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Sidelights

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***The Halifax Explosion and
Boston's Christmas Tree
Swallowing the Anchor
The Captain's Way***



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**Department of Commerce
Bureau of Marine Inspection and Navigation License**

License for Mate of Inland Steam and Motor Vessels

G. Form 872 File No. L

SERIAL NUMBER **22704** ISSUE NUMBER

UNITED STATES DEPARTMENT OF COMMERCE
BUREAU OF MARINE INSPECTION AND NAVIGATION



LICENSE TO
MATE OF INLAND STEAM AND MOTOR VESSELS

This is to certify that
having been duly examined and found competent by the undersigned
United States Local Inspectors, Bureau of Marine Inspection and Navigation, for
the district of
as to his qualifications for the position of Mate upon Steam and Motor
Vessels of not over _____ gross tons upon the waters of

is hereby licensed to act as such for the term of five years from this date.
Given under our hands this _____ day of _____, 19 _____

U.S. Local Inspector of Hulls. *U.S. Local Inspector of Boilers.*

O Form 1385

CONTRIBUTED BY CAPTAIN JOHN CORSO – CAMM #1684

The above Mate's License is from the Bureau of Marine Inspection and Navigation, circa 1936. There is no designation as to 1st, 2nd or 3rd Mate and the tonnage limitation, district and specific waters for which this Steam and Motor license is valid would be filled in by the inspector.

The streamlined River Boat picture makes this license unique.

In This Issue



ON THE COVER

Boston Christmas Tree
PHOTO GETTY IMAGES

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



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

Christmas at Sea

By Robert Louis Stevenson

*The sheets were frozen hard, and they cut the naked hand;
The decks were like a slide, where a seamen scarce could stand;
The wind was a nor'wester, blowing squally off the sea;
And cliffs and spouting breakers were the only things a-lee.*

*They heard the surf a-roaring before the break of day;
But 'twas only with the peep of light we saw how ill we lay.
We tumbled every hand on deck instantler, with a shout,
And we gave her the maintop's'l, and stood by to go about.*

*All day we tacked and tacked between the South Head and the North;
All day we hauled the frozen sheets, and got no further forth;
All day as cold as charity, in bitter pain and dread,
For very life and nature we tacked from head to head.*

*We gave the South a wider berth, for there the tide-race roared;
But every tack we made we brought the North Head close aboard:
So's we saw the cliffs and houses, and the breakers running high,
And the coastguard in his garden, with his glass against his eye.*

*The frost was on the village roofs as white as ocean foam;
The good red fires were burning bright in every 'long-shore home;
The windows sparkled clear, and the chimneys volleyed out;
And I vow we sniffed the victuals as the vessel went about.*

*The bells upon the church were rung with a mighty jovial cheer;
For it's just that I should tell you how (of all days in the year)
This day of our adversity was blessed Christmas morn,
And the house above the coastguard's was the house where I was born.*

*O well I saw the pleasant room, the pleasant faces there,
My mother's silver spectacles, my father's silver hair;
And well I saw the firelight, like a flight of homely elves,
Go dancing round the china-plates that stand upon the shelves.*

*And well I knew the talk they had, the talk that was of me,
Of the shadow on the household and the son that went to sea;
And O the wicked fool I seemed, in every kind of way,
To be here and hauling frozen ropes on blessed Christmas Day.*

*They lit the high sea-light, and the dark began to fall.
"All hands to loose topgallant sails," I heard the captain call.
"By the Lord, she'll never stand it," our first mate Jackson, cried.
... "It's the one way or the other, Mr. Jackson," he replied.*

*She staggered to her bearings, but the sails were new and good,
And the ship smelt up to windward just as though she understood.
As the winter's day was ending, in the entry of the night,
We cleared the weary headland, and passed below the light.*

*And they heaved a mighty breath, every soul on board but me,
As they saw her nose again pointing handsome out to sea;
But all that I could think of, in the darkness and the cold,
Was just that I was leaving home and my folks were growing old.*

*Editor's note: The poem first appeared in the Scots Observer in 1888,
several years after Stevensens publication of the his novel Treasure
Island.*

THIS FROM [HTTP://WWW.ROBERT-LOUIS-STEVENSON.ORG/](http://www.robert-louis-stevenson.org/) THE POEM WAS PUBLISHED IN DECEMBER 1888.

New Members and Changed Membership Status

New Members - Welcome Aboard

You now have all the benefits of membership!

3483-RU Captain **William A. Gould**
Recently Retired: MARINE SUPT. for Alaska
Tanker Company
Sponsored by Captain William Good CAMM #
1924-RU

3484-RU Captain **Derek D. Hill**
Ship Pilot with Columbia River Bar Pilots
Sponsored by Captain Dan Jordan, # 2698-RP

3485-AC Cadet **Josue Cleridor**
Cadet @ CSU Maritime Academy (Class of 2021)
Sponsored by Captain Nick Lewis, CAMM #
3034-RU

3486-RU Captain **Michael J. Tolley**
Ship Pilot with Columbia River Bar Pilots
Sponsored by Captain Dan Jordan, # 2698-RP

3487-AC Cadet **Maxwell Nelson**
Cadet @ CSU Maritime Academy (Class of 2022)
Sponsored by Captain Nick Lewis, CAMM #
3034-RU

Reinstated Members - Welcome Back

#2980-A Ms. **Lois Zabrocky**
CEO, International Seaways, INC.
Sponsored by Captain Frank Zabrocky, CAMM
1964-RU



Captain Jeff Cowan
CAMM National
President
#3070-RU

Will There be Sufficient US Mariners to Man Our Merchant Fleet During Times of Conflict?

military relies on privately-owned sealift capacity and highly trained and credentialed merchant mariners to transport and sustain our armed forces when deployed overseas during times of conflict. But the number of ocean-going U.S.-flag vessels has dropped from 249 in the 1980s, to 106 in 2012, to at most 81 today. The consequences of this steep decline are not just theoretical. Our military has had to turn to foreign-flagged vessels for sustainment in times of war, and experience shows that can have dangerous consequences.” (Congressman John Garamendi, D-CA, ranking member of the Transportation and Infrastructure Subcommittee on Coast Guard and Maritime Transportation in a statement published Oct 18th in The Hill.)

Congressman Garamendi’s statement is alarming. We are losing our merchant marine, yet what he may not see is that we could also be losing mariners. It is becoming more and more difficult for mariners to keep their certifications and license, especially licenses officers.

To maintain licenses is expensive and time consuming. It requires a considerable amount of schooling in Electronic Chart Display Information System (ECDIS), Radar, Firefighting, Basic Safety Training (BST), and Leadership. The cost, which does not include travel, hotels, or meal expenses, is \$3,500.

Then there is the physical requirement. A mariner needs to pass a basic physical test, but if you have had any health issues (as I have had), you will need to take additional medical tests to prove your worthiness to sail. Your physical ability is ascertained by an unknown entity at the Coast Guard, Martinsburg, WVA facility. This person would never actually examine the person attempting to renew their license, but that person will not accept the word of a licensed medical doctor specialist who has actually examined said person.

“The Jones Act is not just essential for our economy—it remains essential for our national security and our war fighting capacity. Our

Personally, after forty-three years of holding a license as a United States Merchant Marine Officer, I’m done! I retired from actively sailing as Master on trans-North Pacific Container ships and attempted to maintain my license at required intervals. Now I am throwing in the towel. The process for maintaining a license is far too complicated, bordering on the side of ridiculous.

Congressman Garamendi has avowed that, “In the 1991 Gulf War, our armed forces relied on 192 foreign-flagged ships to carry cargo to the war zone. The foreign crews on thirteen vessels mutinied, forcing those ships to abandon their military mission. Would foreign flag carriers be any more reliable today, especially for a long-term deployment into active war zones?”

The small number of ships is not the only issue. The U.S. Transportation Command and Federal Maritime Administration estimate that our country is now at least 1,800 mariners short of the minimum required for adequate military sealift. This is with the Jones Act firmly in place. Without the Jones Act, our nation would be wholly unprepared to meet the labor demands of rapid, large-scale force deployment when needed for national security.

Opponents of the Jones Act often claim that it is outdated protectionism that does more harm than good. A 2018 survey of seafaring and industrial nations around the world shows that 80% of the world’s coastlines have cabotage laws protecting domestic maritime trade. The conclusive fact from this survey is clear: seafaring nations understand the importance of their domestic maritime industries and enact laws to enforce them. “Since our founding, our country’s economy and national security has relied on a vibrant maritime industry as a fundamental pillar. For nearly a century, the Jones Act has been the base of that pillar,” stated Congressman Garamendi. “As we look to the future, if we want to keep the United States as a great maritime power, we would be wise to preserve and protect this flexible,

Continued next page>>>

durable and valuable maritime policy.”

In addition to the Jones Act, the United States has 60 ships under the Maritime Security Program (MSP) to ensure their availability to move cargo in a national crisis. Without the needed mariners, how will these ships and those in the Ready Reserve fleet continue to operate after four to six months from the original call to service? How will foodstuffs, heavy equipment and other goods be moved?

Will the US Coast Guard waive requirements for schooling to get active license for those with a license in continuation? Safeguarding our Merchant Marine should include methods and pathways for ensuring we have the needed

mariners and the resources to support a merchant marine fleet in a time of crisis. We must find a way to eliminate the projected 1,800-mariner shortage. If people like me are needed in a time of crisis, shouldn't there be some system in place to ensure we have enough trained Mariners? Perhaps Congress could set aside funding for training reserve Mariners to ensure the United States has the necessary personnel in time of conflict.

I have heard our Merchant Marine compared to work gloves - they are only used when work needs to be performed during a national emergency, and then forgotten the rest of the time. Work gloves wear out, get holes in them and need replac-

ing. Depending upon the task, we need different types of work gloves and many of them. If our Merchant Mariners are like work gloves, then we need to ensure a solid supply of Mariners and craft a system that continues to create, support and foster a strong merchant marine.

Steady as she goes,

Jeff Cowan

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@us.mastermariner.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.org.

CAMM Swag for Sale



\$20 Baseball caps
 White or navy



\$25 Wall Clock
 Battery operated



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



\$10 Coffee Mug
 Ceramic, 12-oz.



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



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



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



\$5 Lapel Pin
 Not actual size

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

SECRETARY - TREASURER

Greetings CAMM shipmates!



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

As noted in the October edition of *Sidelights*, CAMM's new Fiscal Year began on October 1st, and we are "off and running" in good form with our annual appeal for dues and donations. In addition, we are adding new members to our roster each month.

Membership:

We have added 30 new members during the last year, along with several reinstatements of members. This has enabled the membership to remain stable, as new memberships have kept pace with our losses. That said, we need active members to continue to reach out individually to recruit new members. Please keep in mind that in addition to Licensed Master Mariners, we have expanded the Associate Membership categories to be more inclusive of Maritime Professionals, so reach out and bring someone into CAMM today! There's a CAMM membership application printed on the inside back cover of every edition of *Sidelights* Magazine. Please put it to good use!

Dues/Donations:

As of mid-November, just over 50% of our active members have paid their 2019 dues. That is a good start, and I encourage the remaining members to pay before the end of the year. A good portion of CAMM members, including many dues-exempt Honorary and Life Members, have made additional dona-

tions to our CAMM cause, bringing in additional revenue. This will enable us to continue CAMM's mission. We appreciate all members who have generously contributed more than their annual dues to help keep CAMM fiscally strong.

We still have members who have not paid their dues for 2018 CAMM which leaves a shortfall in our budget for FY 2018. There are also several members with unpaid dues for 2017 and 2016. I encourage all those "procrastinators" out there to PLEASE pay your CAMM dues for 2018 (and earlier years) ASAP. We need that missing revenue to keep our organization fiscally responsible and financially strong.

I expect the flow of dues payments and donations to continue and am looking forward to marking all members in the "Paid Column." As a reminder, you can pay online by credit by going to the Membership page on the CAMM website (www.mastermariner.org) and clicking on "Dues & Other Payments."

Financial Report:

A First Quarter Financial Report will be distributed to our BoG for their review and approval in January 2019. Any active CAMM member who would like a copy of that report or a copy of our budget report, should contact me by email (captaschemeyer@mastermariner.org) or by phone at 951-767-3037.

2019 AGM and PDC in San Diego (April 24-26)

As announced in the Oct.'18 edition of *Sidelights*, the 2019 Annual General Meeting (AGM) and Professional Development Conference (PDC) will be held in San Diego April 24-26. We are working to finalize the details which will be posted on the website and in *Sidelights*. The theme for this year's Professional Development Conference

(PDC) is Who is Really in Command of the Ship? We are in the process of lining up speakers for the PDC.

Here are some enticing details for your consideration in making a decision to attend.

First, we have secured the Best Western's Island Palms Hotel & Marina for our venue. We have secured a room rate of \$156.66 per night (single or double) which includes breakfast on Thursday and Friday. The AGM & PDC will be held onsite, with breakfast each morning, and in-house luncheon and coffee breaks.

