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Sidelights

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Christmas at Sea – A Tradition for Over 120 Years

Have you ever heard of Christmas at Sea? When DG and I were manning our Fringe Supply Co. booth at Stitches South last spring, I kept seeing him chatting up these two really cool women who had a nearby booth. Their sign said “Seamen’s Church Institute” and I couldn’t figure out what that could mean, much less what it had to do with knitting. Well, it turned out to be a really interesting story! The Seamen’s Church Institute is a centuries-old advocacy organization for mariners — all those men (mostly) who work on the countless cargo ships that make our way of life possible. It’s a life of dangers and difficulties most of us have never thought about and SCI provides job training, free legal aid, inter-faith chaplains and ... Christmas gifts!

Every year every mariner who enters a US port gets a present, many of which contain hand-knitted hats and socks made by who-knows-how-many charitable knitters. To that end, SCI has developed knitting and crochet patterns that they know to be what the mariners need and want — free of worksite hazards like pompoms! — including this really cool earflap hat called the 1898 Hat (the year Christmas at Sea began), which was the result of a design contest a couple of years ago sparked by the men’s repeated request for ear flaps.

I loved the story almost as much as I love the hat! And since I had planned to feature a hat charity with each installment of the Hatalong, I was extra thrilled that this one was built in. Thankfully Paige, who runs the Christmas at Sea program, was on board (no pun intended) with the idea of featuring it as a Hatalong pattern. (from the Fringe Supply blog: <https://fringeassociation.com/tag/blog-crush/>)

Since 1898, during the Spanish American War, volunteers of the Seamen’s Church Institute (SCI) have knitted, collected, packed, and distributed gifts to mariners who are miles away from home during the holidays. The gift consists of a hand knit garment, a personal letter, and information on SCI’s services for mariners. In addition, SCI also includes several useful items like hand lotion, lip balm, and toothbrushes—things diffi-

cult to come by when working long stretches on the water.

Knitting groups around the country connect with SCI in weekly knitting meetings at churches and at knitting-sponsored events. Through sites like Ravelry and the Christmas at Sea Facebook Group, the Institute works with hundreds to make the program effective.

The historic name of this volunteer program, Christmas at Sea, only partially describes the work of the people who make holidays a little warmer for mariners. While gift distribution happens during winter months, collection and creation of items happens year-round, and while many gifts go to international mariners working “at sea,” thousands of gifts also go to mariners working on inland waterways here in the United States.

For *Sidelights* readers who knit, it is too late to knit a hat, or scarf for this Christmas. However, you should keep the Christmas at Sea program in mind while you are knitting during the cold month of January and February as SCI will gladly accept items for 2020. For more information go to: <https://seamenschurch.org/christmas-at-sea>



A seafarer tries on his new 1898 watch cap, compliments of the Christmas at Sea program of the Seaman’s church Institute

(PHOTO FROM THE SEAMAN’S CHURCH INSTITUTE)



Samples of the 1898 mariner’s watch cap

(PHOTO FROM FRINGE HATALONG No. 6: 1898 HAT BY KRISTINE BYRNES -FREE PATTERN)

In This Issue



ON THE COVER

Extreme Weather at Sea
Photo from IMO

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

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

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View from the Bridge 7

Dive Boat *Conception* - Deaths that Should Never Have Happened



In the Council..... 9

Secretary/Treasurer Report 9
Chaplain's Report 10
Council Reports 12
Crossed the Final Bar..... 16

In the Industry 18

It Was a Good Voyage..... 19
Ship Captain and Crew Arrested in Mexico 28
Alcohol Consumption and Poor Bridge Resource Management Lead to Accident in Guam..... 30

CAMM Annual General Meeting 20

Dates and Details 20
Sponsorship Information..... 21
Time for a Change - Move to Task-Based Leadership Structure 22
Retain Current Leadership Structure 23

CAMM in the Community 24

USCG Honors Female CAMM Members as "Pioneers and Prodigies" 24
CAMM Members Committed to Education 26
Captain Dale Pederson: 2019 Maritime Person of the Year 28

IFSMA and IMO 32

Extreme Weather at Sea and a Sustainable Blue Economy 32
Ballast Water Management D-2 Now in Force..... 34
Ammonia and Hydrogen - Fuels of the Future for Ships? 35
IFSMA Report..... 36
Secretary General's Report..... 37

Dive Boat *Conception* – Deaths that Should Never Have Happened



Captain Jeff Cowan
CAMM National
President
#3070-RU

I live in proximity to the ocean where the Dive Boat *Conception* incident occurred, so close in fact, that I

feel strongly that it could have been me and sons aboard that boat on 2 September 2019. The facts need review to make sense of the catastrophe.

The boat was on a multi-day dive excursion and was anchored off Platt's Harbor, Santa Cruz Island. This is approximately 21 ½ miles from the Santa Barbara Marina entrance on a bearing of 186°T.

On 2 September, at 0314 a fire broke out while the crew was asleep in their berthing area abaft the wheelhouse on the upper deck and 33 passengers in berthing area below the "galley/lounge" area. The fire killed all passengers, but the crew survived with exception of one sleeping in the below deck berthing area.

The boat was built in Long Beach and delivered to the owner 1 July 1981 and was issued a Certificate of Inspection (COI). The most recent United States Coast Guard COI was issued 19 November 2014 and would expire 19 November 2019. Annual intermediate inspections were carried out on 18 February 2016, 16 February 2017, 13 February 2018 and 13 February 2019. Therefore, our USCG found the *Conception* safe over a period of 38 years.

Let's review the code: 46 Code of Federal Regulations; Subchapter T (ves-

sels under 100 gross tons) paragraph 185.410: Watchmen.

