or aboard. The quadruple combination, in all relevant laws, is the unit of transaction by and to which laws are applied and takes on greater or lesser import, depending on the facts and the specific law, but the quadruple identity is always present. A failure of any element of the identity destroys its utility.

Meeting the Conditions

Thus, if each and all the pre-conditions and conditions are met, the licensed appointee is thereby the lawful vessel master of an oceanic or sea-going contrivance of the state's registry rolls (the registry state), with the privilege of command incumbent in the licensee, exercisable only by him, but if and only if privately appointed as shipmaster by the owner of the vessel or the owner's managing agent. Hence, the registry state is the licensor granting or donating the public powers of the license to the master, a natural person with the capacity to be made an officer and public agent of the state. He is as well the privately appointed custodian of the chattel vessel within his capacity as a legal person holding the license of the registry state with the

capacity to contract. The licensee may command and have in his custody the vessel only when appointed to do so. The master is a public agent of the registry state and has the warrant of the registry state. The shipmaster is the privately contracted agent of the owner of the vessel hired to exercise his privilege of command and to perform private acts for the owner. The powers of the two agencies are analogous but differ in the methods of authority donated to the master by the state or the owner of the vessel.

The Owner and Contract and Private Agency

The owner appointing the shipmaster as the donor of private powers of agency to the licensed master appoints him or her a shipmaster by contract. The contract makes the appointee a private agent and donee of the owner dealing with the vessel and its acts to which the shipmaster is appointed. The contract delineates his private authorities, and gives him private agency status with private powers, arising from the contract. Where the owner is an agent of other principals, the shipmaster is the owner's agent as a subagent. Where the owner has appointed agents directing the shipmaster, he is subagent for the owner.

The Registry State and Regulations and Public Agency

A licensed master and appointed shipmaster is a public agent of the registry state under such international conventions as acceded to by the registry state of the vessel, the domestic laws enabling such conventions and other statutes pertaining to the master, the vessel, the cargo, the voyage, the lives aboard and nearby, other vessels in proximity, the risk sureties and the environment. The master, having the privilege of command, is beholden to the registry state in agency by statute and regulation of the state in much a similar fashion as he is to the owner or owner's agent by contract of the vessel privately. The master is also beholden to Port State Control rules through the accession or honoring of such

rules by the registry state and its laws. Moreover, the master is subject to laws of transit under UNCLOS 1981 acceded to by the registry state or transit state. The master may be subject to naval rules by treaty with the registry state and another state having naval power on other grounds or by convention wherein in a state's navy may have authority over a non-state's vessel under certain rules. A similar situation exists for coastguards and fishery inspection forces in international waters. (See Chapter 3, "Duty to Public Authority," Cartner on the International Law of the Shipmaster)

Agency in General

Within the nine duties of the shipmaster enumerated herein, the shipmaster is an agent for himself, private authority, public authority and for the vessel as a res. The following list assumes the agency for the vessel in all cases. The shipmaster has different public agencies for the registry state and for the port and for the transit state and for third-party states in certain conditions, any of which may be sub-agencies to the registry state or the owner. As to the cargo, the shipmaster is the owner's agent because the contract to carry is between the owner and the cargo owner; however, the shipmaster may become an agent for the cargo owner in some circumstances, usually by contract and usually as a sub-agent of the owner. As to lives aboard and nearby, the owner is an agent for the owner and for lawful public authority, whether of the registry state or not. This agency may also be an agency of the shipmaster or a principal-person relationship between the shipmaster and labor, in some jurisdictions, although this relationship is becoming less important with the increasing observance of MLC 2006. As to risk sureties, the owner by contract is the agent of the surety and the shipmaster is the subagent. This is also true for salvors where the salvor is an agent of the owner and the master is the subagent and for pilots and the like where the pilot is hired by the owner as his agent and the master is advised by

the pilot as the owner's agent. The shipmaster is an agent for the vessel and for the owner in environmental matters as well as for public authority as necessary.

Statutory Definitions

One United States' statutory definition of "shipmaster" means "the [licensed] individual having [the appointed] command of a vessel". The United States Court of Appeals for the Fifth Circuit has held, "A [licensed] Master [sic] is not one in name alone. He is [licensed] Master [sic] in fact and [the appointed] shipmaster of his vessel ..." The Docks, and Piers Clauses Act, 1847 (U.K.) defines "shipmaster," in relation to any vessel, as "the [licensed] person having the command or charge of the vessel for the time being." States have slightly different versions of the definition or occasionally more than one definition. In many states there is no express definition. Curiously, the shipmaster is not necessarily the statutory person in charge or the person authorized by the employer. Further, the licensed master and appointed shipmaster, if he appears in the labor manifest or crew list, may not be a seafarer within a state's definition, although most states treat the shipmaster as a seafarer for beneficial and protective purposes; such a status is mandated under the MLC 2006 for the commander as expressed in domestic or customary law. The recent accession of the MLC 2006 suggests it will be some time before all domestic laws of all acceding states (or states recognizing it as customary law) comply with its requirements. Today, the appointed shipmaster is usually not the owner or direct co-owner of his vessel except in the fishing trades or in some special trades.