We have organized day trips for spouses and guests on Thursday and Friday. There will be a trolley sightseeing tour around the San Diego Bay waterfront and over to Coronado Island (with a luncheon offered along the way) along with a visit to historic Old Town for shopping and a luncheon in Old Town. There will be a Harbor Dinner Cruise on Thursday night which will feature a narrated sight-seeing cruise around San Diego Bay.

The Friday night Closing Banquet will include a reception before and a three-course meal. An invitation has been extended to RADM Mark Buzby, U.S. Maritime Administrator, to be our Keynote Speaker.

If you want to make a vacation of your visit to San Diego, the hotel will extend the CAMM room rates the weekend before or after the meetings. This is one CAMM AGM you won't want to miss! Save those dates - April 24-26, 2019.

Working together, we can continue to make CAMM better, bigger, and BEST for the future! So until next time,

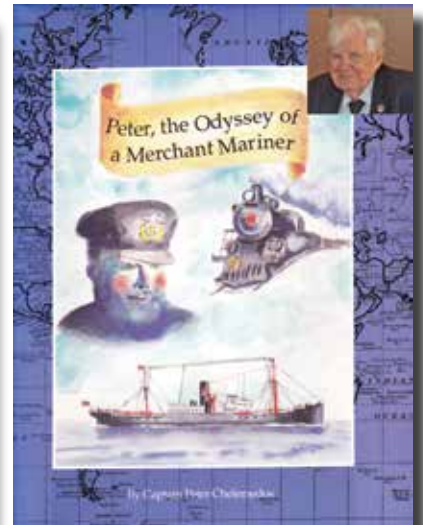
Smooth Sailin' ...

Capt. Manny Aschemeyer

Captain Peter Chelemedos Gifts \$5,000 to YMTA Scholarship Fund

Captain Peter Chelemedos (#1671-R), long time Seattle Chapter member has donated \$5,000 to the Youth Maritime Training Association (YMTA). The scholarships will be named the Captain Peter Chelemedos Scholarship and given in his name. There will be five \$1,000 Scholarships given each year for the next five years starting in 2019. The recipients will be selected by CAMM judges and the funds will be administered by CAMM Seattle.

Captain Chelemedos will be remembered by many *Sidelights* readers as the author of *Peter, the Odyssey of a Merchant Mariner*. This book was published by chapters in *Sidelights* from February 2010 through February 2017. Each scholarship recipient will receive a copy of



Peter's book and will be asked to submit a book report to Captain Chelemedos. Captain Chelemedos' generous gift will be used to help persons truly interested

in a maritime career succeed. Captain Chelemedos has the gratitude of YMTA and CAMM for this gracious donation.

Captain Adrian deBoer Celebrates 103 Years



Left: Joining him at his party were family members: Captain Adrian deBoer with (from left) his son Frank, and grandchildren Ellie, Mila and Francesca. Right: Captain Adrian deBoer celebrating his 103rd Birthday.

(STAFF PHOTO BY KEVIN CHIRI, SLIDELL INDEPENDENT)

CAMM Life Member (#1203) Captain Adrian deBoer was center of attention at Summerfield Senior Living in Slidell, LA when he celebrated his 103rd birthday. Captain deBoer was born on June 28, 1915 in Holland. He came to the United States in 1965 and retired in 1990 having sailed Master with Lykes Lines.

When There Are No Seafarers, Who Will Pick Up the Refugees?



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

In addition to the Council of American Master Mariners, I am a member of The Nautical Institute, and serve as the Secretary for the Gulf Branch (Houston). On November 6, 2018, we hosted Ms. Lauren Vuong. Ms. Vuong is an attorney in San Francisco, but in 1980, she was a very frightened little girl in the bowels of a fishing vessel with her family and 57 other Vietnamese refugees. Ms. Vuong's father had been a member of the South Vietnamese Army, and when Saigon fell, he was arrested and spent the next three years in re-education camps. During that time, Ms. Vuong's mother, and other wives whose husbands were being held in camps, struggled and worked to hold their families together, and to buy a boat to escape Vietnam. In June 1980, the opportunity finally came, and everyone set out to sail from Vietnam to the Philippines. However, what was not expected was a tropical storm. The small fishing vessel was driven north. What was supposed to be a 5-day voyage at most, turned into a 10-day desperate struggle of survival. On the tenth day of harrowing journey, the US-Flagged LNG *Virgo* spotted them, brought all 62 refugees onboard, and saved these men, women, and children from the fate of tens of thousands of their fellow countrymen who were lost at sea. The sharp eye of the bow watch, and the commitment of the cap-

tain to find; and rescue any and all refugees he could find, made all the difference in the world for those 62 refugees. Before I started sailing as an ordinary seaman, and then as an AB for the Seafarer's International Union, I read the book *Adrift*, by Steven Callahan. What struck me was how he was nearly run over; he launched signal flares to alert nearby vessels; he was passed up time and time again. He finally was rescued after 72 days when his life raft washed ashore on a Caribbean island. When I began standing lookout, I always kept Callahan's story in mind. Though the task was like watching paint dry, it could be a matter of life and death for a single sailor in a life raft, a small fishing vessel filled with Vietnamese refugees, or survivors in the water from a sunken RIB in the Florida Straits. Too often, the lookout is considered unnecessary. European delegates at the IMO pushed heavily for single bridge-watch at night. And when there is a lookout on the bridge, well, he or she can polish the brass, swab the deck, or make coffee. All are more important tasks than actually looking out the window, or standing out on the bridge wing, and just listening. And then, there are autonomous ships on the horizon. When the LNG *Virgo* came upon Ms. Vuong's vessel, the captain carefully maneuvered the ship, placing the fishing vessel in the lee. The Cargo Engineer went down the

pilot ladder, inspected the vessel and then reported the situation and conditions to the master. The 62 refugees were brought onboard with the help of the crew, and later were transferred to another US-flagged ship, the *Sealift Antarctic*. The LNG *Virgo* then proceeded to rescue more Vietnamese refugees in another fishing vessel. These rescues were very physically intense exercises. The segment of the maritime industry that is pushing autonomous shipping is quick to put forward all the perceived advantages of this "progress." Once all the great container ships, tankers, and freighters are liberated from crews (who as one industry person put it, "do not add value to shipping") will refugees escaping from oppressive situations be beginning voyages of death? Everything has its shadow side. Will one of the shadows be the terror that the lost-at-sea sailor or the refugee will experience, when they realize that there is no hope of rescue as the most modern of ships sails past him or her? *Note: For more information on the documentary, Finding the Virgo, go to: www.findingthevirgo.com.*



Left -Right: Mrs. Arlene, Mr. Ken Nelson, LNG *Virgo*'s cargo engineer, Ms. Lauren Vuong, Mr. Robert Hanraads, The Nautical Institute - Gulf Branch Vice President, Fr. Sinclair Oubre. Mr. Nelson, serving as Cargo Engineer, was the officer who went over the side to inspect the conditions on the fishing vessel.



Council Reports

View and Positions Report

Captain Frank Zabrocky, #1964-RU

Positions Chairman

No report available.

Sidelights and CAMM Media Report

Captain RJ Klein, Sidelights Editor

Our mailing list is now current. If any members are not receiving their mailed copies please contact us at *Sidelights@us.mastermariner.org*.

We expect to have MAS accessible to all members by the end of January 2019. This will allow members to view and update their personal page in CAMM's data base (MAS). Members will be able to update any address changes and their biography section. This will help the Secretary- Treasurer, Captain Aschemeyer, keep the data base current. Instructions on how to login will be made available after we have beta tested the system.

1st Vice President Report:

Captain Joe Hartnett, #2193-RF

Being close to Washington, DC, I do my best to keep abreast of any maritime issues that may be brought before Congress and are of concern to CAMM. One such issue is the appropriations of moneys from the FY 2019 budget. The budget has been approved, but the allocation of funds has not been approved by Congress. It was brought to my attention that the funding to build a Heavy Icebreaker was cut by the House and that the bill is to be voted on before the end of the 2018. The administration requested \$750 million for icebreaker procurement in FY19, and the Senate included the money in its funding bill, but the House stripped it out.

I sent the information to CAMM's President, Captain Jeff Cowan. The information was posted on our website

(www.mastermariner.org). It informed CAMM members of how they could positively affect the vote for this crucial funding.

This is an example of how CAMM members can be proactive in helping our Maritime Industry. I will continue to have posted maritime related issues for CAMM members to act upon. To be effective, I suggest that members regularly check the "News" section of our website.

2nd Vice President Report:

Captain Pat Moloney, #1829-RU

Report not available.

North Atlantic VP Report

Captain Frank Zabrocky, #1964-RU

Report not available.

New York Metro

Captain George Sandberg, #1919-RU Chapter President

Report not available.

Baltimore/Washington Report

Captain Joe Hartnett, #2193-RP

Report not available.

South Atlantic VP Report

Position Vacant

Report not available.

Port Everglades/Miami

Captain Paul Coan, #3021-RU, Chapter President

Report not available.

Tampa Bay

Captain Ron Meiczinger, #1747-RU, Chapter Secretary/Treasurer

The final meeting of the 2017/2018 year was held June 12th at the Columbia Restaurant. Captain Holden called the meeting to order. The Nomination

Committee reported that there were no new nominees for election. The current chapter officers will remain in place. Captain Andrews reported under Health and Welfare that Captain Jerry Benyo and Patricia were in an automobile accident. The car was totaled and the air bags were deployed. They were taken to a local hospital to be checked out. Jerry is fine, but Patricia is undergoing follow-up treatment.

The Chapter resumed regular meetings on October 9th. Regular CAMM Tampa Bay Chapter Meetings are held on the second Tuesday of each month at the Columbia Restaurant, 7th Ave. and 22nd St., Ybor City, Tampa, FL (except July, August and September). We meet in the Bar at 1130. Wives and significant others are invited to join us. Lunch is \$20 per person. Persons attending are asked to have exact amount or a check made payable to CAMM Tampa Bay Chapter.

Captain Michael Michelson (Chapter VP) called the meeting to order. Under Old Business, members continued a discussion on the sinking of the *El Faro*. Under Health and Welfare, Captain Andrews reported that Captain Jim McCarthy is back at home following rehabilitation after being hospitalized.

Members were reminded that Sunday November 11th is Veteran's Day. Please remember to display the American flag in a respectful manner to honor all those Veterans and Merchant Mariners who have served our country "IN PEACE AND WAR".

The meeting schedule for the 2018/2019 meeting year was approved. Meetings will be the second Tuesday of each month as follows:

- November 13, 2018
- December 11, 2018 – Annual Christmas Luncheon. Wives & Significant Others invited as guests of the chapter. No business conducted.

- January 8, 2019
- February 12, 2019
- March 12, 2019
- Saturday March 23rd, 2019 - Annual Brunch at Lucky Dill in Palm Harbor
- April 9, 2019
- May 14, 2019
- June 11, 2019 – Last meeting prior to Summer break

Gulf VP Report

Captain Michael McCright, #2753-S

See Houston report.

Mobile Bay

Captain Jerome "Rusty" Kilgore, Chapter President

Report not available.

New Orleans

CE Horace George, #3223-A,

Chapter Secretary

Meetings are held the 2nd Wednesday of each month (except July and August) at the Port Ministry Center of the Global Maritime Ministries starting at Noon. Meals are provided by volunteers at the Mission. There is no charge for the meal, but those attending are encouraged to make a donation to the Chapter which then donates all proceeds to the Ministry Center.

September Meeting: On September 12, our meeting was hosted by Chaplain Phil Vandercook, Port Chaplain and Director of the GM. He brought the members up to date regarding the work by the

ministry being performed on behalf of Mariners. Prior to lunch, Chapter business regarding the Treasurer's report and President's report and guidance was conducted.

Our guest speaker was Ms. Andree Fant, a graduate of Louisiana State University, Vice President of Planning and Facilities of the Port of New Orleans. In her position, she heads Port Engineering, Facilities/Equipment Maintenance, Sustainable Development, and Police and Emergency Preparedness. During her tenure Ms. Fant has been involved in the development of the Nashville and Napoleon Terminals (major multipurpose and container facilities). She has also overseen the purchase of new container cranes for the Port.

Ms. Fant gave a detailed description of the plans of the Port of New Orleans for the most efficient usage of the assets. The main points of interest concerned the acquisition of the Public Belt Railroad, possible uses for the Avondale properties and the work on the Chalmette area. An informative Q & A session following her presentation.

October Meeting: Due to a scheduling conflict, we had to cancel our October meeting.

November Meeting: The November 14 meeting was hosted by Chaplain Phil Vandercook and he gave a report on Port activities from his point of view. President Ed Higgins and Treasurer Horace George gave their business reports and commented on items of concern to CAMM. The members were reminded that earlier in the year the annual dues for the local chapter were raised to \$20. This was by a unanimous vote and will go into effect January 2019.

Treasurer George had the pleasure of introducing the guest speaker, Commander Tracy Phillips of the USCG. Commander Phillips is head of the Prevention and Planning section of the Coast Guard. She covered the present and future plans for proper usage of the port from the USCG's perspective. This includes considering safety and Pollution

Prevention. She also touched on how the USCG would conduct vessel inspections.