The owner, charterer, master, or managing operator of a vessel carrying overnight passengers shall have a suitable number of watchmen patrol throughout the vessel during the nighttime, whether or not the vessel is underway, to guard against, and give alarm in case of, a fire, man overboard, or other dangerous situation. (emphasis added)

The COI also notes that the following must be posted on the boat for crew and passengers to reference:

A member of the vessel's crew shall be designated by the master as a roving patrol at all times, whether or not the vessel is underway, when the passenger's bunks are occupied.

Reports indicate that the operator did not have a roving watch! What part of the above did the owner and crew, not understand?

Let's consider another section of the CFR. Subchapter T 46 CFR 181.450(a) addresses Independent modular smoke detecting units. It says that an independent modular smoke detecting unit must:

- (1) Meet UL 217 (incorporated by reference, see 46 CFR 175.600) and be listed as a "Single Station Smoke detector—Also suitable for use in Recreational Vehicles," or another standard specified by the Commandant
- (2) Contain an independent power source
- (3) Alarm on low power

The requirements of this section were easily met with a household smoke detector with a nine (9) volt battery. It is independent and has a separate power source, but it was not connected to the wheelhouse where the crew was sleeping

within close proximity. Perhaps if the boat had a smoke detector fitted like the ones aboard larger boats/ships that announces on the bridge and is manned 24/7, some lives could have been saved.

The owner/operator and crew may possibly face serious criminal charges in the deaths of their passengers. With over 35 years dealing with USCG certifications, that owner should have known these requirements. A properly trained crew should have been aware of the requirements. I have no sympathy for the owner or crew for shirking their responsibilities.

Finally, let's look at emergency escapes. Every boat or ship I sailed aboard on oceans had emergency escapes that lead to the exterior and not to the galley or interior space. How could the original certifying authority allow such an aberration for a vessel with the capacity to berth 33 passengers? Even if it was allowed for a short while, can they really say with a straight face that it made sense for it to continue for 38 years?

In the meantime, individuals with knowledge of the incident indicate that future changes to the regulations will result from the findings of the *Conception* incident. Really? What a surprise. My question: Why do changes in safety regulations always require blood to be spilt before simple, common sense changes are put into place?

Steady as she goes,

Jeff Cowan

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SECRETARY - TREASURER

Greetings CAMM Shipmates!

Proposed Leadership Structure Change and Upcoming National Election



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

Adios, Amigos!

As outlined in my previous reports in *Sidelights*, I will not seek reelection as CAMM's National

of CAMM Officers. This will be voted on as part of the bi-annual Election for National Officers in 2020. See more details about the Leadership restructure proposal on pages 22-23 of this edition of *Sidelights*. You may also review my report in the October 2019 edition of *Sidelights* for additional information.

The proposed change will require the CAMM Constitution and By-Laws to be amended. The Constitution & Bylaws Committee has completed its work - and the draft revisions, amendments, and changes have been reviewed and approved by the BOG. The proposed changes will be on the ballot for vote by the CAMM membership as part of the 2020 CAMM election process.

Due to the proposed change the Nominating Committee will produce two separate slates of National Officers to be voted on in 2020a. One slate will be for the current leadership structure, the second slate will be for the new leadership restructure. If the membership rejects the structure change, the first slate of Officers will be installed; if the membership approves the change, the second slate will be installed. It may seem a bit challenging and complex but members will receive clear and concise instructions with their ballots.

Dues and Budget Report

During the first month and a half of FY 2020, 51% have paid their 2020 dues - a GREAT start! I expect the income to continue through December and January.

I'd like to take this opportunity to particularly thank, salute, and commend Captain Dan Jordan (# 2698-RP), President of the Columbia Bar Pilots

Association and VP for the Columbia River Chapter who has established a 100% CAMM membership participation by all the active pilots in their Association. (17 in all). Bravo-Zulu, Cap'n Dan!

There is still a considerable number of members who have not paid their 2019 dues and a dozen others who are now two or more years in arrears. Unless they catch up, their CAMM memberships will become subject to termination pursuant to our By-Laws.

On a positive note, approximately 50% of CAMM members paying dues along have made an additional contribution/donation to CAMM. Even better, many dues-exempt Life and Honorary Members have made donations. These additional funds make it possible for CAMM to participate in more public events and fulfill its Mission. Let's hope that trend continues. Our thanks to all those generous and loyal contributors!

We were within budget for FY 2019 and expect that trend to continue. A budget performance report for the first quarter of FY 2020 will come out at the end of December. Members who would like a copy of that report or who have any questions concerning CAMM's budget and finances, please contact me by phone (310-292-4185 or email (captaschemeyer@mastermariner.org).

Membership

CAMM Membership Roster now remains stable. We had an exceptional year for bringing in new members (36) and several members have been reinstated. Congrats to those joining our ranks

Secretary/Treasurer in the 2020 elections. As I enter my 6th year of service in that capacity, I can look back with a sense of pride and accomplishment - and I trust I've served the CAMM membership well along the way. I will leave this office with mixed emotions - to be sure - and while it was a difficult decision to make, it was also a timely and necessary one.

I am delighted to report that a well-qualified candidate has accepted the nomination to run as Secretary/Treasurer in 2020 - Captain Augusta "Gussie" Roth, currently serving as Regional VP for the Gulf Coast. Captain Roth is the Head of the Marine Transportation Department at Texas A&M Maritime Academy. I am pleased and excited that such a capable candidate has stepped up. With the assumption that Captain Roth is elected, I anticipate a smooth and professional turn-over.