§ 1.1.15. The MLC 2006, the Licensee and Appointee

A brief review of the Maritime Labor Convention 2006, in force 2013, as to the commander is useful. The Convention, after the TITANIC (1912) allision and sinking and loss of life with its commander Captain Edward John Smith (1850 – 1912) is the signal recent event in the modern law of the oceanic commander. The Convention consolidated 68 interna-

tional maritime labor instruments and, of its own merit, has won accolades of states, practitioners and courts for its comprehensive, innovative, and practical way of regulating uniformly the seagoing maritime workforce, including shipmasters. It rests on the beliefs of the ILO which are to promote decent working conditions. In its current form, the States Parties as Members of the Convention must enact and enforce the Convention as to the rights and duties States Parties, commanders and other seafarers and owners have under the Convention. Thus, the Members agree to support the rights of seafarers, commanders and owners as defined by the Convention, including the rights of freedom of association and collective bargaining, the elimination of forced labor and of child labor, and seafarers' and commanders' employment and social rights. The Convention's aspirations may be met by Members with laws, regulations, contracts and other [undefined] measures. Members agree to enforce the Convention. The Convention requires a Maritime Labor Certificate of compliance with port state control cross-inspection by Members for vessels of Members and sanctions for violations. Commanders' and other seafarers' recruitment services are closely regulated by the Convention. At this writing more than 95% of the world's tonnage comes under registries of states acceding to the Convention.

§ 1.1.16. Render unto Caesar

The question arises as to whether or not the master's authority and primacy as master, whilst managing labor and dealing with owners, regulators of the registry state, and as administrator of the MLC and other labor laws afloat, has his powers diluted by his or her new status as seafarer under the Convention. The Convention implies that the commander has two masters: the owner and the registry state. The Convention has, in Jesuitical fashion, created powers in the commander rendering unto the registry state that which is the registry state's and rendering unto the owner that which is the owner's. If anything, the dual status as commander is wholly affirmed in his or her powers, wherein the registry

state is the warrantor in public law of each because of the state's interests in labor protections and controls and in regulating shipmasters. The Convention:

1. For the purpose of this Convention and unless provided otherwise in particular provisions, the term: (a) competent authority means the minister, government department or other authority having power to issue and enforce regulations, orders or other instructions having the force of law in respect of the subject matter of the provision concerned [ital. added.]

§ 1.1.17. Competent Public and Private Authority Afloat

Hence, the commander is competent public and private authority afloat, enforcing public regulations and owner rules, and orders from either, and the subject matters of their provisions with the force of law.

§ 1.1.18. A Commander for All Seasons

The Convention changes the legal season for the commander. It consolidates the rights and duties of the position and brings about owner cooperation with the force of registry state law. The commander is an integral part and object of the enforcement as well as being subject to it. He is among the competing forces of higher public authority, higher private authority and labor under contract, which he manages. He is responsible to the registry state Member for living and working conditions aboard; there are legal consequences for his or her failure to be prepared for inspections and reports. To bring together the disparate state statute laws as to the licensed master, the Convention now universally makes the commander a seafarer in Member states, or where the Convention is observed as customary law. A seafarer is defined as any person who is employed or engaged or works in any capacity on board a vessel to which the Convention applies. The Convention applies to all seafarers and therefore licensed or regulated masters and appointed or employed shipmasters, unless excepted. ↴

COVID-19: World Shipping, Seafarers, Jones Act, and Opportunity Lost



By Captain RJ Klein
CAMM #1751

The COVID-19 virus has changed everyone's lives as people worldwide worry about their loved ones and wait for a return to normalcy, which may never come.

To keep the supply chain moving, most countries have listed mariners, dock workers, truckers and transportation workers as essential employees. On March 19th, the Department of Homeland Security's Cyber Security and Infrastructure Security Agency (DHS-CISA) issued a list of "essential critical infrastructure workers" to help state and local officials identify those who should stay on the job during the coronavirus crisis. Under these guidelines, maritime workers are considered "essential employees" and should report to work even under state or local shelter-in-place or stay-at-home restrictions designed to slow the spread of the novel coronavirus. The DHS listed "Maritime transportation workers - port workers, mariners, equipment operators." They also listed "Employees who repair and maintain ... marine vessels and the equipment and infrastructure that enables operations that encompass movement of cargo and passengers."

the seafarer being relieved may not be able to travel back to his home. There are normally about 100,000 changeovers of seafarers per month according to Financial Times. Contracts are now being extended and while the mariners are being paid, they would rather be home. International Chamber of Shipping (ICS), representing ship owners and operators, and the International Transport Workers' Federation (ITF), representing the world's 1.5 million commercial seafarers, this month jointly appealed to a series of UN agencies for help. In an article titled "Trapped at Sea," the New York Times stated that requiring seafarers to continue working past their contract date in order to not disrupt the supply chain is "Akin to wanting the mail but not the mailman."

The International Labor Office has given the green light for flag states to forgo Maritime Labor Convention (MLC 2006) annual leave entitlements for crew due to Covid-19 containment restrictions. The Office reiterated that under normal circumstances the maximum continuous period of shipboard service without leave is, in principle, 11 months.

It has been reported that some ship operators have decided that the challenges of changing over crews are so great that it is safer to keep the current crew on board. Denmark's Maersk Line said on March 17 that it was suspending all crew changeovers for at least four weeks for crew safety. Oldendorff Carriers, an operator of dry bulk carriers based in Hamburg, has also said it is keeping existing crews on board.