This year the Chapter has enjoyed speakers from the Port of NOLA along with representatives of the USCG who have provided excellent insight into the projected modifications to the Port. We hope to continue this close association in order to stay current with the many changes to our Port.

Houston

Captain Michael McCright, #2753-S

Summer Break - No meetings until October

South Pacific VP Report and San Francisco Bay Area Chapter Report

Captain Klaus "Nick" Niem, #2167-RU

October Meeting: The meeting was held on October at Nantucket Restaurant in Crockett. Captain Klaus Niem, President, called the meeting to order. A moment of silence to honor longtime chapter members, Captain Jeff Wells, retired Chevron Mooring Master and Archie McFaul, retired Compass Adjuster. Smooth seas and following winds, gentlemen.

Members were reminded that the Chapter's new fiscal year has begun. Details for dues payment are now on the Chapter Webpage at www.mastermariner.org/.

Guests included Captain Sam Pecota, Master of the TS Golden Bear, Midshipman Ryan Hoeger, California Maritime 2019, Captain Nikolai Sinkevich, Retired APL Commodore, Captain Scott Jones, Southwest Alaska Pilot, and Captain Nicholas Lewis, CMA Professor & CAMM Cadet Faculty Advisor.

Midshipman Ryan Hoeger was first in total celestial sights on this year's cruise to the South Pacific as part of the Fred B. Newton Celestial Navigation Challenge. Captain Chriss Carson '75 2D presented Midshipman Hoeger a

Continued next page >>>

Apostleship of the Sea - United States of America

The professional association of Catholic Mariners and the official Organization for Catholic Cruise Ship Priests and Maritime Ministers



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www.aos-usa.org

refurbished 1960's vintage Plath sextant to honor his achievement. Midshipman Hoeger was Division Commander of Division 1D which won the \$1,000 award for the division with the most celestial sights.

If you would like to donate to the



Captain Chriss Carson (CMA'75) presents Midshipman Hoeger with a 1960's vintage Plath sextant to honor his achievement. Midshipman Hoeger helped his Division D2 win the \$1,000 award for the division with the most celestial sights.

perpetual annual Cal Maritime Fred B. Newton Navigation Challenge for next year and beyond, kindly contact Captain Jim Morgan at jim.morgan@marisolve.com.

Los Angeles/Long Beach

Captain Dave Boatner, #2162-RU, Chapter President

The Los Angeles – Long Beach chapter of CAMM continues to meet the second Tuesday of the month at the Think Café on 5th Street in San Pedro. We usually have a core group of about 6 with a few active masters dropping in as their schedule allows. Of note, through the efforts of CAMM President Captain Cowan, we now have a USMM Flag to display at our meetings.

The chapter remains active in supporting the US Merchant Marine in the area. We participate in supporting the American Merchant Marine Veteran's Memorial and several of our members are also members of the memorial committee. In addition, we have members who are active in various committees throughout the LA/LB Harbor. For those who are interested, there is a new LA Harbor camera, which can be accessed via the Internet at:

<https://youtu.be/OaQgkv0CmEA> or <https://www.youtube.com/watch?v=t7V5gJ-aeG0>

Links courtesy of Captain Jack Guest a local CAMM Chapter member and retired USCG Captain of the Port of Los Angeles.

North Pacific VP Report

Captain Cal Hunziker, #2457-R

Report not available.

Columbia River

Captain Bill Good, #1924-RU, Chapter Secretary

The Columbia River Chapter continues to hold meetings the 2nd Friday of each month, except June, July and August. We meet at noon at the Jantzen Beach Bar and Grill in Portland. Chapter

President, Captain Vic Faulkner encourages local members to attend and bring a friend. We discuss local, national, and international Maritime Events. National CAMM members are always welcome.

Seattle PNW

Captain Doug Subcleff, #2329-RU, Chapter Secretary

September: At the September 13th meeting, Chapter President, Captain RJ Klein, gave a recap of the Bob Magee Memorial Golf Tournament. Preliminary returns indicate that it was a successful tournament in regard to money raised, but the number of players was down. We have found that there is a conflict with another Maritime golf tournament and expect to resolve that conflict next year.

Vice President, Captain Chuck Lund spoke about a variety of newsworthy maritime topics, including the *Mumbai Maersk's* world record 19,038 TEU load for a trip from Malaysia to Rotterdam. Another *Maersk* story: the successful trial voyage of the sub-Panamax ship, *Venta Maersk*, taking the Northern Sea route from Vladivostok to St Petersburg (37 days) using certified Ice Pilots during the entire transit.

October: Held on October 10th, this was one of two special meetings that the Chapter holds each year (the other is the February meeting – Women in the Maritime). Over 60 people attended our two-part Recognition Day Luncheon. The agenda began with a check presentation to the Youth Maritime Training Association (YMTA), run by Puget Sound Maritime (PSM). Puget Sound Maritime representative, Mr. Roger Ottenbach accepted the \$10,000 check and said that it will be used in support of YMTA, including the annual scholarship program and the high school Outreach Initiative.

Following the meal, Chapter President, Captain RJ Klein, introduced this year's Maritime Person of the Year, Ms. Julie Keim. This was the 31st time CAMM Seattle has honored a Maritime Person of the Year, and Keim joins prominent past recipients such as Captain John Cox (Black Ball Ferry CEO), Tom Crowley,

Sr. (Crowley Maritime founder), Bob Magee (TOTE CEO) and Captain Deborah Dempsey (Distinguished Master Mariner). Julie is the founder and CEO of Compass Courses Maritime Training. Established in 2001, her school is located in Edmonds, WA and she has trained over 17,000 mariners. (Note: Both these events are featured in the December issue of *Sidelights*).

Seattle Chapter Treasurer, Captain Don Moore, once again did an excellent job to manage this special luncheon. In addition to restaurant arrangements and RSVP notices, Don was also responsible for getting the Award Plaque prepared. Ms. Jackie Moore also did her part with those meticulously made chocolate table treats, including a colorful Compass Courses logo on one of them!

The Executive Committee met on October 30th at Associate Member Pat Hartle's residents'. Pat has been recovering from a heart condition at the Providence Mt. St. Vincent Center and the Committee wanted to make sure "The Pat Hartle Report" was included in the meeting.

Items discussed included next year's Golf Tournament, a discussion on the potential of CAMM Seattle's involvement with *Virginia V* training session in December, and ongoing research into the idea of assisting Tahoma National Cemetery to have a Merchant Marine plaque and pedestal place alongside the five Armed Services plaques. Also discussed was the French court case involving a cruise ship air pollution violation and the charges against the American master, Captain Evans Hoyt, a graduate of USMMA.

November: As there was no outside speaker at the November 8th meeting, Chapter President, Captain RJ Klein, gave a power point presentation of "Message in a Bottle." His presentation told the story of a letter he had written in 1989 to his then 11-year-old daughter. The message had been placed in a bottle and thrown overboard from the Sea-Land Expedition when the ship was traveling in the Antilles current en route to Jacksonville, FL. Fourteen and a half years later the bottle with



The Head table at the luncheon. Going around the table from L-R: Ms Fran Dunaway, Ms Catherine Collins, Ms Julie Keim, Ms Gladys Gillis, Captain RJ Klein, Mr. Roger Ottenbach, and Ms Naomi Gonzales

the message was found and the letter sent to Captain Klein's daughter, Dru. The bottle was found on Hawklins Beach, Caicos Islands, 230 miles SEExE from where it first entered the ocean. This led to a spirited discussion about ocean currents and the route the bottle may have taken to reach its destination.

We checked the Guinness World Record for oldest message in a bottle (97 years – 309 days). The text concerning the record reads: A drift bottle released out to sea on June 10, 1914 by Captain C. Hunter Brown was recovered by UK fisherman Andrew Leaper almost 98 years later, on April 12, 2012. Brown was a scientist at the Glasgow School of Navigation studying the currents of the North Sea, and the bottle was one of 1,890 released on June 10, 1914. The message inside read: "Please state where and when this card was found, and then put it in the nearest Post Office. You will be informed in reply where and when it was set adrift. Our object is to



Special chocolates prepared by Ms. Jackie Moore for each guest at the Recognition Day Luncheon. The Life Ring is used in Compass Courses Logo.

find out the direction of the deep currents of the North Sea." The bottle was discovered 9.38 nautical miles from the position it was originally deployed. ⚓

CAMM Continues to Support Youth Maritime Training

On August 30th, the Seattle Chapter of the Council of American Master Mariners (CAMM) hosted the Bob Magee Memorial Golf Tournament. This was the eleventh year the Chapter has hosted the event at Mt. Si Golf Course. All proceeds go to the Youth Maritime Training Association (YMTA). YMTA is a unique program in the state of Washington; the goal is to expand youth awareness of the opportunities available in the maritime industry and facilitate training and education opportunities (www.YMTA.net).

In late 2007, the Seattle Chapter of the Council, recognized that as older workers retired, the Maritime Industry would be in urgent need of replacement employees at all levels. For this to happen, young people need to become aware and interested in the Merchant Marine. With this in mind, the Seattle Chapter focused on one of the key tenets of CAMM's Mission statement "...We are committed to the promotion of nautical education the improvement of training standards..." Several members were aware of YMTA and it was decided that the Chapter would support YMTA, by offering our expertise and financial support to the program.

To generate funds for YMTA, it was decided that the Chapter would host a golf tournament. In addition to raising money for YMTA it would be a good way for CAMM to become better known in the local Maritime Industry. In October of 2008, CAMM Seattle presented YMTA with a check for \$2,700. At that time this represented a third of YMTA's operating budget. Since 2009, CAMM's name has been on the top scholarship award of \$5,000. Over the years, the tournament has grown and CAMM has donated over \$88,000 to YMTA. In addition to the scholarship in CAMM's name, the funds are used for operating expenses.

This year, our Recognition Day luncheon agenda began with the golf tour-

namment check presentation to Puget Sound Maritime representative, Mr. Roger Ottenbach. The \$10,000 will be used in support of Youth Maritime Training Association, including the annual scholarship program and the high school Outreach initiative

About YMTA

YMTA was founded in 1996 and since its initial development, has grown in a variety of ways. In 2007, under the direction of Mr. Gary Stouffer, YMTA offered its first scholarship, the Norm Manley Scholarship. That same year the Council of American

Master Mariners gave YMTA the proceeds for the first golf tournament which had been held for the benefit of YMTA.

One of the most prominent changes was the merger with the non-profit Puget Sound Maritime – PSM (previously Puget Sound Maritime Historical Society). YMTA is a separate group within PSM and continues the effort



2018 Bob Magee Memorial Golf Tournament Winners - From Ocean Peace



Seattle Chapter President Captain RJ Klein, presents Roger Ottenbach with a \$10,000 check for YMTA.

to raise awareness of maritime careers. By the end of 2015, PSM was actively expanding the YMTA program. These efforts included increased participation in high school career fairs, a redesigned YMTA website for greater youth, parent and school career counselor use, and new involvement in statewide maritime workforce development initiatives.

A Maritime Disaster and Boston's Christmas Tree

During World War I, Boston's response to a devastating explosion in Halifax Harbor created a bond between the cities



by Sidelights Staff

The explosions by atomic bombs are greater. In Halifax, children were preparing for school and dockworkers were changing shifts. Nearly all structures within a half-mile radius were obliterated. A pressure wave snapped trees, bent

Collision The clock sits atop of the City Hall in Halifax, Nova Scotia is permanently set a 9:04 am. That is when a mammoth shock wave caused the clock to stop on December 6, 1917 - Halifax never reset it. The shock wave was the result of a collision between the SS *Imo* and the SS *Mont Blanc*.

It was a clear morning when the *Imo*, a Norwegian ship in ballast collided with the French ship *Mont Blanc*, which was laden with explosives. The collision occurred at approximately 0845 in the Narrows, a strait between Halifax Harbor and Bedford Basin. The *Mont Blanc* was carrying nearly 3,000 tons of explosives, including picric acid, TNT, and guncotton to Bordeaux, France bound for the Allied war effort. The *Imo* was sailing for New York to pick up a cargo of grain destined for Belgian. The initial judicial inquiry found *Mont Blanc* to have been responsible for the disaster, but a later appeal determined that both vessels were to blame.

The collision caused the *Mont Blanc* to catch fire and the crew abandon ship. The fire quickly grew out of control and at 0904 the *Mont Blanc* exploded. The resulting blast leveled much of Halifax. Approximately 2,000 people were killed by the blast and an estimated 9,000 others were injured. At the time, it was the largest man-made explosion – only



Halifax, NS: Looking north from a grain elevator towards Acadia Sugar Refinery, circa 1900, showing the area later devastated by the 1917 explosion.

iron rails, and demolished buildings. A tsunami like wave grounded vessels, including *Imo*. The wave also wiped out the community of the Mi'kmaq First Nation in the Tufts Cove area. A Half-ton fragment from the *Mont Blanc's* anchor along with a rudder hinge were recovered 2 miles from where the ships collided. Wood burning stoves and kerosene lamps (this was 1917) toppled and started fires that destroyed entire neighborhoods. Halifax had approximately 60,000 res-

idents at the time and nearly a quarter of the population was left homeless.