Upcoming 2020 Election of National Officers

At the last AGM in San Diego it was proposed by the Board of Governors (BOG) to present to the membership a change in the Leadership Structure

Continued page 11>>>

Seafarer Mental Health – How Can We Help



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

In October, the International Transport Workers Federation Seafarers' Trust and Yale University released their final report entitled Seafarer Mental Health Study. (www.seafarerstrust.org/seafarer-mental-health-study-2019). It is a must read, and the first step in a systematic study which incorporates findings regarding seafarers' instances of depression, anxiety, and suicidal ideation, with these same mental health issues in the larger population.

During World War II, thousands of American seafarers sailed from our refinery docks

in Port Arthur and Beaumont, they all experienced the stress of potential German U-boat attacks. Hundreds and hundreds of U.S. seafarers, experienced the actual terror and trauma of being attacked, struggling to survive with their ship aflame, seeing their shipmates enveloped in flames and lost, and suffering severe burns that would leave them scarred for life.

As William Geroux points out in his book, *Matthew's Men*, the US draft board had no patience with seafarers since many were considered draft dodgers for choosing the merchant marine rather than the military. So, whether a mariner had sur-

vived an attack off Cape Hatteras and was picked up by the Coast Guard, or if he spent weeks in an open life boat, or months in the hospital recovering from his wounds, he had 30 days to catch another ship or he would be subject to the military draft. (www.usmm.org/faq.html#faq9)

When the SS *Texaco Oklahoma* sank in 1971, 18 crewmembers sur-

vived. Months after the tragedy, one of the ratings was preparing to return to work, and while at the airport, called the company, and said that he just couldn't go back to sea. By the time the OMI *Charger* blew up in Galveston roads in 1993, shipping companies and unions had come to realize that the crew would need mental care and help. Fortunately, this help was provided.

One of my parishioners was onboard the *Charger* at the time. He had just been relieved in the engine room, and was in his cabin when the explosion ripped open the deck, and killed his relief. In the aftermath of this tragedy, he was able to get counseling and mental health support which allowed him to address some addiction issues, and deal with the trauma of the incident. He was able to return to sea to complete his career.

More recently, as merchant ships began encountering refugees in the Mediterranean, and merchant sailors have had to respond to desperate refugees in sinking vessels, and have had to recover the bodies of refugees including children, the maritime community understands that simply developing "Best management practice" to efficiently handle the problem is not enough. Structures have been put in place to address the post-traumatic stress that comes from being exposed to such high levels of human desperation and tragedy.

The maritime industry has gone from not believing that merchant sailors need any mental health assistance, to an industry beginning to comprehend the importance of maintaining good mental health among its seafarers. The ITF Seafarers' Trust/Yale Report makes several obvious but important observations. First, the presence of good food, and sufficient amounts of food is important to maintain good morale

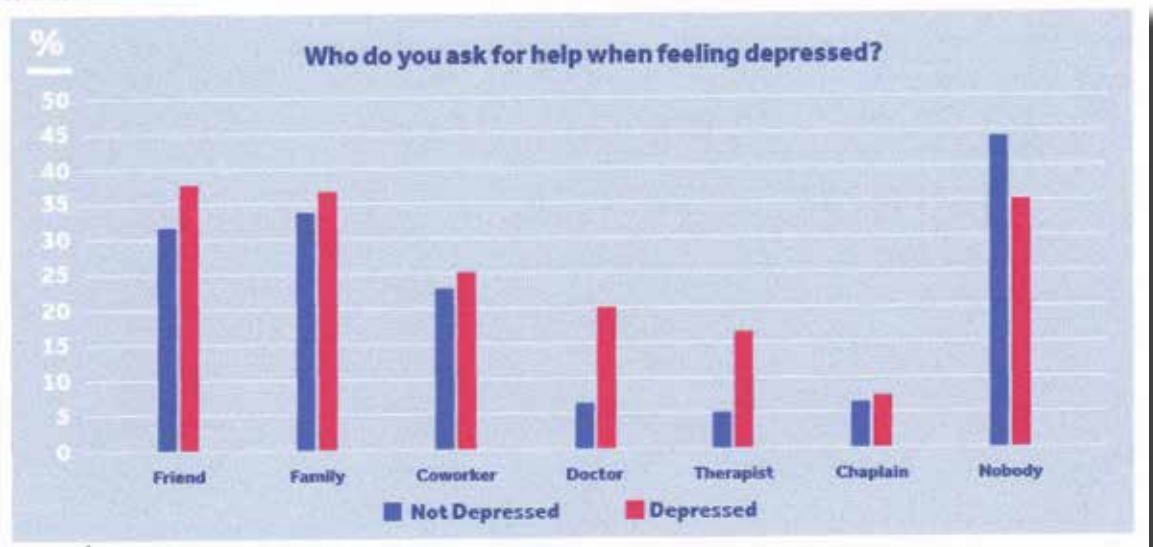


Figure 10 from the study. It shows who a seafarer would ask for help when feeling depressed.

aboard the vessel. Second, there is a connection between the mariner's mental health, and his or her susceptibility to illness and injury. Third, the seafarer's mental health has a strong correlation to the mariner's intention to remain at sea.

One fact in the report caused concern to me as a port chaplain. The study reported that only 6% or 7% of seafarers considered contacting the port chaplain or seafarer welfare agent when he or she was feeling depressed. Now, we like to see ourselves at the service of the seafarer, and we want to be one of the first persons he or she reaches out to in time of need. However, this statistic raises a real question about how effective we are in communicating our availability to support seafarers when they are feeling depressed.