Crews need to be relieved to avoid mental and physical fatigue. It has been well documented that fatigue is the major cause of marine accidents. STCW 2010* requires rest for mariners in an effort to reduce accidents caused by fatigue. Proper rest and sleep are not always easy to obtain due to the ships motion or

Worldwide, nations are struggling to contain the pandemic while maintaining their supply chain of needed essentials. Cruise ships are often in the news as they seek a port of refuge to discharge passengers, but cargo ships that carry "90% of everything" are rarely mentioned.

World Shipping

The seascape changes daily as countries shut down and reopen manufacturing depending on their nation's workforce and the effects stay-at-home orders have on their economy.

During the first two months of 2020, many factories in China were operating well below capacity resulting in finished goods not being delivered to ports for export. According to the New York Times, the disruption is evident across the Pacific. From Feb. 11 to April 1, ship operators have canceled approximately 40 sailings to the Port of Los Angeles, a drop of about 25% percent from the typical volume after the Luna New Year. According to the port's executive director, Gene Seroka, overall container volume at the port is expected to be down 15% in the first quarter compared with the same period last year. At the same time, exports and empty containers are piling up.

Seafarers

The maritime industry is widely recognized as essential to the supply chain. Pilots, dock workers, shipping agents, customs, shipyard and repair workers and other shoreside workers needed to keep ships and cargo moving can go home after their shift. These workers also have access to health care should they contract COVID-19. Everyone wants the supply chain to continue as before and shippers want the cargo delivered without delay or disruption. But what of the Seafarers?

Countries are allowing ships and cargo to move through their ports while keeping mariners out. Contracts for Captains and crew range from three to nine months. They expect to be able to go home at the end of their contracts. Travel restrictions around the globe have made it next to impossible for companies to send reliefs to ports. Even if a relief does arrive,



Above a tanker leaves the port of Dublin, Ireland. Ships can come and go while crew reliefs cannot.

PHOTO FROM FACTUALEDITOR123, LICENSED UNDER THE CREATIVE COMMONS ATTRIBUTION-SHARE ALIKE 4.0 INTERNATIONAL

schedule. Seafaring is an inherently stressful environment because working time and leisure time is spent in the same confined environment for a prolonged period. Extending the time a seafarer remains onboard can only lead to more fatigue. Even more concerning, is that no merchant ship is equipped to deal with COVID-19 crew members who becomes seriously ill during an extended ocean crossing.



Old Chief Mate goes home as his relief sees him off the Nonaco Maersk, July 2018. Many Captains and crew wonder when they will be allowed to leave their ship and go home.

PHOTO FROM IMO

“Why?” While the Cruise Industry brings in considerable revenue to U.S. ports, no major cruise line has an American Flag Ship. Congress did not see fit to extend financial aid to the cruise lines. Did they miss an opportunity to create jobs for U.S. mariners?

AccordingtoShip-Technology (www.ship-technology.com), in 2017, three of the top four busiest cruise ports in the world were in Florida (Miami, Port Canaveral and Port Everglades). The major ocean cruise lines currently operate over 160 ships and 10 are based out of Port Everglades.

There will be additional COVID-19 response bills and offering financial aid to the Cruise Industry would be the perfect opportunity for Congress to support the U.S. Merchant Marine. Financial aid could be extended to cruise lines with the caveat that they reflag 25% of their fleet to the U.S. Flag. That would result in 40 ships under the American Flag!

**STCW, Standards of Training, Certification and Watchkeeping*

Sources: Financial Times, Nautilus International, The Marine Exchange, IMO, ITF, A March 25th New York Times article by Matt Apuzzo and Selam Gebrekidan, Department of Homeland Security, Ship Technology

Jones Act

There is little doubt that opponents of the Jones Act will be bring out the long knives. Those concerned with the continued well-being of the U.S. merchant marine must be ready to fend off attacks that are sure to come from the CATO institute, the Heritage Foundation, and Senator Mike Lee (R-UT), to name a few.

On March 20, 2020, in response to unsubstantiated calls for consideration of temporary administrative waivers of the Jones Act, the American Maritime Partnership submitted a letter to U.S. Senate and House leadership encouraging them to continue to put American

mariners and businesses first. The letter notes that none of the circumstances legally necessary for a Jones Act waiver exist to today. There is more-than-ample supply of domestic tankers and tank vessels available to transport domestic oil and gas now and in the foreseeable future.

Opportunity Lost?

There has been considerable reporting on the plight of the Cruise Industry. Before the third COVID-19 response bill was passed by Congress, the President suggested the Cruise Industry should be considered for financial aid. Those in the maritime industry immediately asked,

Operation Deep Freeze 2020



Military Sealift Command

Operation Deep Freeze (ODF) was completed on February 23, 2020. Its mission was to supply the Antarctic McMurdo Station with the supplies needed to survive the Antarctic winter. Three Military Sealift Command (MSC) chartered ships, the MV *Ocean Giant*, the MV SNLC *Magothy*, and the MV *Maersk Peary* made the delivery with the help of the USCG icebreaker *Polar Star*. The MSC chartered ships delivered 80% of the supplies and 100% of the fuel which will be needed for survival at McMurdo Station when the station is cutoff from

the rest of the world. 2020 marks the 65th anniversary of the establishment of McMurdo station and its resupply mission. Since 1955, an MSC chartered cargo ship and tanker have made the challenging voyage to Antarctica. MSC ships operate in a wide variety of climates and conditions around the world, but nothing like the unforgiving environment of Antarctica. Conditions at McMurdo Station can vary from day to day. One day it can be in the mid 30's and the next day Minus 20° F with gale force winds. This is part of MSC's annual resupply mission in support of Operation Deep Freeze, the Joint Task Force Support for Antarctica mission to resupply the remote scientific outpost.