In 1999, the city installed a new clock at City Hall. In memory of the nearly 2,000 Halifaxians who died in aftermath of this marine disaster, the clock

was fixed at 9:04:35 – the time the clock was stopped by the explosion.

Relief

Hospitals filled quickly as relief efforts began immediately after the disaster. A blizzard made conditions in the city worse. Temporary shelters were constructed to house the homeless. Boston officials learned of the disaster by telegraph, and

Halifax >>>Cont'd from page 17



A view across the devastation of Halifax two days after the explosion, looking toward the Dartmouth side of the harbor. SS Imo is visible aground on the far side of the harbor



Explosion aftermath: Halifax's Exhibition Building. The final body from the explosion was found here in 1919

quickly dispatched a relief train around 2200 the same day. The train was impeded by the blizzard but those aboard were so determined to reach Halifax that they

day after the explosion. While trains from central Canada and the north-eastern United States were delayed by blizzards, rescue trains began to arrive

from across Nova Scotia and New Brunswick. However, it was the train from Boston that had the biggest impact.

The Boston train arrived at about 0300 on December 8th and immediately began distributing food, water, and medical supplies. Doctors and other personal were able to relieve the Nova Scotia medical staff who had been working nearly non-stop since the explosion. It was Boston doctors who took many of the worst cases, performing surgeries and tending to those blinded by the flying debris from the explosion. Abraham Captain "Cap" Ratshesky, a well-known Boston immigrant stood out in the band of responders from Boston. Cap Ratshesky was head of the Committee on Public Safety which was formed in early 1917 as an emergency response group when it became clear the U.S. would enter World War I. When Massachusetts Governor Samuel W. McCall heard about the Halifax explosion, he knew who should lead the aid expedition from Boston.

climbed out of the train in the snowstorm to help shovel the tracks. A relief ship from Boston soon followed and a relief rally held in Faneuil Hall collected \$100,000 in the first hour (A loaf of bread cost 7 cents in 1917).

"BOSTON R U S H E S R E L I E F S P E C I A L", was the headline in The Boston Post the day after the explosion. While trains from central Canada and the north-eastern United States were delayed by blizzards, rescue trains began to arrive

Ratshesky later wrote of the Canadian railway official who met the Boston train, "Tears streamed down his cheeks" and he said, "Just like the people of good old Massachusetts." Debris had not been removed from the streets and it took the relief party a great deal of hard work to reach the city center. The emergency responders found a city in chaos with buildings shattered on all sides. Despite having injured his back in a fall, Cap Ratshesky oversaw the conversion of undamaged buildings to hospitals. He sent to Boston for a supply of building material and glass to be used to replace broken windows and provide shelter from the blizzard's aftermath. He organized relief stations and ad hoc committees to coordinate aid, logistics, housing, and other facets needed for the disaster relief. A survivor of the explosion, Young Hoganson called him, simply, "the hero of dear old Halifax."

The Tree

In 1918, Halifax sent a Christmas tree to the City of Boston in thanks and remembrance for the help that the Boston Red Cross and the Massachusetts Public Safety Committee had provided immediately after the disaster. That gift was revived in 1971 by the Lunenburg County Christmas Tree Producers Association, with Joseph Slauenwhite donating the first two trees. Thus, began a 47-year tradition of the Province of Nova Scotia donating a large Christmas tree to the city of Boston to acknowledge their support after the *Mont Blanc* explosion.

The Nova Scotia Government now ensures that the goodwill gesture is continued. Because of the significance of the tree, the Nova Scotia Department of



SS Imo aground on the Dartmouth side of the harbor after the explosion. Note the "Belgium Relief" banner on the side of the ship. (Nova Scotia Archives and Records Management / Canadian Navy Heritage Project)



Mont Blanc Anchor Site

Natural Resources has specific guidelines for its selection. It must be a balsam fir, white spruce or red spruce, 40 to 50 ft tall, healthy with good color, medium to heavy density, uniform and symmetrical and easy to access. The trees rarely come from tree farms as qualifying trees need open land to enable them to grow tall and full. The province also donates smaller trees to Rosie's Place and the Pine Street Inn, homeless shelters in Boston.

Transporting the tree is not easy. It requires special transport permits to travel through Nova Scotia, New Brunswick, and Maine. There is a tree cutting cer-

emony that brings people line the streets and highway over-representatives from passes to see the tree. The tree travels from the Province, the U.S. over 750 miles, first by truck across Nova Scotia, then on a ferry across the Bay of Fundy before continuing by land to Boston. In 2013, the tree was led out of Halifax by a group of runners in honor of victims of the Boston Marathon bombings. The tree is Boston's official Christmas tree and is lit on Boston Common throughout the holiday season. There is a Grand Parade in Halifax for the public send-off and



A Santa and a Town Crier greet the Halifax Christmas tree at the Boston Commons.



Council of American Master Mariners

Professional Development Conference and Annual General Meeting

April 24-26, 2019, San Diego, CA

Who Is Really in Command of the Ship?

Agenda

Wed – April 24th

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

Thurs – April 25th

CAMM Professional Development Conference
Who's Really in Command of the Ship?
Guest outing to local attraction
Thursday Night Social Event

Fri – April 26th

CAMM Annual General Meeting
Guest outing to local attraction
Closing Dinner
Keynote Speaker
Lalonde Award

Venue & Accommodations

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

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

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

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

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

Note: Term & Conditions: Room types not guaranteed. Room accommodations will be determined upon arrival.



Council of American Master Mariners

2019 Sponsorships

Professional Development Conference & Annual General Meeting

April 24-26, 2019 San Diego CA



Meeting Sponsorships

Gold – \$3,000

- Includes your company’s logo featured on the CAMM Annual Meeting web page and in *Sidelights*, CAMM’s magazine, and on all event-related materials
- Inclusion of company promotional item in the Welcome Kit given to all attendees
- Six-foot table for promotional display
- Acknowledgments made from the lectern during all meetings
- Six (6) Tickets to the Thursday Night Social Event
- Six (6) Tickets to the Friday Night Closing Banquet

Silver - \$2,000

- Includes your company’s logo listed on the CAMM Annual Meeting web page and in *Sidelights*, CAMM’s magazine, and on all event-related materials
- Acknowledgments made from the lectern during all meetings
- Four (4) Tickets to the Thursday Night Social Event
- Four (4) Tickets to the Friday Night Closing Banquet

Bronze - \$1,000

- Includes your company’s logo listed on the CAMM Annual Meeting web page and in *Sidelights*, CAMM’s magazine, and on all event-related materials
- Two (2) Tickets to Thursday Night Social Event
- Two (2) Tickets to the Friday Night Closing Banquet

Master Mariner - \$500

Includes your name or company’s logo listed on the CAMM Annual Meeting web page and in *Sidelights*, CAMM’s magazine, and on all event-related materials

Contributor - \$100

- Includes your name or company’s logo listed on the CAMM Annual Meeting web page and in *Sidelights*, CAMM’s magazine, and on all event-related materials

Promotional Display Items & Welcome Kit

- Gold and Silver Sponsors – Send your promotional items any time after April 15th to Island Palms Hotel and Marina, Attn: Andrea Davis, 2051 Shelter Island Dr., San Diego, CA 92106

Other Sponsorships

These Sponsorships include:

- Acknowledgments made from the lectern prior to the event
- Company logo displayed as sponsor for the specific event
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- Check website for Availability at: [www.mastermariner.org/Social Event Sponsor](http://www.mastermariner.org/SocialEventSponsor) - \$1,000 – Two (2) Available

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- Wednesday CAMM
- Thursday CAMM PDC
- Friday: CAMM AGM

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- Thursday CAMM PDC
- Friday: CAMM AGM

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

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- Thursday Professional Development Conference
 - Breakfast Morning Afternoon
- Friday: Annual General Meeting 0
 - Breakfast Morning Afternoon

Closing Banquet Table \$750

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

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CROSSED THE FINAL BAR

CAPTAIN HENRY NELSON HELGESEN, CAMM #1864 – RU

Captain Henry Nelson Helgesen of Wilmington, NC died June 12, 2018 at his residence. He was ninety-three. Captain Helgesen will be remembered by CAMM members for taking the lead in establishing the newest Merchant Marine Memorial in Wilmington, NC. *Sidelights* featured the story of the establishment of this memorial in the October 2017 edition. Captain Helgesen was born in Bay Ridge, Brooklyn, NY on November 1, 1925, the son of Captain Nels Helgesen, of the National Maritime Hall of Fame, and Helene Sorhaug Helgesen. He graduated from the US Merchant Marine Academy, Kings Point, NY in 1945 with a Third Mate's license and a commission as an Ensign USNR. During WWII, as a young Midshipman, he served on a civilian manned US Naval Troopship in the Atlantic and Pacific War Zones. After graduation, he sailed on merchant vessels with the Atlantic, Gulf and West Indies Steamship Company (AGWI) and its subsidiaries the NY & Puerto Rico Steamship Co. and the NY & Cuba Mail Steamship Co., becoming a Master Mariner and First Class Pilot. His service with the AGWI was interrupted by the Korean War, when he was called up for active duty from 1949 to 1950. Captain Helgesen left the merchant service in 1956 and joined the US Coast Guard with a direct commission. He was assigned to Wilmington as the Commanding Officer of the Coast Guard Marine Safety Office from 1968-1971. It was a busy time with 75% of the ammunition for Vietnam being loaded at Sunny Point Terminal. Captain Helgesen raised the worldwide participation in Automated Mutual-assistance Vessel Rescue System (AMVER) to an all-time high. He said that this was his most gratifying assignment. While Chief of the Information Systems Division of the Coast Guard Atlantic Area, headquartered in NY City on Governors Island, he developed and implemented the first computerized methods of planning and prosecution of Search and Rescue operations (SAR) for use in the Coast Guard with worldwide applications. Captain Helgesen retired in 1982 from the Coast Guard 7th Coast Guard District at Miami, FL where he managed the Commercial Marine Vessel Safety, Port Safety and Security, and the Environmental Protection Programs. After retirement he worked as a maritime consultant and legal maritime expert. He was also a lecturer on numerous ocean cruise line vessels. Henry enjoyed everything nautical and continued pursuing his study of maritime history and the sea for his entire life. He was a member of numerous professional and historical maritime organizations – including the Council of American Master Mariners. He was preceded in death by his wife, Marianne Nyman Helgesen. They were frequent visitors to both Norway and Sweden and traveled extensively throughout the world during their marriage of 54 years. He is survived by a sister, Grace Friend, and nieces and nephews in the US, Sweden, and Norway.



CAPTAIN BERTRAM O. CHRISTENSEN, CAMM # 621-L

Captain Bertram O. "Chris" Christensen, 90, of Bayville, passed away on January 14, 2017. Born and raised in Brooklyn, NY in 1926, he lived in Linden, NJ for many years before moving to Bayville. Educated at the Metropolitan Maritime Trade School in New York City, he entered the Maritime Service in February, 1942 at age 16. During the War, he served with distinction on tankers and transport vessels in the Atlantic and Pacific Oceans, and the Mediterranean Sea. Two of the ships on which he sailed were torpedoed and sunk off the coast of Africa. After the second vessel was torpedoed, he and other crew members floated on a life raft for several days until they were rescued and taken to South Africa. He earned the Atlantic-Mediterranean-Middle East and Pacific Campaign Medals, including a combat bar with stars, and the World War II Victory Medal. In 1944, Captain Christensen obtained his third mate's license and, after the war, began a career with Standard Oil of New Jersey (later Esso and Exxon). During that time, he earned his Unlimited Master's License and rose to become one of Exxon's senior Captains. In one of his final assignments, he became one of a handful of Exxon tanker Captains to pilot a supertanker into Port Valdez, Alaska, when the Trans-Alaska Oil Pipeline first opened. He sailed with Exxon until his retirement in 1982. He was so well respected as a Merchant Marine Captain, he often lectured at the U.S. Merchant Marine Academy at King's Point, NY. He was a proud member of several veterans' organizations and was an active member of CAMM (NY/NJ Chapter). Captain Christensen was made a Life Member in the late 1990s. He worked long and hard to obtain veteran status for Merchant Mariners who proudly served the United States (as he did) in World War II and was Past President of the Denis Roland Chapter of the American Merchant Marine Veterans Association. He is survived by his loving partner, Eunice Casabona; two daughters -- Karen Scaturro and her husband Joseph; and Barbara McAuliffe and her husband William -- a brother Ronald; six grandchildren; and five great grandchildren.



Agreement Reached on Minimum Wage for Seafarers

The International Transport Workers Federation (ITF) and the International Chamber of Shipping (ICS) have agreed to update the minimum monthly wage for an able seafarer by \$27 over the next three years. The decision was reached at the Joint Maritime Commission Subcommittee on Seafarers Wages to review the ILO Minimum Wage for an Able Seafarer (AB) provided for in Code B of the Maritime Labor Convention, 2006 (as amended) which was held in Geneva. The wages will provide an overall increase of 4.5 percent on the current rate of \$614, with an increase of \$4 as of July 1, 2019, followed by an increase of \$7 as of January 1, 2020 and a final increase of \$16 as of January 1, 2021.