Figure 10 of the study shows that the number one response to "Who do you ask for help when feeling depressed?" was "Nobody." However, the next three responses were "Friend," "Family," and "Coworker." The fact that the first two groups

that seafarers would reach out for help were not onboard, raises real questions. Why would seafarers search out to doctors or therapists, before they would reach out to port chaplains or seafarer welfare agents who are at the ports where their ships call.

I personally believe that the reason is that we have faded from the mariner's "conscious horizon." The seafarer cannot imagine that the "ship visitor" or the "van driver" who is taking them to Wal-Mart or Best Buy can be of help. Instead, seafarers tend to believe that "seamen's mission" people are there to visit the ship, provide SIM cards, or transportation to the store.

This report should be a warning to all of us in the seafarer welfare community that we have a job ahead of us in bringing awareness to the mariner that assistance is as close as the next port of call. Trained and professional seafarer welfare agents will be coming up the gangway ready to assist him or her in their spiritual, mental or physical needs.

Treasurer's Report >>> Cont'd from page 9

and to all the CAMM members who brought in new members.

To keep CAMM strong and growing for the future, I challenge to each and every CAMM member to bring in one new member during 2020! A CAMM membership application form is on the inside back cover of each edition of *Sidelights* (and applicants may also apply online at: <http://application.mastermariner.org/start.aspx>). PLEASE DO YOUR PART to keep CAMM growing and viable for the future! Please keep in mind that, in addition to licensed master mariners, we now accept associate members who are licensed Chief, Second, and Third Mates; foreign master mariners, maritime professionals who are working ashore in our industry, and cadets/midshipmen attending one of the state or federal maritime academies. Reach out and enlighten someone on the benefits of joining CAMM.

Having successfully established Cadet Chapters now at two maritime academies – Cal Maritime in Vallejo and Texas Maritime in Galveston - steps are being taken to establish chapters at the United States Merchant Marine Academy at Kings Point, NY and at nearby Fort Schuyler (SUNY Maritime). This is being done with help from the Chapter Officers of our NY/NJ Metro Chapter, Captains George Sandberg, Sean Tortora, and Ed Muccin. Additionally, one of our newest members, Dave Gardy (# 3507-A), CEO of Maritime TV, has offered his help and advice in moving this project forward. Membership Committee Chair, Captain George Zeluff, is also in the mix. We recently conducted a telephone conference call to discuss strategy and planning. We expect this local interest will help generate a stream of new Associate Cadet Members.

2020 AGM/PDC

The AGM Planning Committee is moving ahead with its organizing work for the 2020 AGM/PDC in Port Canaveral, FL. The Radisson Hotel in Port Canaveral is confirmed as

the official site for meetings and events. The theme for the PDC is "Applying Tomorrow's Technology in Today's Maritime Industry." The Committee has begun lining up speakers with various presentations to address the theme, and it's shaping up to be an excellent Professional Development Conference.

The dates are set for May 6-9, 2020 – so save the dates now and plan to join your CAMM colleagues. Additional details will be coming to you via mail, and will be posted on the website and in future editions of *Sidelights*. Hope to see you all there!

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

So until next time, Smooth Sailin' ...



Captain Manny Aschemeyer # 1548-RU

New Members and Changed Membership Status

New Members - Welcome Aboard
You now have all the benefits of membership!

3511-RU Captain Michael F. Finnigan
Currently Serving as National Executive. Vice President for American Maritime Officers Union (AMOU) after 25 years at sea
Resides in Palm Coast, FL
Sponsored by Captain Willie Barrere, # 3469-RU



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Captain George Sandberg, #1919-RU

Chapter President

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

Baltimore/Washington Report

Captain Joe Hartnett, #2193-RP

Report not available.

South Atlantic VP Report

Captain Manny Arosemena, #3028-RU

Report not available.

Port Everglades/Miami

Captain Paul Coan, #3021-RU,

Chapter President

Report not available.

Tampa Bay

Captain Ron Meiczinger, #1747-RU

Chapter Secretary/Treasurer

The 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 significant others are invited to join us. Lunch is \$20 per person. Please have exact amount or a check made payable to CAMM Tampa Bay Chapter.

Five members were in attendance at the October 8th luncheon. It was

reported that Captain Mike Michelson is recovering from a recent medical procedure. Captain Manny Arosemena was the winner of the 50/50 Raffle and he donated his winnings to the Chapter Treasury. There was no Unfinished Business. Under New Business a general discussion of recent maritime topics of interest was held. The meeting was adjourned at 1335 hours.

The November 8th luncheon featured 13 members and two guests. Chapter President, Captain Holden welcomed our newest chapter member, Captain Ellwood Collamore, CAMM #1657-RU. Captain Holden brought everyone's attention to the fact that on November 14, 2019 the CAMM Tampa Bay Chapter will celebrate its 30th Anniversary of receiving the charter from the Council of American Masters, Inc.

There was no Unfinished Business. We learned that Captain Henry G. Ceely Cross'd the Final Bar on July 8, 2019 in Palm Harbor, FL. He was a 1960 graduate of the U.S. Merchant Marine Academy (Kings Point). He was a Panama Canal Pilot and was the last American to be President of the Panama Canal Pilots Association.

New Business: Captain Manny Arosemena gave a report on the planning for the CAMM Annual General Meeting (AGM) and Professional Development Conference (PDC) to be held from May 6 to 9 in Port Canaveral, FL. They are well along in the process – theme and hotel selected. Speakers to be confirmed. It promises to be one of the better annual meetings and the committee is getting support from the port. Plan on attending, you won't be disappointed.

The 5 /50 raffle winner was Captain Mike Michelson. It was good to see him back with CAMM and he graciously donated his winnings to the Chapter

Treasury. The meeting was adjourned at 1415 hours. .