In late January, the Military Sealift Command chartered container ship MV *Ocean Giant* and conducted cargo offloads in one of the most remote and challenging environments on the planet; McMurdo Station, Antarctica. In years past, *Ocean Giant* would have arrived at the ice-pier; a structure made up of rebar and frozen seawater, where cargo offloads are conducted. Due to severe

Navy Cargo Handling Battalion ONE (NCHB -1) home ported in Williamsburg, VA worked around-the-clock offloading the *Ocean Giant's* cargo which, in addition to the pier, consisted of containers and various breakbulk cargo equaling over six thousand tons of supplies. The supplies included frozen and dry food stores, building materials, vehicles, and electronic equipment and parts which had been loaded onto the ship for delivery to McMurdo station.

The Cargo Handlers worked with *Ocean Giant's* crew, and the MSC representative, to execute a safe and efficient offload and backload the cargo. Additionally, close coordination was required between NCHB-1 and the Antarctic Support Contract logistics team who managed the loads and stow plans for the United States Antarctic Program. The New Zealand Defense Force was also part of the logistic team and assisted with rigging and transporting loads from the pier to designated laydown areas.

Ocean Giant's mission began in late December with the loading of cargo in Port Hueneme, CA. From Port Hueneme, the ship sailed to Lyttelton, New Zealand where they took on additional cargo and then transited to Antarctica. With its remote location and inhospitable climate, traveling to Antarctica is challenging for even the most seasoned ship captain. For *Ocean Giant's* captain, John Hawkins, this was no exception. According to Captain Hawkins, as you get close to Antarctica, icebergs appear. There is an ice belt where, in the space of a few hours, the sea can go from a few scattered "bergy bits" to an expanse of small flows for as far as the eye can see. To safely navigate through these ice flows the *Ocean Giant* required help from the ice-breaker *Polar Star*. Upon completion of their cargo offload, *Ocean Giant* back loaded containers of retrograde as well as ice-core samples for scientific study. According to Captain Hawkins, offloading the sections of the Marine Causeway



MSC chartered ship, MV *Ocean Giant*, loads sections of the Marine Causeway System in Port Hueneme, CA. The steel sections will be married together on location at the McMurdo Station to create a pier for discharging and loading cargo at the station.

PHOTO MILITARY SEA LIFT COMMAND BY SARAH BURFORD

System (MCS) presented challenges for the ship's crew. The main issue was moving the large and heavy pieces with ship-board cranes. As the pieces swung over the side, the weight caused the ship to list. To counteract this, *Ocean Giant* is designed with an Anti-Healing system. The system is comprised of ballast tanks which enable the ship's pumps to quickly move tons of water from one side to the other to offset the list and maintain stability.

Captain Hawkins also noted that Antarctica's remote location presented a challenge for modern-day communications. Antarctica has no readily available communication grid, which results in limited access to the internet and no cellular access. The simple act of making a phone call becomes a challenge that requires the use of a satellite phone system that can be unpredictable and sketchy at best. Captain Hawkins stated that, "For someone used to texting a friend or checking out Facebook with their phone, it can be a rude awakening."

Despite these challenges, along with the cold and the remoteness, the small number of people who make the trip acknowledge that it is a unique opportunity. For the crews of the MSC ships and the MSC professionals on the ground at McMurdo Station, the experience included the challenge of a cargo move in one of the most remote and unforgiving places in the world. Something that tested their professional knowledge and skill sets unlike any other mission.

Military Sealift Command chartered ship *MT Maersk Peary* has arrived at McMurdo Station, Antarctica and is currently offloading nearly eight million gallons of diesel and jet fuel. The operation is part of MSC's annual resupply mission in support of Operation Deep Freeze, the Joint Task Force Support for Antarctica mission to resupply the remote scientific outpost.

The tanker *MV Maersk Peary*, was the second ship to bring supplies to McMurdo Station. The *Peary* arrived at the Marine Causeway System (MCS) Feb. 4 and offloaded nearly 191, 500 barrels of diesel and jet fuel. Noting the challenges of the Antarctica environment, *Peary's* captain, E. M. Hatton, said, "The weather and iso-



The tanker MV Maersk Peary in McMurdo, Antarctica, February 2020. The U.S. Coast Guard Cutter Polar Star is moored outboard of the Peary

PHOTO: U.S. COAST GUARD PHOTOGRAPH BY SENIOR CHIEF PETTY OFFICER NYXOLYNO CANGEMI



Military Sealift Command charter ship MV SLNC Magothy prepares to conduct cargo offload operations at McMurdo Station.

PHOTO MILITARY SEA LIFT COMMAND BY SARAH BURFORD

lation conspire against us in Antarctica, unlike anywhere else on Earth. If we perform best here, we can perform our best anywhere." While Captain Hatton participated in ODF for the fifth time, 75% of *Peary's* crew are fist-timers to McMurdo. All eagerly volunteered for the chance to see the Antarctica and meet head-on all the challenges it has to offer.