“This was a difficult negotiation with

two very different assessments about what the future holds for shipping and seafarers”, admitted Mark Dickinson, the Seafarers’ Group spokesperson. “We started slowly but gained momentum as the parties exchanged opinions and provided arguments to support their positions. There was strong opposition from the shipowners’ side for a significant increase. However, I am pleased that at the end pragmatism and common sense prevailed.”

Max Johns, the Shipowners’ Group spokesperson, explained that “Following active discussions on the current difficult challenges facing our industry and the importance of preserving future employment for seafarers, I am very pleased to advise that we were able to work together to come to an acceptable result for both parties.”

In Norway, the ITF has also secured what it sees as a positive outcome for seafarers. The Norwegian Government has ruled against the reflagging of Color Line vessels under the Norwegian International Ship Register (NIS) flag. The ITF says the decision is a significant and hard-fought victory for Norwegian

seafarers and the ongoing ITF cabotage campaign. ITF affiliate, the Norwegian Seafarers Union (NSU), won the fight to keep the vessels under the Norwegian Ordinary Ship Register (NOR), securing the jobs and maintaining the wages and conditions of 700 Norwegian seafarers.

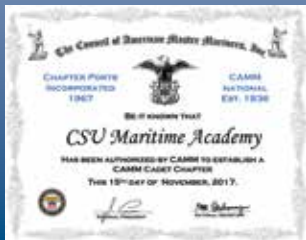
Johnny Hansen, NSU president, told the ITF: “This is a victory for these brave seafarers, which has only been possible because of the solidarity from the labor movement and the ITF family. Pressure from the international trade union movement has yielded results. This result means that Color Line – a profitable shipping company – cannot replace national seafarers with cheaper foreign labor.”

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MALCOLM MACINTYRE , CAMM # 2608-S

Malcolm Scott MacIntyre, 93, of Redding, CT, died at home Friday December 22, 2017. Born in New York City, he was an officer in the U.S. Merchant Marine after attending and graduating from the U.S. Merchant Marine Academy in Kings Point, NY in 1944. Malcolm served as an officer on an attack transport ship in the U.S. Navy during WWII. He attained his unlimited Master’s (Captain’s) License but came ashore shortly thereafter to marry and raise a family. Nonetheless, he was a proud member of The Council of American Master Mariners, Inc. – which he faithfully supported for over 45 years. After “swallowing the anchor,” he was a partner in a die casting company; managed a factory in Mexico, and then became a school teacher. He taught Social Studies at Andrew Warde High School in Fairfield, CT for 20 years until his retirement. He received a BS from the U.S. Merchant Marine Academy; a BA from Hobart College, and a MA from Columbia Teacher’s College. He will be remembered for his infectious love of learning, his sense of humor, and for all the wonderfully animated stories he loved to tell, leaving everyone he knew feeling special. He is survived by his wife of 62 years, Anita, a daughter, Robina (and her husband, Malcolm Marshall - and their son Malcolm “Callum”), a son, Scott MacIntyre (and his wife Jeanne), and their daughter Callie.

Cadet Chapter at California Maritime Academy Receives Charter Document



CMA Cadet Chapter



On October 24, the CAMM Cadet Chapter at California State University Maritime Academy (CSUMA

or CMA) in Vallejo, CA conducted its opening meeting for the 2018-2019 academic year. The meeting began with Captain Manny Aschemeyer, CAMM's National Secretary/Treasurer, presenting the Chapter's Charter Document to their President Cadet Tom Christofk (# 3422-A). The Charter officially recognizes the group as a CAMM Cadet Chapter.

In addition to Chapter President Christofk, they have elected Cadet Aaron Harman, Vice President (# 3458-AC), Cadet James Brook, Treasurer (#3467-AC), Cadet Charles McDonald, and Secretary (# 3421-AC).

The meeting featured a panel of Maritime Professionals who shared their personal experiences, perspectives, and advice for pursuing various maritime careers after graduation from CMA.

The panel was a big draw and there was standing room only at the Compass Room. The Panel was moderated by Captain Aschemeyer and consisted of Captain Margaret Reasoner (# 3481-A),

Director of Labor Relations & Operations at Patriot Contract Services; Captain Andy Murray (# 2991-RU), San Francisco Bar Pilots' Association; Captain Hans Amador, served as Master of GTS; Admiral Wm. M. Callaghan; Port Engineer Grant Donesley, Chevron Shipping Company LLC.; and Captain Nick Lewis (# 3034-RU), Cadet Chapter Faculty Advisor.

Each panelist outlined their respective career paths and detailed their challenges, accomplishments, surprises and satisfactions during their career. An extensive question and answer session followed. The cadets in attendance found this meeting worthwhile as it enabled them to hear directly from experienced maritime professionals who had careers at sea and ashore. Many in attendance picked up a CAMM membership application and we expect to see some real growth for the CMA Cadet Chapter.

The CMA Cadet Chapter will continue to offer informative and topical meetings. The Chapter also intends to

organize field trips to expose cadets to various operations and activities within the local waterfront business community. They expect to tour to one of the San Francisco Bay Area container terminals, visit a working ship in port, tour the USCG Vessel Traffic Service Center and the Martine Exchange, visit various Port Authorities in Northern California, visit the San Francisco Bar and Bay Pilots Head Quarters and visit a tug and barge company.

Any cadet interested in joining the CAMM Cadet Chapter at CSUMA and thereby becoming an Associate Cadet Member with CAMM National, should contact Chapter President Cadet Tom Christofk at cmacamam@us.mastermariner.org or the CAMM Faculty Advisor, Captain Nick Lewis. Additional info about the CAMM Cadet Chapter at CSUMA can be found at their website: <https://www.cmacamam.wixsite.com/home>

A Passion for Excellence!

Ms. Julie Keim, Seattle Pacific Northwest Chapter's Maritime Person of the Year

The private dining room at McCormick & Schmick's restaurant in Bellevue was filled to the max on this special day to honor Ms. Julie K. Keim. Julie Keim was selected as CAMM Seattle's 2018 Maritime Person of the Year. Friends and fellow maritime educators were in attendance to honor the founder of Compass Courses.

Keim has described herself as an entrepreneur with a little bit of maritime experience. Her early years in Nampa, ID, included fishing with her brothers and water-skiing on Lake Lowell. During her college years in Alaska, she fished on the Kenai River and played championship tennis at the Anchorage Racket Club. In the mid-1990s, she relocated to Seattle and began work as a deckhand on passenger vessels with Alaska Sightseeing / Cruise West, accumulating enough sea time to get a 100-ton Master license. On the *Spirit of Endeavor*, *Spirit of 98*, *Spirit of Columbia*, she voyaged to Alaska, Columbia River, Sacramento River, and south to Baja.

It was during the processes of certification and shipping out that Julie began to realize there could be a better way of doing the training which would make mariners and their work environments safer. She ventured shoreside and worked at Seattle Maritime Academy from 1999 -2001. One of her instructors, Chuck Spence, recognized her ability to teach and encouraged her to keep at it.

In early 2001, Keim, along with a couple of business partners, established Compass Courses Maritime Training in Edmonds, WA. The school's first class, Basic Safety Training (BST) certification, was held in April 2001. Over the years, classes, students, and certificates increased. Compass Courses serves 2,000 to 2,700 students annually. Currently, the school has up to 26 USCG-certified

courses and has trained over 17,000 mariners.

Keim is rightly proud of her school and especially the lifeboat davit. In 2009 the lifeboat training requirements for the AB course were getting difficult to manage as it necessitated a trip to Clatsop Community College where Compass Courses was able to rent a lifeboat training davit. This required a 420-mile round trip which placed a considerable burden on the school and the students. Unable to find a closer maritime training school that was willing to share their equipment, Keim explored the possibility of acquiring her own gravity davit. She found one that was being scrapped from a Liberty Ship, *SS Gulf Farmer*. Keim took on the project at considerable expense and personally traveled to Brownsville, TX to accompany the boat and davit back to Seattle. At Compass Courses the davit was re-assembled per naval architect plans; but Keim went a step further – she had the davit installed on a flatbed to make it portable. The davit is USCG certified and is the jewel of her training tools. Compass Courses is one of only six maritime training schools in the U.S. to have this piece of equipment.

In 2017, Keim was named the recipient of the first Seattle Propeller Club Maritime Social Good Award, given in recognition of "the extraordinary work she has done in the Seattle community and beyond."

In the previous year, she had provided more than \$54,000 in scholarships to mariners at Compass Courses. In addition, Keim has



Julie Keim with mentor and long time friend Chuck Spence. Chuck has joined Julie as an instructor at Compass Courses

been a strong supporter to Puget Sound Maritime's YMTA scholarship program.

CAMM Seattle's Recognition Day Luncheon has been an excellent venue for CAMM to interact with the Puget Sound Maritime Community. Many in attendance learned about CAMM and its Mission for the first time. Especially noteworthy this year were the many people who stood up to express accolades about Maritime Person of the Year recipient Julie K. Keim. One of the more memorable quotations was from maritime educator Chuck Spence, who stated: "Mariners need an advocate.... and they got one with Julie Keim...."

Julie Keim's passion for maritime training excellence is further evidenced by her participation on the Maritime Education Standards

Continued next page >>>

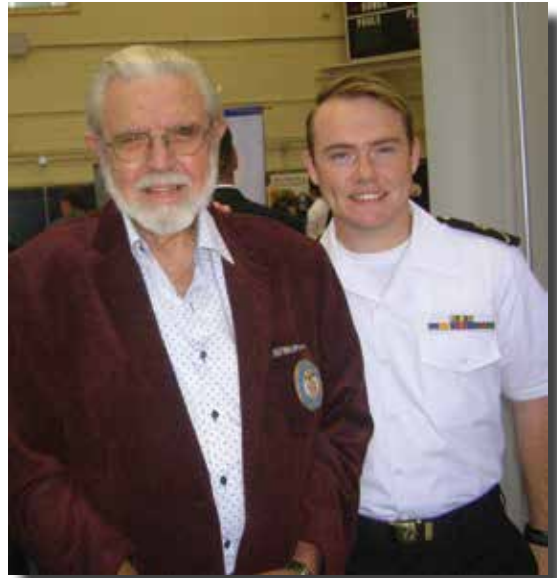
CAMM at 2018 California Maritime Academy Career Fair!



Fall Larry Teague, SF Bay Area Career Fair Chapter Vice President; and Expo. The Cadet Tom Christofk, CAMM Fair was Cadet Chapter President. held on Oct 23, on the C S U M A (C M A) campus in Vallejo, CA. CAMM was one of over 60 companies, organizations, and agencies that participated in the fair. The CAMM display provided information and history on the organization while stating the advantage and pertinence for helping CMA Cadets pursue their career paths after graduation.

The CAMM information booth was staffed by Captain Manny Aschemeyer, National Secretary/Treasurer; Captain

Several CMA Faculty and recent graduates (who were looking for job opportunities) found their way to the CAMM booth. They were told about CAMM and its mission and given membership applications. The fair was an excellent occasion to demonstrate CAMM's strong commitment to maritime



Captain Manny Aschemeyer, and Cadet Tom Christofk.

education and afforded an opportunity to expand CAMM's membership. Plans are in place for CAMM to attend the Spring 2019 Career Fair scheduled for February.

Keim >>> Cont'd from page 25



Julie Keim with her 2018 Maritime Person of the Year plaque, and past winners (L-R) Pat Hartle, Captains Deborah Dempsey, and Don Moore.



The Pride of Compass Courses. Their own portable gravity lifeboat davit. This allows for hands on training for future mariners.

Council (MESCC) which is a coalition of maritime schools working together to improve the quality of maritime education and to work closely with the USCG's National Maritime Center to ensure compliance with policies and standards. A sign on the bulkhead at Compass Courses sums up Julies passion: "Train Like You Give a Damn!"

Admiral Jack Buono Takes Command at Kings Point



*Courtesy
Kings Point Super*

Maritime Academy (USMMA) at a spirited change of command ceremony at Kings Point. Maritime Administrator, Rear Admiral, Mark H. Buzby, U.S. Navy (Ret.), kicked off the afternoon ceremony, held in Ackerman Auditorium, by officially introducing the new superintendent to the Regiment of Midshipmen and the Academy community-at-large. In his remarks, he mentioned Buono's vision as well as his extensive experience - both at sea and ashore - which have prepared him to lead the Academy into the future. Admiral Buzby then read the commissioning order and promoted the 13th Superintendent to Rear Admiral in the U.S. Maritime Service. Admiral Buzby followed by administering the oath of office to the newly commissioned superintendent. Once completed, the Regiment erupted in applause and the USMMA Regimental Band, "George M. Cohan's Own," rendered honors to the newly appointed superintendent.

"As a Kings Point graduate who spent his entire career in maritime leadership roles, Mr. Buono will help educate and inspire the next generation of maritime cadets," said Maritime Administrator Mark H. Buzby.