Gulf VP Report

Captain Augusta Roth, #2753-S

Report not available.

Mobile Bay

Captain Jerome "Rusty" Kilgore

Chapter President

Report not available.

New Orleans

CE Horace George, #3223-A,

Chapter Secretary

Due to scheduling conflicts, the New Orleans Chapter had to cancel its October meeting but resumed their regular monthly meetings on 10 November at the Global Maritime Center, 3635 Tchoupitoulas St. The 2020

At the meeting members discussed the 2020 Annual General Meeting. 2020 is an election year and there is a proposal for a Leadership Structure Change (from a Geographic/Regional Structure to a Tasked Base Structure). Details of the change will be made available through *Sidelights* and the CAMM Website. Chapter President Ed Higgins will keep us informed of any additional information that is made available.

We are looking forward to the December meeting as we prepare for the Christmas Holidays.

Houston

Captain Michael McCright, #2753-S

Chapter President

Report not available.

South Pacific VP Report and San Francisco Bay Area Chapter Report

Captain Klaus "Nick" Niem, #2167-RU

Our monthly meeting was held November 6 at Zio Fraedo Restaurant in Vallejo with six members in attendance. The raffle was won by Captain Larry Teague.

Treasurer, Captain Chriss Carson, reports that the chapter is solvent.

The Fiscal Year for our chapter started November 1, 2019. Thank you to the many who have already sent in next year's SF CAMM dues. For those who have not, please send your 2020 dues check of \$25, payable to SFBA CAMM, to Captain Chriss Carson, 1258 Rimer Drive, Moraga, CA 94556. Please provide any changes to your personal information such as address, phone and email.

New members should contact Captain Chriss if you have not received a CAMM SFBA name tag, which are provided free by the Chapter. Replacement name tags are available for a nominal fee of \$15.

Under New Business we discuss the proposed change in the structure of the leadership to CAMM (proposed by Captain Dave Boatner, in a similar structure to that of the Masters Mates & Pilots Union). If approved, the new structure will eliminate regional vice presidents (for reasons unbeknownst to us). Are special members allowed to hold a national office and sit on the Board of Governors?

The following members have been nominated for the positions shown:

Current Structure

National President	Cal Hunziker
1st Vice President	RJ Klein
2nd Vice President	Manny Aschemeyer
No/Atlantic VP	Frank Zabrocky
So/Atlantic VP	Manuel Arosemena
Gulf Vice President	August Roth
South Pacific VP	Klaus Niem
North Pacific VP	Kevin Coulomber

Proposed Structure

National President	Cal Hunziker
National Secretary/	
Treasurer	Augusta Roth
Executive VP	RJ Klein
VP Positions	Frank Zabrocky
VP Gov/Liaison	Jeff Cowan
VP Media/Com/	
<i>Sidelights</i>	RJ Klein
VP Membership	George Zeluff
VP Annual/Events	Manny Aschemeyer

Lunch at Zio Fraedo has been well received by all, and it will continue as our standard meeting location. Captain Nick Niem has done a great job arranging a private room and Prix Fixe evolving menu

at Zio Fraedo Restaurant to meet our budget needs. FYI, the corkage fee is \$15.

We are looking forward to the next meeting, which will be our Christmas Luncheon with Significant Others. The meeting will be on 4 December at La Strada Restaurant in American Canyon.

Los Angeles/Long Beach

Captain Dave Boatner, #2162-RU

Chapter President

By Captain Manny Aschemeyer

The Los Angeles/Long Beach Chapter held their November meeting at the Marine Exchange (MX) of Southern California's Vessel Traffic Center (VTS) facility in San Pedro. The event was hosted by Captain Kip Loutitt (# 3371-A), Executive Director at the Marine Exchange and Vessel Traffic Center in San Pedro was our host. Captain Loutitt gave an excellent briefing to the group during the luncheon, including showing several videos of this unique operation at America's biggest and busiest seaport complex. He also gave a detailed Power Point presentation highlighting all the intricacies involved in the MX-VTC. Following the luncheon, Captain Loutitt guided the group on a narrated tour of the

information on all arrivals, departures, shifts, transits and ship movements within and outside the LA/LB Harbor complex. The Southern California VTC also includes vessel movements and locations for the Ports of San Diego, Hueneme, Catalina Island, the USN Weapons Station in Anaheim Bay, and the Chevron offshore moorings in Santa Monica Bay. Thousands of subscribers purchase this information and data from the MX in order to conduct their waterfront businesses and operations efficiently and professionally.

Second is the Vessel Traffic Service (VTS) utilizing cutting-edge, state-of-the-art technology and systems to track more than 27,000 annual vessel transits throughout its Area of Responsibility (AOR), reaching 25 miles out to sea from Point Fermin. The VTS keeps track vessels all the way across the Pacific Ocean to the Far East and south to the Panama Canal. This unique VTS operation is a one-of-a-kind partnership formed between the MX, the State of California Oil Spill Prevention and Response, the U.S. Coast Guard, the two port authorities at LA/LB Harbor, and the two pilot organizations servicing LA/LB. This



At the Marine Exchange of Southern California's Vessel Traffic Center. Civilian and Government personal work together to safely direct all marine traffic in their area of operation.

facility. Along the way, he pointed out historical photos and artifacts at the facility.