After the *Peary's* departure, a second container ship, the *SLNC Magothy* conducted their cargo offload at the Marine Causeway System. After completing their cargo discharge, the *Magothy* retrieved the MCS for its return to Port Hueneme, CA.

Operation Deep Freeze is a joint service, on-going Defense Support to Civilian Authorities activity in support of the National Science Foundation (NSF), lead agency for the United States Antarctic Program. Mission support consists of active duty, Guard and Reserve personnel from the U.S. Air Force, Navy, Army, and Coast Guard as well as Department of Defense civilians and attached non-DOD civilians. ODF operates from two primary locations situated at Christchurch, New Zealand and McMurdo Station, Antarctica.

IFSMA Report from Winter Meeting



by Captain
Cal Hunziker -
CAMM #2457

The IFSMA Executive Committee (ExCo) held their winter meeting in London on February 13, with the President and Deputy President attending via video link. Unfortunately, I was unable to attend as I was in the hospital.

I was able to have a long discussion with Commodore Scorer after the meeting and have read the minutes of the meeting. Here are the highlights.

Hans Sande, President, recapped of our meeting in Helsinki and some of the problems that arose there. The Danes now have two representatives on the ExCo due to changes in leadership in Denmark. This caused quite some controversy among the delegates, but the sitting member refused to resign when his colleague was voted onto the expanded board. IFSMA had voted the previous year to expand the ExCo from nine to twelve. We will be looking at the by-laws to make changes so that in the future no country has more than one representative on the ExCo. Finances-the 2020 budget was approved.

A discussion of the IFSMA newsletter followed, and it was noted that there are very few articles contributed by member associations. The newsletter is available to all members on the IFSMA website.

Membership was on the agenda. The Romanian Shipmasters Association has joined IFSMA and paid their subscription for 2019. A new application by IMMOP was received and referred to CAMM for approval as they are a secondary group

for the USA. Your CAMM Board, after assurances from IFSMA that CAMM would remain the senior group representing America, voted to approve the application. A discussion was held of concerning the ongoing problem of certain member associations not declaring real numbers for their actively working members. Both Captain Sande and Commodore Scorer stated that they would continue to work to resolve this problem as it results in a loss of revenue for IFSMA.

Commodore Score mentioned in his report that he felt that IFSMA was on a much better financial footing than we have been for many years. Although things are still tight, we need to capitalize on our reputation and continue to increase our Membership.

Captain Sande reported that the Korean Masters Association had decided not to join IFSMA in 2020, but would reconsider in 2021. The Korean Masters association had previously contacted CAMM and asked about the benefits of being a member of IFSMA. Captain Cowen and I have traded emails with our Korean colleagues and have high hopes that they will become IFSMA members in the near future.

The Ukrainians have offered to host the 2021 By-Annual General Assembly (BGA) in Odessa and it is hoped that either Japan or Norway will host the 2023 BGA. Norway said that the Japanese Captains Association (JCA) should have priority.

The next ExCo meeting will be held, Coronavirus permitting, on July 27 and 28. I will be attending the meeting via FaceTime. If you have anything you would like me to present, please contact me at CaptHunziker@mastermariner.org. As a reminder, had not one of CAMM's members brought forth the problem of AIS markers on fishing nets, it never would have been brought up at IMO.

The Secretary General reported on IFSMA activities at IMO and other meetings in London and on the continent. Edited highlights of Commodore Scorer's report to IFSMA follow.

From Commodore Jim Scorer:

In Early October, I was asked to present to the Nautilus International Four Yearly Congress the key issues of what IFSMA does for its Membership. All indications are that it was well received and gave their Members a better understanding of what IFSMA does.

Criminalized Shipmaster, Captain Bouvier

Captain Bouvier is potentially being charged with Manslaughter. This is the longest running criminal case in France. The incident happened in 2003 when he was berthing a RoRo Ferry in Marseille alongside another RoRo Ferry on the terminal. Captain Bouvier was doing so on the direction of the Port Authority in very high winds. Despite using his bow anchor to assist, he was unable to arrest his leeward drift and a collision with the other ferry occurred which caused the loading platform on the floating pontoon to dislodge and fall into the water. Unfortunately, a car on the platform went into the harbor with its driver.

Notwithstanding two investigations over a number of years which exonerated the Master, the French Authorities ordered a third Investigation which found him to be culpable. The Company he had worked for which had been paying his legal fees went bankrupt in 2014 and the Liquidators took over the responsibility.

As soon as we returned from Helsinki, I had a meeting with the West of England P&I Club to investigate what appeared to be the P&I Club's refusal to support Captain Bouvier. I had been asked to intervene by one of our Members, Captain Hubert Ardillon who is Vice President of AFCAN (Association Française des Capitaines de Navires), and President of CESMA (Confederation of European Shipmasters' Associations). He asked if I could persuade the P&I Club to pay some outstanding legal fees. My investigation revealed that the P&I Club had gone out of their way to be helpful,



32 Single hook for use with a single fall & hook system on lifeboats.

PHOTO FROM VIKING LIFESAVING EQUIPMENT



Facilitation Committee (FAL) when we start work on Maritime Anti-Corruption Guidelines for the FAL Convention.

but that the Defense Legal Team and Liquidators were refusing to cooperate. I gave Captain Ardillon a full report and urged him to have the Liquidators contact the P&I Club to arrange a meeting.