Following his graduation from the U.S. Merchant Marine Academy in 1978, Admiral Buono worked his way up from a U.S. Coast Guard licensed Third Mate to an unlimited Master Mariner with ExxonMobil Corporation. In 1991, he transferred ashore and, after rising through several management positions, was elected to President & CEO of SeaRiver Maritime, Inc., where he served until his retirement in 2016 after 38 years with ExxonMobil Corporation and SeaRiver Maritime, Inc.

"Jack Buono is the ideal candidate to take the Academy to the next level," said Maritime Administrator Mark H. Buzby. "He has impeccable credentials on the waterfront and, as an alumnus, fully understands the Academy's mission to provide its students with the highest caliber of training and education needed to lead afloat and ashore."

"We shall be a secret no longer!" On November 9, with those seven words, Rear Admiral Jack Buono took command of the U.S. Merchant Marine

Academy (USMMA) at a spirited change of command ceremony at Kings Point. Maritime Administrator, Rear Admiral, Mark H. Buzby, U.S. Navy (Ret.), kicked off the afternoon ceremony, held in Ackerman Auditorium, by officially introducing the new superintendent to the Regiment of Midshipmen and the Academy community-at-large. In his remarks, he mentioned Buono's vision as well as his extensive experience - both at sea and ashore - which have prepared him to lead the Academy into the future. Admiral Buzby then read the commissioning order and promoted the 13th Superintendent to Rear Admiral in the U.S. Maritime Service. Admiral Buzby followed by administering the oath of office to the newly commissioned superintendent. Once completed, the Regiment erupted in applause and the USMMA Regimental Band, "George M. Cohan's Own," rendered honors to the newly appointed superintendent.

Shortly after being sworn in, Rear Admiral Buono formally took command of the Academy, reporting to Rear Admiral Buzby in traditional Navy fashion, "Sir. I am in command of the U.S. Merchant Marine Academy." As RADM Buzby congratulated the new superintendent, the Regiment of Midshipmen once again erupted in cheers and applause for their new leader.

In his remarks, Admiral Buono challenged the Regiment to take care of one another and to lift each other to greater heights. He said, "Our Academy has navigated through turbulent waters over the past few years. NOW HEAR THIS: whether in regimental formation, in our classrooms or in athletic competition, leadership is NOT about standing taller than your shipmates. Leadership is about helping your shipmates stand taller than yourself. ANY act of disrespect

towards a shipmate is an act of disrespect towards the Regiment. Similarly, any act of support and encouragement towards a shipmate, is an act of support and encouragement towards us all."

He told the near capacity crowd that the U.S. Merchant Marine Academy is a national treasure that should not be the best kept secret among the federal service academies. He described those things that set USMMA apart from the other academies—Acta Non Verba (Action Not Words), the Battle Standard, and licensing.

Admiral Buono then offered multiple examples of mariners in action, each time asking the question, "Should that be a best kept secret?" and each time receiving louder and louder supportive responses culminating with the audience of Midshipmen, faculty, staff and distinguished visitors on their feet cheering for the new Superintendent.

The U.S. Merchant Marine Academy at Kings Point, New York is one of the five federal service academies. This year, it celebrates its 75th Anniversary, having been dedicated in September 1943 to provide the nation with a steady source of highly trained merchant marine officers and naval reserve officers. Today, graduates serve not only in the commercial merchant marine, but also on active duty in all branches of the armed forces.

From MARAD press release and Kings Point Alumni Association Foundation. For more from Admiral Buono, visit <https://www.usmma.edu/about/communications/rear-admiral-jack-buono-superintendent-United-states-merchant-marine-academy>.

Gateway Follow Up -

SS Gateway City Rescue Part III

See October Sidelights, pages 24-25 for Part I & II

The MARITIME
EXECUTIVE

Courtesy
Maritime Executive

After leaving the Gateway City and saying good-bye to Georg in Hong Kong, Khoat

van Nguyen and his family were under the watch of the United Nations High Commissioner for refugees. They were sponsored by a cousin in Joliet, IL and after 10 months in Hong Kong arrived in the United States in April, 1979. Khoat began his life in the United States by working menial jobs while his wife, Tu, stayed home with their two-year-old son Minh.

Knowing the value of education, Khoat obtained an Associate Degree in electronics. Tu trained as a Nail Technician and to this day is a pedicure specialist. In 1981, Khoat began working as an Electronic Technician at AT&T and the same year their youngest son Michael was born. In 1985 the van Nguyen family applied for US citizenship and began the paper work to bring their oldest son Thomas (who had to be left behind in Vietnam) to the United States. The next year they were able to buy a house in Montgomery, IL.

The family was reunited with their oldest son Thomas in 1990, who after graduating high school joined the US Army and served 3 years in South Korea. After the Army, Thomas earned a BS degree from Devry College in Electronic Engineering. He later earned a Master's Degree in Business. Minh, the second son, graduated from Drake University in 2000 as a Doctor of Pharmacy. Michael, the

youngest son, followed in Minh's footsteps and graduated from Drake University in 2006, also as a Doctor of Pharmacy.

Tu and Khoat's Oldest Son

In Khoat's and Tu's own words: Thomas was his name when he became a US citizen; he was born in 1973 and is my oldest son. We left him behind and he stayed with Tu's parents. You may wonder why we did not bring him with us. Here is the reason for our painful decision:

After the America soldiers withdrew from Vietnam and the Americans no longer supported us to fight the communist in Vietnam, our country fell into the hands of Vietnam communists. They adopted a brutal dictatorship policy; they do not use the educated people like us; they hated the rich and enforced policies to control all activities of the people, especially with people who were related to old government. All Vietnamese army officers were captured and put them in jail or re-education camps in the jungle or far away from the city where they lived. They changed the currency to make people become poor and we are one of those poor people. When people realized that they couldn't live in their own country anymore, they sought to leave that inhumane regime. My family also decided to do so.

There were two illegal ways to escape from Vietnam at that time: by road or by sea.

By road, you have to walk across the territory of Vietnam, Campuchia and/or Lao in order to get into Thailand (free country). People have to walk through the jungle to avoid the checkpoints in those countries, There are many hazards waiting for them when you are in the jungle



Khoat van Nguyen as a lawyer in South Vietnam (circa 1975)

like wild animals, poison ivy, getting lost in the jungle or getting robbed by local robbers or gangsters. Those who cross the border by road are mostly people without children o bring along. We have Minh, only two- year-old, so we choose to go by sea.

By sea, you must have money (in gold) to pay for fisherman who owns the boat and who lives in the city near the ocean. Payment in gold is calculated per capita rather than lump sum. I decided to sell everything I own and change it to gold to pay them, but unfortunately, we only have enough gold for three people.

My wife's parents agreed to raise Thomas, who was 5 years old at the time. We all knew there was a chance to sponsor him for family reunion, so we decided to leave the country with myself, Tu and Minh (3 people).

From then on, many times I just wonder if my painful decision was right or



wrong. I still have not found the correct answer. The only thing we know for sure is that our decision saved our family. Our children, 2nd generation, now have a better life in US. We paid a high price for their life by working hard to save money, helping them through college, encourage them and support them when needed. We're proud of our decision and that is the reward we got.

Seattle Visit

In late October of this year, Khoat and his wife Tu visited Captain Georg Pederson and his wife Nina in Seattle. Khoat and Tu were interviewed by local news Channel 13 and their story aired on October 27th. Khoat and Tu have a right to be proud of their success and that of their children. Their story illustrates how granting asylum to refugees contributes to our society and the betterment of the United States.



1980- A year after arriving in the United States L-R Tu, Minh, and Khoat



The van N family in October 2018. Front row L-R: Julie (Minh's wife) with Miranda and Macie; Kimberly (Thomas's wife) and Kaleb. Back row L-R: Minh, Khoat, Tu, Thomas and Michael

The Captains Way

Can Shipping's Traditions Survive Relentless Cost-cutting?

By Erik Kravets

Ship Captains are not born (notable exceptions, of course). Almost all are officers first, but some get their start among the

On board, your loyalty is to your crew and ship or to other crews and ships contending against the same elements. Decisions come hard and fast and leave little room for error or second-guessing. In a tough situation, the Captain should call the shots. It's arguably better than giving that responsibility to someone not on board and not facing the problem, let alone to someone observing from the relative comfort of the shore office. We hope that Captains will decide in favor of safety and security, but sometimes economic forces or career pressures are too much to resist.

A Captain, being only human, may make the easy decision everybody wants instead of the hard decision he knows is right. As Oscar Wilde wrote in *The Picture*

"[The Captain] may not be hindered by the owner in making any and all decisions which, in his professional opinion, are necessary for the security of the ship, for its safety at sea, for its secure operation or for the safety of its crew or other persons on board."

of *Dorian Gray*, "Each man lived his own life and paid his own price for living it."

The "price for living it" is one that shippers rarely see. They want the cheapest possible freight and details handled by the carrier. Better to subject the carrier to an impossible-to-perform agreement and maintain plausible deniability than see all the corners cut due to cost reductions.

It's no different with owners who, walking the tightrope between catering to

cargo interests and making a profit or investing in their fleets, often have no other option but to pass along, in toto, the pressure of the market to the ship's Captain. And the Captain, up to a point, will act as the conduit to the crew for all this negative energy – until he hits a line that he will not cross. The moment of duty is not for the faint of heart, because every Captain eventually hits that line. In that moment, it's a test of how far duty can be stretched without breaking.

As weakening profits put standards under pressure, the stretching gets more and more tenuous each year, which is why it's more important than ever for Captains to remember to maintain their professional standards. If shippers – and even owners – cannot be counted on, the safety and security of shipping is in others' hands.

What if the need to pick up cargo or quickly reach a port of call conflicts with proper maintenance of the ship or the required rest hours of the crew? In cases like that, the Captain doesn't just need to be a leader and a navigator, he must also be a politician and a dealmaker. Not an easy job.

As the first line of defense, the Captain's power to stop perceived abuses are the most broad and absolute. Instead of relying on a supervising bureaucracy or an office that grants permits upon application, for example, Section 121 of the German Maritime Labor Code states: "[The Captain] may not be hindered by the owner in making any and all decisions which, in his professional opinion, are necessary for the security of the ship, for its safety at sea, for its secure operation or for the safety of its crew or other persons on board."

Giving the Captain's judgment legal force and fixing the standard as being his

ship's ratings. Formal training and education, as governed by international treaty and national laws, follow. It's a rank earned through merit and hard work.

The creative tensions inherent in the rank of Captain can be difficult to reconcile with the responsibility of having to look after the safety and security of both the ship and the crew. It's akin to a military experience. Cramped isolation and frequent boredom during a voyage contrast vividly with brief periods of intense stimulation – while in port clearing customs, loading or offloading cargo or, more rarely nowadays, on shore leave. Sometimes it's life or death. But even when it isn't, Captaining a ship is a strenuous job with specialized skills and significant personal responsibility for both valuable commercial assets and human lives. It takes a toll.

The "Price for Living It"

The sea is unique and demands its own solutions. On land, a manager refusing his employer's instructions could be fired. But on board, the Captain's word is law – even having more power than the ship's owner. And sometimes, when there's a lot at stake, the Captain is duty-bound to use his overriding authority to go against the ship's owner.

The MARITIME EXECUTIVE

INTELECTUAL CAPITAL FOR EXECUTIVES

Courtesy
Maritime Executive

“professional opinion” is quite unusual in this era of regulatory creep and top-down control, especially since the Captain is not a neutral government official. Not all Captains are perfect, of course, and neither is their evaluation of a situation always flawless. But it’s a lot better than relying on someone else’s external control.

A Tradition of Self-Regulation

Beyond that, shipping is special in that it is deeply rooted in a tradition of self-regulation. A perfect example is that classification societies, i.e., private organizations, oversee the approval and validation of ship designs, repairs and even stowage and voyage plans.

If you want to operate a motor vehicle on public roads, you must have it pass muster with the government. In shipping, it’s your peers – other shipping experts – who will give you a “thumbs up” or “thumbs down.” An entire industry has grown up around this principle, supporting diverse companies and thousands of employees and giving the industry a deep bench of knowledge and insight that a government would find hard to replicate.

If a ship has a collision, grounding or other accident, it’s assumed that class is lost and must be regained. Protection & Indemnity (P&I) clubs will regard a ship as non-insured if the owner fails to consult the classification society following such an incident, thereby providing another layer of self-control. If it weren’t for how well classification societies function, there is no doubt that governments would quickly step in and try to fill the void – with problematic results for all concerned.

In an ideal world, all of these groups – ship’s Captains, class societies, P&I clubs, conscientious owners and, if a man can dream, cargo interests who seek to balance quality and price – will together give shipping what it needs to hold a steady, sustainable course. But as discussed, the “price for living it” is getting higher with each passing year of the “new normal” of ultra-low charter rates, the slow tightening of the regulatory noose (e.g., on ballast water treatment) and the

flood of money and tonnage into the market thanks to cheap interest rates and the pernicious idea that the last remaining victorious shipping company will be the one big enough to stomp all competitors.