Captain Loutitt informed the group that there were two missions going at the VTC. First is the Maritime Information Section (MX) providing real-time infor-

model VTS has been declared successful at all levels, and was presented with the coveted "Hammer Award" in 1995 by then Vice President Al Gore for its part

Continued next page >>>

Council >>> Cont'd from page 13

in “reinventing government” to benefit America. The Marine Exchange Vessel Traffic Center for LA/LB Harbor is one of the most visited facilities in the U.S. by officials from other ports who come to see what has been accomplished. Many hope that they might emulate the success back home.

Overall, it was a most enjoyable, memorable, and informative outing for all the CAMM members in attendance at this state-of-the-art facility that is the Marine Exchange of Southern California Vessel Traffic Center in San Pedro. Out thanks to Captain Kip Louttit for hosting this marvelous event to benefit the CAMM Chapter at LA/LB Harbor!

North Pacific VP Report

Captain Cal Hunziker, #2457-RU

Terminal Updates in Seattle

At a joint meeting of the Northwest Seaport Alliance and the Port of Seattle requested authorization to enable the acquisition of up to 5 container cranes (ZPMC cranes 80, 81, 82 and Paceco crane No. 65, 67 and related spare parts) at Terminal 46 in Seattle.

At terminal 5 in Seattle, crews have demolished the existing container crane rails to accommodate for the super-post-Panamax cranes, which require a new 100-foot gauge rail. Workers excavated trenches, where the new crane rails will be installed. To strengthen the foundation, piles will be driven through the trenches into the submerged soil beneath the pier. A massive concrete beam will then be placed on top of the piles and paved over. Once that's completed, the crane rails will be installed on top of the pavement.

Waterways in Tacoma to be Deepened

The Northwest Seaport Alliance has authorized the payment of 50% of the cost of the study and asked the Corps of Army

Engineers to study the feasibility of deepening the East, West, and Blair Waterways to a Mean Lower Low Water (MLLW) of 57. Congress authorized the project in October 2018 making the project eligible for congressional appropriation for design and construction.

The Seattle Harbor Deepening project is expected to be designed and constructed in

two phases, with the West Waterway design to begin as early as in FY 2020, pending funding authorizations, and with construction completion expected in 2024.

Ports in North America are investing in infrastructure to handle these ships efficiently, and the evolution of ship size is likely to mean consolidation of the industry to fewer, larger terminals that can handle large ships efficiently. These ships have drafts up to 54'. With the additional 10% of draft under keel required by the Puget Sound Pilots for safe transit, channel depth needed for a fully laden ship is -57' at MLLW. Currently the berths and navigation channels in the Seattle Harbor are at -45' to -51' and in the Tacoma Harbor, the Blair Waterway, is -51' MLLW. (See photo next page.)



In attendance at the November meeting of the LA/LB Chapter meeting held at the Marine Exchange (MX) of Southern California's Vessel Traffic Center (VTS) facility in San Pedro.

*Front L-R: Captain Kip Louttit, Executive Director MX-VTS; Captain Paul Nielsen, Chapter Secretary/Treasurer and former MX-VTS Executive Director; Captain Dave Boatner, Chapter President; Captain George N. Zeluff, Jr. CAMM Membership Committee Chair; Captain Jeff Cowan, CAMM National President
Back L-R: Captain Dave Behr, Captain Vic Schisler, Retired Senior Pilot, Jacobsen Pilot Service; Captain Bent Christiansen, Retired Chief Pilot, Port of Los Angeles.
Missing from photo Captain Jack Guest former MX-VTS Executive Director*

Columbia River

Captain Bill Good, #1924-RU

Chapter Secretary

No report available.

Seattle PNW

Captain Doug Subcleff, #2329-RU

Chapter Secretary

October: CAMM Seattle Chapter's annual Recognition Day luncheon was held on Thursday, October 10th. The Seattle Chapter Recognition Day Luncheon is our annual event to honor someone who has earned the respect of the local maritime community. It is also the meeting at which we give a check to the Youth Maritime Training Association in support of the program and scholarships.

Our 2019 Maritime Person of the



Year honoree, Captain Dale Pederson, deserves the accolades given him this day. This event provides the opportunity for organizations affiliated with the honoree to attend and enjoy the commemorative luncheon. Attendees included the Seattle Seaman's Mission, the Swedish Club, the Seattle Yacht Club, Ballard First Lutheran church, and the *Virginia V* Foundation, in addition to Puget Sound Maritime and our own CAMM members. This event would not have been possible without the tireless work of Chapter Treasurer, Captain Don Moore, our Maritime Man of the past 40 years!

Before lunch, Chapter President, Captain RJ Klein speaking about the success of our recently held 12th Annual Bob Magee Memorial Charity Golf Tournament. CAMM presented the proceeds to Puget Sound Maritime (PSM) for the Youth Maritime Training Association. This year the Chapter hosted event generated \$10,000 for YMTA. Accepting the check was PSM representative, Roger Ottenbach.

Final note for this meeting was the Election Confirmation of results for the election of Seattle PNW Chapter Officers

which are: President: Captain RJ Klein, Vice President: Captain Chuck Lund, Seagoing VP: Captain Andy Smith, Treasurer: Captain Donald Moore, Secretary: Captain Doug Subclef - Congratulations to all and Thanks for your Service.

November: Chapter President, Captain RJ Klein, reported that CAMM ads will be in the next two issues of *Workboat* and *Pacific Maritime* magazines. Thanks to local chapter member, Captain Tuuli Messer-Bookman for securing these ads free of charge. Seagoing VP, Captain Andy Smith is at sea but Captain Bill Westrem was able to fill in with a report about preparations some shipping companies are taking for IMO2020 fuel requirements. The preparations including the 3x treatment of fuel tanks with a cleaning additive.