Corruption

At the end of October, I was invited to give a presentation to the Maritime Anti-Corruption Network on the work that the Cross Industry Working Group is doing and the impact we are making at the IMO. This was well received by the audience and has given them a boost in their ambition to reduce corruption around the world.

They expressed that they were extremely grateful that I had briefed this work to our colleagues in Odessa and Oleg had asked if their MTWTU (Marine Transport Workers' Trade Union of Ukraine) Lawyer could speak to the MACN (Maritime Anti-Corruption Network) Team. They are now working together on anti-corruption in Ukraine.

This highlights the importance of me (IFSMA) having the time and the budget to brief our Associations face to face as it avoids any misunderstanding and improves the cooperation between IFSMA and its Members. Last year, I did three such briefings with very positive results as was highlighted by our relationship with our Netherlands Association. I am looking forward to being involved at the highest level with International Chamber of Shipping and International Transport Workers Federation (ITF) and the IMO

Independent Lifeboat

The Independent Lifeboat Group met in November. This Group's work includes representation from both the UK and Marshall Islands Administrations. Our latest Paper to IMO, is an update on the last year's Paper on Single Fall and Hook Systems for Life and Rescue Boats. It will be discussed in March at Sub-Committee on Ship Systems and Equipment 7 (SSE) and I expect a change to the Life-Saving Appliance (LSA) Code with our wording being slightly modified by a combined US/Norwegian Paper.

Maritime Autonomous Surface Ships (MASS)

I am still regularly sought out to discuss and give advice on Maritime Autonomous Systems. We have developed a good reputation at IMO for our forthright and pragmatic views on the subject and have made a number of thought-provoking interventions at all of the Committee and Sub-Committee meetings during the regulatory scoping exercise. We have been pushing hard on our thoughts on the role of the Shipmaster and the applicability of areas of responsibility across the Maritime Domain.

Now that the RSE (Regulatory Scoping Exercise) on MASS is nearing its conclusion, some are turning their attention toward future work. I hope you have all seen the two papers on the subject to the Legal and Maritime Safety Committee (MSC) which have been very well received at IMO. Indeed, the Director of the Legal Division asked for our input to the Legal Committees as he wanted to steer how

this was presented to the Committee.

I have proposed a Joint Committee Working Group at the IMO to influence the IMO's future work and to discuss our seven underlying issues and identified gaps in the RSE. I did not seek any co-sponsorship so that IFSMA will be seen as leading the charge on this interesting topic that will have a significant impact on our Industry.

It is my view that we have an opportunity to get ahead of the technocrats and Industry and direct them on what is needed to enable autonomous vessels to go to sea in international waters. If handled correctly, this will also influence the flag States around the world so that we have a level playing field worldwide. Any MASS regulations must be written so that there is a similar understanding the Mariner has of COLREGS.

Human Element Industry Group

The Human Element Industry Group was set up following my discussions with the Secretary General of the IMO just over 2 years ago. After it was established and recognized, I handed over the chairmanship to the CEO of the Nautical Institute as I did not have the resources for the amount of work it would require. Our first paper on the Human Element Training and Watchkeeping (HTW), as requested by the MSC has been done mostly by a small Working Group under the guidance of a Human Resource Specialist at IMarEST (Institute of Marine Engineering, Science and Technology). It will completely revamp the Human Element Check Off List and how and when it should be completed before, during and at the completion of any new Output at the IMO. The paper is about to go into the HTW Sub-Committee for discussion in June.

We are working hard at the HQ and we have many balls in the air, all supporting our key challenges as identified in our strategic plan. I think our plan has stood the test of time when we first wrote it in Denmark when I joined IFSMA. It will soon be time to dust this off and see if there is anything that needs to be changed or added as we have moved forward.

Hyundai Merchant Marine Joins THE Alliance

On 16 September it was reported from Singapore that members THE Alliance of are happy to welcome Hyundai Merchant Marine as a new core member of THE Alliance. Hapag-Lloyd, Ocean Network Express, and Yang Ming are the core members of THE Alliance.

Filing of Hyundai Merchant Marine (HMM) to join as a full member of THE Alliance became effective.

New service structure: 33 services; coverage of 78 ports throughout Asia, Europe including Mediterranean, North and Central America, the Middle East, Red Sea and Indian Subcontinent.

Deployment of over 280 efficient container vessels with expanded capacity allowing the implementation of enhanced service coverage with enhanced frequency, rapid transit times, and more comprehensive port coverage.

With the acceptance of HMM membership, THE Alliance offers an attractive upgraded product package and it will be launched around 1 April 2020. Based on the existing comprehensive network of THE Alliance, the newly enhanced product package will offer increasing frequency particularly from South East Asia, as well as new direct port coverage and improved transit times. The upgraded service package includes:

A new pendulum service replacing the existing Asia-Europe FE5 and



MV Hyundai Shanghai in Vancouver, BC

PHOTO BY ROY LUCK, LICENSED UNDER THE CREATIVE COMMONS ATTRIBUTION 2.0 GENERIC

Transpacific PS7 services with a new highly efficient design. This new service, to be further named, will be operated by 18 modern 14,000+ TEU ships and provides added weekly Transpacific coverage between South East Asia and Southern California, thereby expanding the number of services directly covering this lane to three, in addition to FP1 and PS3.

A modified PS3 will offer new direct coverage of Haiphong creating more value and choice for the customers.

Further to the enhanced Transpacific coverage of South East Asia, a new Transpacific loop, PS8, focusing on Central China and Korea (including

new coverage of Inchon) will be inaugurated around 1 April 2020.