And for every agile, clever owner who manages to carve out a survivable niche, there are many other unscrupulous owners who only swing the hammer of cost reduction with the most frequent target being crews and Captains who are made to make do with less and less.

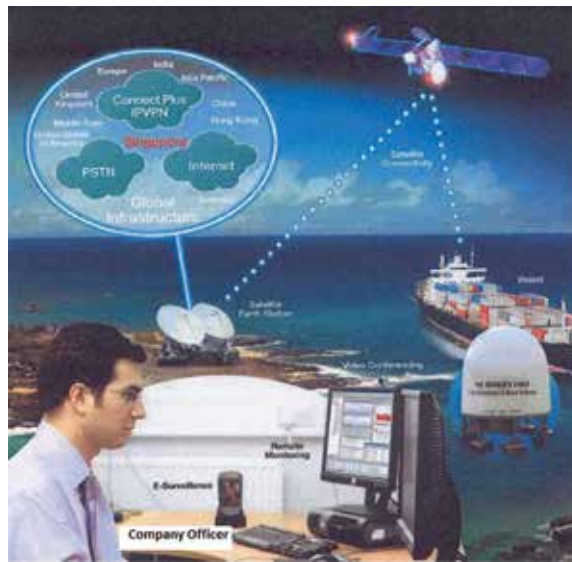


PHOTO CREDIT: MSC.NAVY.MIL/SEALIFT/2002/AUGUST/GRAPHICS

In a tough situation, the Captain should call the shots. Given today’s instant communications and the ability to constantly monitor ships, will someone observing from the relative comfort of the shore office interfere with the Captain’s decision making? We expect that Captains will decide in favor of safety and security, but will career pressures be too much to resist?

Mystery and Possibility

It would be wonderful to think that shipping, old as it is, can withstand any shock and that, no matter how bad the market gets, maritime traditions and institutions will survive. But the sea is ever-changing and full of possibility, often tempestuous and never rigid or fixed. The sea is also mysterious, its intentions only visible at the surface. It’s impossible for even the most experienced sailor to know what the sea will do next. The same is true of our industry.

The combination of mystery and pos-

sibility attracts a certain type to the sea. It’s not “9-to-5ers” who go to sea or sail to foreign shores. It takes an adventurous spirit and, sometimes, the desire for peace and quiet or a fresh start away from civilization. With some luck, these characteristics will continue to inspire future generations.

From my courses at the Maritime Academy in Cuxhaven, I can vouch for the last few graduating classes of ship’s officers. They’re all people who don’t have a problem saying “no” and who would rather

put their jobs on the line than risk their crew, passengers or ship. I would, without hesitation, set sail today with any one of them. But the trouble is it’s tricky to predict how long they’ll stay like that in the face of life’s hard knocks.

I do worry that the industry’s self-regulation is only a few accidents away from disappearing. We all know that failures are more likely when equipment is pushed to the extreme. The same is even more true of crews and Captains. The industry has been running well past tolerances for some time now but somehow has been lucky enough to avoid a truly heinous catastrophe. When that happens, the public will conclude that the government is needed and self-regulation has failed.

Room to Maneuver

Thankfully, life at sea is still its own paradigm, full of paradoxes. And while a ship’s destination is often set in stone, the course can be set freely while en route. There is leeway combined with a few non-negotiable items. Those rules that exist at sea, while few, are ironclad. If our luck holds going forward, maybe we’ll still have enough room to maneuver. ↴

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Invasive Species and Pollution Worry Great Lakes People the Most

Great Lakes residents are more concerned about invasive species than climate change, according to a recent poll. But researchers say the two are closely linked.

It is not found and that causes ecological and economic damage. The poll by the International Joint Commission and the Great Lakes Water Quality Board reveals the attitudes of more than 4,000 regional residents regarding Great Lakes issues. Those polled ranked invasive species only below pollution in a list of concerns about the Great Lakes water quality and surrounding environment. Seventeen percent said invasive species was of highest concern. Only 3% listed climate change as one of their top worries.

In warmer water, certain invasive fish have a higher metabolism which helps them compete against native fish, Brown-Lima said. They eat native food and the natives themselves. The process could eliminate species that were once native to the region. Invasive plant species in the Great Lakes are much more resilient than native species which makes them far more likely to thrive and disrupt ecosystems.

Increasing water temperatures in the lakes leads to shorter periods of ice,

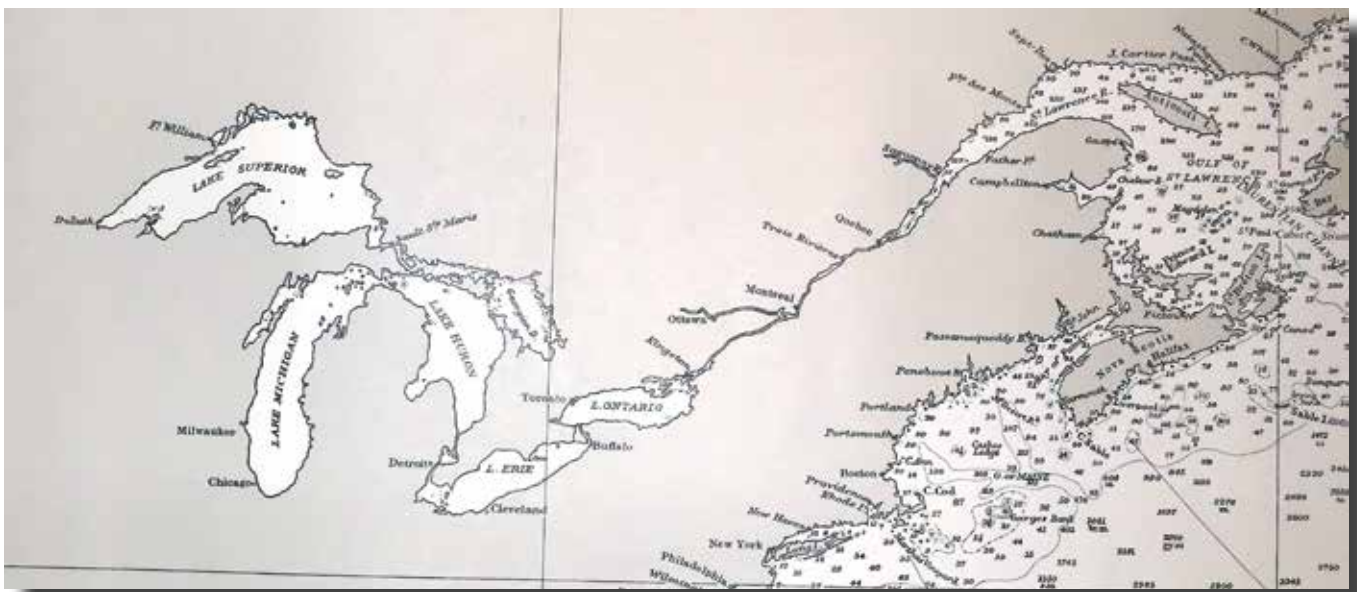
allowing for the invasive aquatic species to thrive, Brown-Lima said. The annual ice coverage of the Great Lakes decreased 71 percent between 1973 and 2010, according to the Great Lakes Integrated Sciences and Assessments, a team from the National Oceanic and Atmospheric Administration that focuses on adapting to climate change.

- The poll also found:
- Most respondents (88 %) think protecting the Great Lakes is crucial.
- About 95% of the 300 indigenous respondents said there were too few regulations protecting the Great Lakes; 50% of non-indigenous respondents said there were too few regulations.
- The biggest environmental concern that 30% of respondents listed is pollution to the lakes.
- Millennials 18-34 years old and those with liberal political views are more likely to support policy to protect the Great Lakes than conservatives or other age groups.

By
Anntaninnaj
Biondo, Great Lakes
Echo

change is just one more disturbance that helps invasive species to rise,” said Carrie Brown-Lima, director of the New York Invasive Species Research Institute at Cornell University. “Invasive species are the first to adapt to warmer climate, but native species don’t have that advantage.”

An invasive species is one transported by people to places where



The Great Lakes cover 94,250 Square Miles and have over 10,500 miles of coastline. Eight States (New York, Pennsylvania, Ohio, Michigan, Indiana, Illinois, Wisconsin, and Minnesota) and the Canadian province of Ontario border the Great lakes. The Great Lakes are open to the Atlantic Ocean via the St. Lawrence Seaway. Ships from all over the world call at Great Lake ports. (photo of British Admiralty Chart #2059)

IFSMA Report



by Captain
Calvin Huntziker

Ongoing meetings of IMO have been attended by IFSMA Commodore Scorer. Members of the IFSMA Executive Committee (ExCo) are presented the outline

- Prevention of Marine Plastic Pollution and Litter
 - Ballast Water Management Convention and how to provide support to the EDP
- The meeting was Chaired by Mr. Hideaki Saito (Japan) and Vice Chair Mr. Harry Conway (Liberia). At the meeting there were several agenda items of particular importance to IFSMA.

Agenda Item 3 - Consideration and Adoption of Amendments to Mandatory Instruments

of the upcoming meeting one to two weeks before, with Commodore Scorer's comments as to what he believes will impact IFSMA members and Captains. During this review, ExCo members are asked to comment and/or add concerns to his notes. As an example, there is an ongoing discussion on allowing power reductions for vessels. I lodged a comment that IFSMA should coordinate with IMPA (International Maritime Pilots Association) to ensure that these power reductions would not impact the vessel's ability to maneuver in pilotage waters. After a session is completed, the ExCo is given a comprehensive report on what was accomplished, with notes on issues that will impact IFSMA and our associates.

As an illustration, the Marine Environment Protection Committee (MEPC 73) met during the week of October 22. The Secretary General Welcomed all to MEPC 73 and made the following key points:

- Identified ways and means of supporting the Blue Economy and showed a short video why shipping supports this. What is needed is a National Maritime Transport Policy
- Prevention of atmospheric pollution from GHG in ships

During the debate on this agenda item, Cruise Line International Association (CLIA) submitted a paper and comments on draft amendments to MARPOL Annex VI concerning the prohibition on the carriage of non-compliant fuel oil for combustion purposes for propulsion on board a ship. IFSMA closely monitored this debate as it could have an effect on Criminalization of the Shipmaster if a ship were impounded. The EU Delegations were in opposition to the CLIA Paper and IFSMA intervened (joined the debate): IFSMA thanked CLIA for their Paper and fully supported the line taken by CLIA to help clarify this issue. Otherwise, this may well lead to collateral consequences and the unnecessary Criminalization of the Shipmaster which is currently happening in a recently publicized case. Thank you Chair. Regrettably, the CLIA Paper did not get support, and it was agreed that the CLIA recommendation would not be accepted.

Agenda Item 5 - Air Pollution and Energy Efficiency, Working Group 1

This was a second item that IFSMA was watching. IFSMA joined in this debate

when Germany, Norway and Spain proposed an option to limit the shaft power while ensuring a sufficient safety power reserve in adverse weather conditions. This was presented as an amendment to Regulation 21.5 of MARPOL Annex VI.

IFSMA robustly supported the ICS Paper with the following intervention: Chair, IFSMA very strongly supports the Paper presented by ICS and others. If regulation 21.5 of MARPOL Annex VI is amended as recommended by Germany and others, the only regulatory requirement addressing minimum power would be removed. IFSMA agrees with ICS and others and welcomes the Intervention by the distinguished delegation of Finland and others that this would be an unacceptable and retrograde step and should not be supported by this Committee. Ship safety should not be optional and the competent body to consider any changes to the Organization's Minimum Power Requirements is the Maritime Safety Committee (MSC). Thank you Chair. Basically, IFSMA maintained that this was an issue for the MSC and not MEPC.

After much discussion on points and an intervention by ICS, the Chair agreed that Plenary had agreed that regulation 21.5 of MARPOL Annex VI should not be amended as recommended by Germany and others.

Agenda Item 7 - Reduction of GHG Emissions from Ships, Working Group 2

A report of the Intersessional Work Group on Reduction of GHG from Ships was submitted. Delegations were instructed to submit proposals to assist

Continued page 35e

Swallowing the Anchor - How Not to Choke



*IMarEST from
IFSMA Newsletter*

When Making the Transition from Ship to ShoreThe prospect of coming ashore to progress their career can be daunting to

many working at sea, according to a survey conducted by the Institute of Marine Engineering, Science & Technology (IMarEST) into the experiences of those who had made the ship-to-shore transition. Many, understandably, reported feeling apprehensive about climbing the ladder.

Those who found the transition relatively straightforward stressed the importance of studying for certain qualifications before leaving the sea. As one engineering superintendent explained, seagoing qualifications are acceptable for operational level roles, but not the managerial roles that senior sea staff are aiming for, "For that they need degree and postgraduate qualifications."

Many of those who struggled cited the practicalities of arranging interviews as a major frustration. It often proved hard for seafarers to schedule interviews while on leave and then persuade a potential employer to wait until they returned from their next voyage for the next step. One respondent warned that recruitment processes can take longer than your leave, whilst another was forced to take more drastic action by resigning from their current role in order to be ashore long enough to see the process through.