Treasurer, Captain Don Moore reported that the Chapter is solvent and he is in negotiations with the restaurant for next



Captain RJ Klein presents a check of \$10,000 to Roger Ottenbach. Roger is the Youth Maritime Training Association representative for Puget Sound Maritime. The funds will be use to support the YMTA program and provide a scholarship of \$5,000 in the name of CAMM.

PHOTO BY CAPTAIN DOUG SUBCLEFF

year's catering contract. Also ongoing is the work by Don and Chuck on updating the Chapter Constitution, By-Laws and Chapter roster.

IFSMA VP-USA, Captain Cal Hunziker reported IFSMA's last meeting was moved from New Delhi to Helsinki. On another topic, discussions being held about whether or not the USCG will continue to administer the Marine Inspection program.

Under Health & Welfare, Captain Georg Pedersen reported he will be having heart surgery soon. We wish Georg well with the procedure and a speedy recovery.

Positions Report

Captain Frank Zabrocky, #1964-RU

Positions Chairman

No report available.

Sidelights

Captain RJ Klein, #1964-RU

Sidelights Editor

Contributions for the February issue of *Sidelights* are due January 15. ⚓



Ship turning in Blair Waterway Turning Basin, Tacoma, WA

PHOTO FROM NORTHWEST SEAPORT ALLIANCE, BRIEFING HARBOR DEEPENING WARFIELD-CHU-MCFARLAND PRESENTATION

CROSSED THE FINAL BAR

CAPTAIN WARREN G. LEBACK CAMM

Captain Warren G. Leback of Skillman, NJ, passed away on November 21, 2019 at the age of 95. He had a 65-year career in the maritime industry starting at the age of 18 as a cadet midshipman on the liberty ship Joseph McKenna during World War II. Captain Leback was the son of the late Captain Vernon and June Leback of Astoria, Oregon. He and his twin brother, Calvin, were born on St. Patrick's Day in 1924, and were nicknamed Pat and Mike, respectively.

Captain Leback came from a family with a strong maritime tradition. His grandfather was a shipwright and fisherman. His father was a fisherman, Captain, and Columbia River pilot while his twin brother, Calvin, also went to sea and finished his career as a Captain with Sea-Land Service. When reflecting on his career, Captain Leback would say, without hesitation, that the time he enjoyed the most was sailing for Grace Line. Every day at sea was different; the ships were well maintained; and the officers were like family.

After graduating from Astoria High School in January, 1942 he entered the Cadet Basic Training School at Treasure Island in San Francisco Bay. In June, 1942 he reported for duty on the Liberty ship SS McKenna, operated by Grace Line and spent seven months at sea. He saw action as a member of the McKenna's anti-aircraft gun crew when the ship arrived at Guadalcanal. The ship's crew received Merchant Marine Combat medals for their service at Guadalcanal. After leaving the McKenna, Captain Leback reported to the United States Merchant Marine Academy at Kings Point, NY and graduated in January, 1944. He returned to Grace Line and sailed in the South Pacific Theater until the end of the WWII.

Captain Leback earned his Unlimited Master's License in 1947, which he maintained until his death. He worked for Grace Line until 1960 serving as third, second, and chief mate on several vessels and Master of the passenger cargo ship SS Santa Monica. He also held managerial positions in Barranquilla and Cartagena, Colombia, and New York City. Captain Leback oversaw the design of cargo systems and crew quarters for the new passenger liners Santa Rosa and Santa Paula, coordinated the design and conversion of the Santa Eliana and Santa Leonor to containerships, and was responsible for preliminary economic studies and development designs for the Santa Magdalena class combination passenger/cargo/containerships.

Captain Leback subsequently held positions with Central Gulf Steamship Corporation (1961-1964), Sea-Land Service, Inc. (1965-1972), Interstate Oil Transport Company, El Paso LNG Company (1975- 1985) and Puerto Rico Marine Management, Inc. (1985-1988)

With Sea-Land, Captain Leback directed the expansion of the fleet from 14 to 55 ships. This included the construction of eight new highspeed ships at European shipyards, the S-L 7s. All of the vessels were for American Flag operation. At El Paso, he was responsible for a fleet of LNG tankers delivering liquefied natural gas from Algeria to terminals in Maryland.

In 1981 Captain Leback was appointed Deputy Maritime Administrator in the Department of Transportation by President Ronald Reagan. From 1989 to 1993 he served President George H. W. Bush as Maritime Administrator. Captain Leback returned to the private sector in 1993 as President of First American Bulk Carrier Corporation and retired in 2006.

Captain Leback was an active member of numerous maritime organizations including serving as National President of the Council of American Master Mariners and National President of the United States Merchant Marine Academy Alumni Association. He received the U.S. Merchant Marine Academy's Outstanding Professional Achievement Award in 1964, the Alumnus of the Year Award in 1978, the Distinguished Service Award in 1984, and the Meritorious Alumni Service Award in 1989. In 1997, Captain Leback was elected to the Academy's Hall of Distinguished Graduates. In 1991, he was honored with the Admiral of the Ocean Sea Award by the United Seamen's Service. He received Honorary Doctorates from the Maine Maritime Academy and the Massachusetts Maritime Academy.

Captain Leback met his wife, Jewel, during World War II in San Francisco where she was serving in the United States Coast Guard as a SPAR. They were married in New Paris, Indiana, in 1947, and began their 67-year marriage in New York City.

Captain Leback was predeceased by his wife, Dorothy Jewel Leback, his twin brother, Captain Calvin C. Leback, his sister, Mary Leback Shook, and his son-in-law, Simon Sitwell. He is survived by his children: Warren Thomas Leback and his wife Chloe, Christine Leback Sitwell, and Karen Frances Leback; his grandchildren: Todd Leback and his wife Lisa Grové, Emily Leback Achin and her husband John, Peter Leback, and Sergey Sitwell. His surviving great-grandchildren are Miles, Maude, Henry, Clover, and Violet.