For Asia and North Europe, the group will deploy two efficient 20,000+ TEU vessel services in a newly revised FE2 and FE4 design which will bring economies of scale and positive environmental benefits.

This newly upgraded service network will offer the respective clients better choices with much broader coverage and improved service frequency. THE Alliance will continue to bring innovative product solutions to the East/West Trades. THE Alliance members will continue to provide updates on the upcoming product changes as we approach the new service launch.

London P&I Club's Hatch Cover Guide

Hatch cover design is continually evolving to meet changing trading needs. The London P&I Club's updated guide on the safe operation and maintenance of ship holds and hatch covers is now available. This document also covers important safety issues, high-lighting right and wrong ways of working, as well as correct practices and potential dangers. Furthermore, the guide aims to provide simple pointers for the safe operation and maintenance of the holds and hatch covers of ships carrying dry cargoes. Safety of personnel and care of cargo are the prime considerations addressed, but efficiency, economy and reputation are all taken into account.

In the introduction the publication highlights some of the common causes of dam-

ILLUSTRATION
REPRODUCED
COURTESY OF THE
LONDON P&I CLUB



Continued next page >>>

First Integrated Maritime IoT System Installed on a Working Vessel

It was announced from Middletown, Rhode Island on 2 January that KVH Industries, Inc. and Kongsberg Digital had successfully installed their first joint maritime IoT (Internet of Things) system on an active working vessel. The team installed a KVH Watch VSAT antenna for IoT connectivity and the Kognifai Vessel Insight platform on the MV Simrad Echo, a Norwegian research vessel owned and operated by Kongsberg. The ship will continue normal operations during the pilot maritime IoT project. Together, KVH Watch and Kognifai Vessel Insight provide an integrated infrastructure for IoT connectivity and vessel-to-shore data.

Maritime IoT is a focus of great interest among ship owners, ship managers, and maritime equipment manufacturers who are seeking ways to improve vessel operations through real-time monitoring and data analysis. This bundled connectivity solution by two leaders in the commercial maritime market, KVH and Kongsberg Digital, is one of the first cases of an active working vessel using an integrated maritime IoT solution.

To ensure 100% availability, Simrad Echo will rely on Kognifai Vessel Insight to monitor main and auxiliary systems on the vessel. For example, the Kongsberg Mapping Cloud application will move high-resolution echo sounding data from vessel to shore in real time so that shore-based experts can provide analysis to optimize vessel operations.

Vigleik Takle, Kongsberg Digital's senior vice president of maritime digital

solutions, stated: "While Vessel Insight works as an infrastructure for accessing contextualized quality data from a vessel or fleet, KVH is providing an alternative for IoT connectivity that enables the transfer of data from ship to cloud. We are very happy to be able to offer this as a connectivity option to our users."

End to end maritime connectivity

The data flow from Simrad Echo will be facilitated by KVH Watch IoT Connectivity as a service, a VSAT solution that leverages KVH's end-to-end maritime connectivity services and high throughput satellite (HTS) network. KVH Watch features two modes: 1) Watch Flow, for 24/7, machine-to-machine data delivery compatible with major IoT ecosystems such as Kognifai; and 2) Watch Intervention, for on-demand high-speed sessions for face-to-face support, remote equipment access, and very large data transfers. The two companies plan to utilize Simrad Echo as a platform to develop tighter integrations for remote support and smart bandwidth utilization that will benefit both new and existing customers.

Robert Hopkins, Jr., KVH's senior director of maritime services commented: "Vessels are complex systems of systems that must work together for the vessel to perform reliably and efficiently. During the Simrad Echo pilot, Watch Flow will deliver a complete view of those systems to shore on a Kognifai Vessel Insight



KVH Satellite watch antenna aboard the MV Simrad Echo

PHOTO FROM KVH INDUSTRIES VIA IFSMA NEWSLETTER

dashboard. One system, Kongsberg Mapping Cloud for very high-resolution bathymetry, is particularly data intensive, making it a great use case for our high-throughput Watch antenna."

The Simrad Echo, owned and operated by Kongsberg, is using KVH Watch™ IoT Connectivity as a service and the Kognifai Vessel Insight platform as part of an innovative maritime IoT bundled solution. KVH and Kongsberg Digital will use Simrad Echo pilot programmed to continue to enhance their maritime IoT solution, which is designed to enable remote equipment monitoring and performance optimization for vessels ranging from small research vessels to tankers, bulk carriers, and containerships.

Hatch Cover >>> Cont'd from page 34

age, loss and personal injury associated with cargo holds and hatch covers. It will help ship's staff to operate and maintain the holds and hatch covers on their vessel safely and cost effectively.

Holds and Hatch Covers is designed to assist shipboard staff in identifying the right and wrong ways of working by highlighting correct practices and pointing out potential dangers. The generous use of photographs, sketches and simplified wording is intended to encourage use of the book by those with a limited

knowledge of English. The London P&I Club insures a diverse range of shipowners and charterers and is one of the world's leading Protection and Indemnity Associations, providing P&I, FD&D and War Risks cover to an international membership.

Holds and Hatch Covers is available to download here: <https://www.londonpandi.com/Media/2577/london-pi-club-holds-hatch-covers-website-version.pdf>

IMO Member States Support “Full and Equal Rights” for Women



To mark International Women’s Day, celebrated on 8 March each year, Member States and observer delegations at an IMO sub-committee meeting in March highlighted the importance of International Women’s Day and the continuing struggle for women’s rights and gender equality.