Culture shocks

Another common difficulty was adjusting to working in an office environment, where the pace of work lacked the urgency ex-seafarers are used to. A typical comment was at sea, "Things have to be done and the results of them not happening are far more immediate and obvious. Ashore, people go home at 5pm. They are not living the job." There were other culture shocks: a need for greater diplomacy and patience and adjusting to a less hierarchical management structure. Management onshore tends to be much flatter, but, as one respondent noted, this can actually complicate relationships: "Sometimes the boundaries are unclear." For the uninitiated, it can take time to learn and adapt to the slower pace and bureaucracy of this new environment.

Life at sea, away from friends and family, is often described as lonely. However, moving to shore means this loneliness can take on a new shape, particularly if the new role is away from home ties. "It took time to come to terms with living in a new place and not knowing many people outside of the work environment," said another technical superintendent. Nevertheless, on reflection, he added, it was worth persevering as "in the end it opened up many opportunities for career advancement and promotion."

Soft skills

Technical skills and competence are only part of the story, when it comes to stepping ashore. They must be accompanied by a mixture of soft skills needed for effective people and project management, such as leadership, communication (verbal and report writing), negotiating and networking, and administration skills such as budgeting, finance, logistics and

procurement. While the administration tasks done on ship are a sound foundation for developing the latter group, it can take longer to build the requisite people skills.

One chief engineer who came ashore to work as a class surveyor advised seafarers considering a transition to achieve as much as possible while at sea, "That additional rank could turn out to be really crucial. The difference between serving as a chief engineer compared to 2nd or 3rd engineer is immense." The management and responsibility skills needed on land, he continued, generally come with higher ranks. A comprehensive understanding of the roles of class, P&I, flag and how they interact is imperative.

Potential development

Several respondents said that secondments ashore during their seagoing careers would have (or had) helped prepare them to 'swallow the anchor'. An overwhelming 88% believed that the right sort of education or training would assist the transition. Two-thirds said they would have benefited from either management/business training or gaining a higher education qualification such as a Bachelor's or Master's degree, or both.

"Leadership and management skills are essential to prove your worth to an employer and to complement the range of engineering skills that you have acquired at sea," said one chief engineer who came ashore to take on a management role in gas processing. Gaining these qualifications involves a lot of hard work. For this reason, many seafarers like to get ahead by studying for a degree or similar qualification through distance learning.

A chief engineer who rarely felt outside his comfort zone working on a ship said his new role as a senior technical man-

ager overseeing a wide range of projects demanded a totally different approach and attitude to seeing and doing things. "Getting to grips with the interactions between all the different disciplines really made me appreciate the variety of the maritime world," they commented, adding that it was "a quantum leap from the (relatively) routine business of running a ship".

The IMarEST has developed a qualification in Sustainable Maritime Operations to answer precisely this type of need. The distance learning program can be studied whilst at sea, leading to either a post-graduate qualification or a BSc/MSc degree. "Upskilling whilst at sea allows seafarers to stay at sea longer whilst still helping them move up the career ladder. Those who don't feel the urge to come ashore are not forced to do so before they really want to," said David Loosley, Chief Executive, IMarEST.

Lost in translation

Over half (56%) of those surveyed were promoted to a higher position when they came ashore. However some saw a salary drop, which was often attributed either to a lack of formal qualifications or else a difficulty in communicating [the relevance of] their skills. As one respondent more plainly put it: a person working on board is always considered a fresher when moving ashore.

Many of the seafarers surveyed reached the conclusion their skills were not properly recognized or valued by their shore-based colleagues. "I was seen as a jack-of-all-trades and insufficiently specialized rather than a flexible employee with broad engineering experience who could work independently," was a typical response.

A common predicament was explaining how skills gained at sea would carry over to roles on land. As one respondent pointed out, the diversity of skills in the maritime environment is largely unrecognized, "I had to stop describing my experience for maritime roles, instead everything needs to be communicated in terms of transferable skills." Another added that this was



compounded by the fact that some skills acquired at sea don't translate readily to a commercial, shore-based setting.

One seafarer confessed that his post-nominals, CEng MIMarEST, denoting Chartered Engineer and Member of the IMarEST, were his main entry route to gaining employment ashore. Apparently few recruiters could relate to his marine qualifications and experience. He was eventually appointed as a senior lecturer at a marine academy. "I wholeheartedly believe that "CEng" was my passport to most of the interviews I attended, more so than the years of maritime experience in a senior position," he elaborated. This experience spurred him to become an FIMarEST or Fellow of the IMarEST.

This indicates a certain reverence within the industry for professional registration, whether Chartered, Registered/Incorporated or Technician status. David Loosley concludes, "That status functions as a simple indicator of professional excellence, especially in those without formal academic qualifications. The opportunity for seafarers to gain professional registration is one that should be taken by all those setting their sights on a promotion."

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IFSMA Report >>> Cont'd from page 33

reduction in GHG to MEPC 74. Because of the high workload anticipated at that meeting, there should be another Intersessional Working Group. IFSMA will attend this specifically to have input on the discussion of Speed Caps or Speed Reductions and the need to ensure that the impact on Maritime Safety should be fully investigated and taken into account.

Agenda Item 8 - Development of an Action Plan to Address Marine Plastic Litter from Ships was also of interest. A Summary of IMO work on addressing

marine plastic litter from ships was made available. Papers were introduced consecutively to ensure there was an holistic discussion with everything on the table - the papers have some interesting and valuable suggestions for the Action Plan.

While there was nothing directly for IFSMA on this issue as it stands, it will have an impact on Shipmasters as it will involve special arrangements, in addition to what ships do now, and another opportunity for Criminalization of the Shipmaster.

As CAMM's representative to

IFSMA I offered the following concerning ships safety power reserve:

Jim,

Thanks for the very informative report. I am still concerned about the proposed power reductions and would hope that language stating the use of "reserve" power be allowed in pilotage waters would somehow be included in the proposal.

Cal

Rescue Diver from China to Be Recognized with IMO Exceptional Bravery at Sea Award



IMO Press Briefing

The 2018 IMO Award for Exceptional Bravery at Sea will be presented during an IMO Awards ceremony to

be held on 6 December 2018 at IMO Headquarters in London. A rescue diver from China, Mr. Zhong Haifeng, who made a series of underwater dives to rescue three people from a sunken cargo ship will receive the Award. A Panel of Judges decided that the rescue merited the highest award. The decision was endorsed by the IMO Council at its 120th session in London (2-5 July). Mr. Zhong was nominated for the award by China. The Panel of Judges agreed that by personally exerting tireless efforts under highly dangerous circumstances, Mr. Zhong demonstrated truly exceptional bravery and human spirit.

Following a collision with another ship, in Guangzhou Port, China, in the early morning of 27 November 2017, the bulk carrier M.V. *Jin Ze Lun* sank. Of the 14 crew on board, two were immediately rescued by local maritime authorities but 12 remained missing. The bulk carrier was lying on the seabed, in the main channel into the port. A strong current would make the underwater search and rescue operation extremely difficult.

Mr. Zhong Haifeng, senior diver and



PIC: GUANGZHOU SALVAGE, CHINA

Mr. Zhong Haifeng, senior diver and deputy of the Engineering Team of Guangzhou Salvage, will receive the IMO Award for Exceptional Bravery At Sea for rescue three people from a sunken cargo ship.

deputy of the Engineering Team of Guangzhou Salvage was put in charge of the desperate search for survivors. After 36 hours of repeated dives, six survivors were located - trapped in the cargo hold. Mr. Zhong instructed his team to replenish oxygen to the cabin and talk to the trapped survivors, to calm them.

Mr. Zhong then dived down to the cargo hold alongside a teammate, bringing scuba diving equipment for those trapped underneath. In the afternoon of 28 November, Mr. Zhong dived down six times. He taught survivors how to put on and use scuba diving equipment and personally rescued three of them in the space of one hour, despite becoming extremely exhausted.

Of a total of 22 qualifying nominations, received from 15 Member States and two non-governmental organizations, a further three will receive Certificates of Commendation and eight will receive Letters of Commendation. The annual Award for Exceptional Bravery at Sea was established by IMO to provide international recognition for those who, at the risk of losing their own life, perform acts of exceptional bravery, displaying outstanding courage in attempting to save life at sea or in attempting to prevent or mitigate damage to the marine environment.

Nominations are scrutinized by an Assessment Panel made up of members of non-governmental organizations in consultative status with IMO, under the chairmanship of the Secretary-General. Subsequently, a panel of judges (made up of the Chairs of several IMO bodies) meets to consider the recommendations of the Assessment Panel and to select the recipients.

Implementation of Sulphur 2020 Limit - Carriage Ban Adopted

An amendment to support consistent implementation of the forthcoming 0.50% limit on Sulphur in ships fuel oil was adopted by the International Maritime Organization (IMO) on 26 October, during the current session of the Marine Environment Protection Committee (MEPC 73). The new 0.50% limit (reduced from 3.50% currently) on Sulphur in ships' fuel oil will be in force from 1 January 2020, under IMO's MARPOL treaty, with benefits for the environment and human health.

The complementary MARPOL amendment will prohibit the carriage of non-compliant fuel oil for combustion purposes for propulsion or operation on board a ship - unless the ship has an exhaust gas cleaning system ("scrubber") fitted. Installing a scrubber is accepted by flag States as an alternative means to meet the Sulphur limit requirement. The complementary amendment is expected to enter into force on 1 March 2020.

The amendment does not change in any way the entry into force date of the 0.50% limit from 1 January 2020. It is intended as an additional measure to support consistent implementation and compliance and provide a means for effective enforcement by States, particularly port State control.

Most ships are expected to utilize new blends of fuel oil which will be produced to meet the 0.50% limit on Sulphur in fuel oil. Currently, the maximum Sulphur limit in fuel oil is 3.50% globally (and 0.10 % in the four ECAs: the Baltic Sea area; the North Sea area; the North American area (covering designated coastal areas off the United States and Canada); and the United States Caribbean Sea area (around Puerto Rico and the United States Virgin Islands)).

Ship implementation planning guidance approved

To assist ship operators and owners to plan ahead for the 0.50% Sulphur 2020

limit, the MEPC approved guidance on ship implementation planning. The guidance is part of a set of guidelines being developed by IMO for consistent implementation of the MARPOL regulation coming into effect from 1 January 2020.

The ship implementation planning guidance includes sections on:

- risk assessment and mitigation plan (impact of new fuels);
- fuel oil system modifications and tank cleaning (if needed);
- fuel oil capacity and segregation capability;
- procurement of compliant fuel;
- fuel oil changeover plan (conventional residual fuel oils to 0.50% Sulphur compliant fuel oil); and
- documentation and reporting.

IMO Sulphur 2020

The new lower 0.50% limit on Sulphur in ships' fuel oil will be in force from 1 January 2020, under IMO's MARPOL treaty, with benefits for the environment and human health. A study on the

human health impacts of SOx emissions from ships, submitted to IMO's Marine Environment Protection Committee (MEPC) in 2016 estimated that by not reducing the SOx limit for ships from 2020, the air pollution from ships would contribute to more than 570,000 additional premature deaths worldwide between 2020-2025. So, a reduction in the limit for Sulphur in fuel oil used on board ships will have tangible health benefits, particularly for populations living close to ports and major shipping routes.

The 1 January 2020 implementation date was adopted in 2008 and confirmed by IMO in October 2016, giving certainty to refineries, bunkering and shipping sectors. The new limit will be applicable globally - while in designated emission control areas (ECAs) the limit will remain even lower, at 0.10%. IMO has been working with Member States and the industry to support implementation of the new limit. Enforcement, compliance with and monitoring of the new Sulphur limit is the remit and responsibility of States Party to MARPOL Annex VI.

CAMM Input Request

Captain Pete Booth is working on a third edition of *Aircraft Carrier Command* and would appreciate CAMM thoughts on any maritime accidents that he may include as lessons learned.

Previous editions have featured some 25 major accidents, both Navy and civilian with a brief analysis of each; the sad *El Faro* sinking will be front and center as a stark reminder of sleeping complacency, both with the master and the folks ashore. In addition,

there are an equal number of thoughts on ship and master command advice to those coming up the ladder (including civilian Captains Tom Gibson and Rick Comeau).

As an aside, *Carrier Command* is front and center in our Navy at the Surface Warfare Officer Training School in Newport, RI with some 100 copies shipped earlier this year. Check out the simple web site at www.peterbbooth.com.



Dedicated to supporting and strengthening the position of American Master Mariner

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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 Zeluff, CAMM Membership Chair, 3774 Tennyson St., San Diego, CA. 92107-2410. Email: Captzeluff@us.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.



Maritime Personal Injury & Jones Act
Cruise Ship Claims
Longshore Workers Comp Act
Coast Guard
NTSB Hearings
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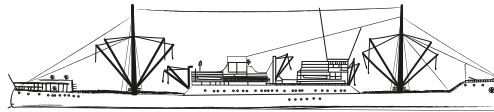
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