In a powerful statement, they point out that women are often exposed to violence, hardship and discrimination in all spheres. Women and girls are the first to be affected by poverty, conflict and climate change.

The statement added “This special day reminds us of the ongoing need to ensure that men and women enjoy full and equal rights and participation in their economies, politics, employment, communities and families.” The 2020 theme for International Women’s Day

was “Generation Equality: Realizing Women’s Rights”. The statement was delivered by the delegation of France, on behalf of other member states and organizations.

The statement commended IMO for the many positive efforts it has made in working for gender equality in a traditionally male-dominated arena, including its Women in Maritime Program and its related regional women’s associations. It also noted the success of IMO’s 2019 World Maritime Theme, “Empowering Women in the Maritime Community” and the need to ensure that this theme continues to resonate into the future.

This year’s World Maritime theme highlights the global Sustainable Development Goals (SDGs) and, as the statement points out, SDG 5 (on gender equality) is a crosscutting theme that underpins all the SDGs. IMO Secretary General



Laura McCormack, 3rd Officer OF THE mv Maersk Percy, in Antarctica for Operation Deep Freeze. For more information on women in the maritime go to: <http://www.imo.org/en/OurWork/TechnicalCooperation/Pages/WomenInMaritime.aspx>.

PHOTO FROM IMO, LICENSED UNDER [HTTPS://CREATIVECOMMONS.ORG/LICENSES/ BY/2.0/](https://creativecommons.org/licenses/by/2.0/)

Kitack Lim welcomed the statement and confirmed that gender equality remains a high priority on IMO’s agenda.

IMO Secretariat Continues Work Despite COVID-19

Despite the COVID-19 pandemic, the IMO Secretariat continues to function effectively. The majority of staff are working remotely, making full use of telecommuting and teleconferencing technology. IMO Secretary-General Kitack Lim stressed the need to move to this operational mode to help protect staff and visitors and to contribute to wider efforts to mitigate the impact of the disease.

The Secretary-General also acknowledged the impact that COVID-19 is having not only on the shipping industry but on the world as a whole. However, he hoped any negative impact it might have on the good progress being made at IMO on key policy issues such as environmental protection, would be short-lived. He emphasized that, despite working from home, IMO staff remain fully committed to supporting the Member States and delivering on the Organization’s objectives and mandates.



SSE Addresses Shore-side Power Safety, Lifting Appliances, Ventilation Requirements, and Fire Safety

Draft guidelines on safe operation of on-shore power supply to ships are set to be finalized by the Sub-Committee on Ship Systems and Equipment (SSE) in March. In addition to choosing cleaner, greener fuels, utilizing onshore power supply service (also known as “cold ironing”, “alternative maritime power” and “shore-side electricity”), is another solution to reduce air pollution and emissions from ships, as well as limiting local noise. IMO is addressing the need for global standards for the process of providing shoreside electrical power to a ship at berth, while its main and auxiliary engines are turned off.

Turning to passenger and crew safety matters, the Sub-Committee is 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.

The Sub-Committee is also working to prevent accidents related to lifting appliances and anchor handling winches, which have caused harm to operators and damage to ships, cargo, shore-based structures and subsea structures, as well as to the marine environment. The session is set to complete draft guidelines for lifting appliances, as well as draft guidelines for anchor handling winches. The guidelines will complement draft SOLAS regulations which are due to be submitted to the Maritime Safety Committee (MSC) for approval and adoption.

On fire safety, the Sub-Committee will continue its work to minimize the incidence



and consequences of fires on ro-ro passenger ships, following a number of serious accidents that occurred recently. The session is expected to further develop draft amendments to the SOLAS Convention and associated codes to enhance fire prevention, detection and extinction.

UN Agencies Collaborate to Promote Seafarers' Rights

One of the main aims of the 2006 Maritime Labor Convention (MLC) is to provide comprehensive protection for seafarers' rights. Although adopted by the International Labor Organization (ILO), it touches on a wide range of areas that are also of direct relevance to IMO, such as hours of work and rest, entitlement to repatriation, abandonment of seafarers and safe manning.

IMO and ILO enjoy a long history of working together on seafarer issues and the latest example of this UN-system collaboration was a workshop in Lisbon, Portugal (18-20 February) which was organized together with the European Commission and the European Maritime Safety Agency (EMSA). The workshop helped all stakeholders, particularly developing, countries build the capacity

needed to ratify and implement the MLC. IMO funded the participation at the workshop of thirteen developing countries.

A key objective of the workshop was to help strengthen and harmonize flag State compliance, as well as port State control, which is a vital mechanism for ensuring that the provisions of the MLC are being properly implemented on board ships. The workshop also addressed financial security and insurance obligations under the MLC. It aimed to encourage any deficiencies discovered to be properly reported through the appropriate channels. The role of the IMO World Maritime University, the International Maritime Law Institute and the ILO Training Centre in Turin, in supporting effective implementation, was also highlighted.



Crew members aboard the MV Maersk Monoco
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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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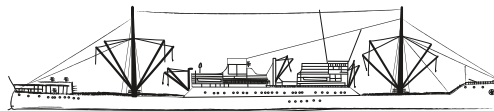
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