A memorial service will be held in Princeton at a later date. Captain Leback's wish was for donations to be made to United States Merchant Marine Academy Alumni Association and Foundation, Kings Points, NY or American Merchant Marine



Museum at the US Merchant Marine Academy, Kings Point, NY in his memory. Captain Leback's ashes will be buried with his wife's ashes in the cemetery at New Paris, Indiana and spread over the Columbia River bar in Oregon.

CAPTAIN ALLEN J. LONSCHEN CAMM # 1157-L

Captain Lonschein passed away on August 1, 2019 just one-month shy of 93. He lived in Palm Harbor, Florida and had a distinguished maritime career. A 1946 graduate of New York State Maritime Academy, he spent 10 years at sea with Isthmian Steamship Company. During that time, he obtained his unlimited Master's license and sailed in that capacity with Isthmian.

Captain Lonschein then spent 13 years ashore with Grace Line. He held various positions, including negotiations on stevedoring contracts, terminal leasing and as Safety Director, Pier Superintendent, Traffic Manager and General Manager Cargo Operations.

After leaving Grace Line in the late 1960s, Captain Lonschein spent the next 22 years with the Port Authority of New York/New Jersey. During that time, he was the Supervisor of Marine Development, Manager of Marketing, Assistant General Manager of Traffic Management Division and as General Manager of Maritime Management/Labor Relations. In 1985, he was awarded the Port Authority Unit Citation for his lead role in litigation against NY Shipping Association Tonnage Assessment formula. Four years later, he received the Port Authority Executive Director's Medal of Achievement for conceiving, developing and organizing the Port of New York/New Jersey's first Cocoa Terminal.

Captain Lonschein was instrumental in developing the maritime museum at Fort Schuyler where he served seven years as Executive Vice President and Executive Director. During that period, the museum became a non-profit 501(C)3 educational corporation chartered by the Board of Regents of the University of the State of New York. He was also an Adjunct Professor of Transportation at St. John's University and Nassau County Community College

Captain Lonschein was a member of the Navy League, the Naval Order of the United States, Veteran Corps of the Artillery of New York State, and a life member of the Council of American Master Mariners



CAPTAIN VINCENT PARKER CAMM #2931-RP

CAMM received word from Mrs. Dianne Lougher, daughter of Captain Vincent J. Parker, that her father had Crossed the Final Bar in August, 2018. Captain Parker turned 79 the month before he succumbed to cancer.

Captain Parker joined CAMM in 1999 serving as a tug captain and Docking Master (Pilot) with Moran Towing in New York Harbor. The ports of New York/New Jersey employ Docking Masters to bring ships alongside the piers. He retired in 2016, having served with Moran Towing for 47 years.

CAPTAIN GIBLIN CAMM #589-L

We are saddened to announce that on June 27, 2017 Captain James Richard Giblin Sr. "Crossed the Final Bar" while residing in Clear Lake, South Dakota (CAMM was unaware that he had moved up there from his former residence in Friendswood, TX.)

Captain Giblin was born in Cleveland, Ohio on July 5, 1924. He was a month shy of 93 at the time of his death. He joined CAMM in 1962 and was an active member for over 55 years. During his time in Friendswood, TX he was affiliated with the Houston Chapter. In 2016, Captain Giblin was honored as a Life Member of CAMM in 2016. No other details about his career, accomplishments, or family have been made available to CAMM.

CAPTAIN NICHOLAS TITTONIS CAMM # 923-L

Captain Nicholas Tittonis, a retired Merchant Marine Sea Captain, passed away on December 22, 2017 in North Palm Beach--just one week shy of his 99th island of Chios in Greece. He attended Livanion High School, graduating as the Valedictorian at 15 ½ years of age. Earning his "Seaman's Book" in May of 1935, he began a 50-year seafaring career.

After serving in the Merchant Marines/Coast Guard during World War II, Captain Tittonis obtained his U.S. Master's License in 1953. For the next 30 years he continued to command Merchant Marine ships for the Prudential Lines, carrying cargo on freighters to a variety of international ports. His wife and two daughters had the privilege of travelling with him during the summer months.

Captain Tittonis was actively involved in Maritime organizations--including being a Life Member with The Council of American Master Mariners since 1964. He served on his Church's annual Parish Council Election Committee. He was an avid reader, self-taught in many areas and spoke five languages. For a good cardiovascular workout and to keep in shape, Captain Tittonis enjoyed walking.

Captain Tittonis is survived by his wife, Barbara of 61 years; daughters Maria (Arthur) Heliotis and Irene (Emmanuel) Kratsios; grandsons Peter (Ashley) and Nicholas Heliotis, and granddaughter Barbara Kratsios; nieces, nephews, cousins and one god-daughter. Funeral services were held on Thursday-January 11, 2018 at St. Catherine Greek Orthodox Church in West Palm Beach, FL. He was interred in New York, where he lived most of his adult life.

It Was a Good Voyage



By Captain
Kevin Coulombe

I am master of a US flag, 6600 TEU, liner container ship that is engaged in international trade between the USA and India. After my vacation period at the beginning of 2018, I missed my next rota-

tion. I had just joined my ship when I developed an excruciating toothache that required dental surgery, and I went home. Once fit for duty, I joined my ship in Houston in late September. Cargo operations were slow, giving me time to catch up with the ship and office routine. A "Condition of Class" was in effect on the No 3 generator, and the starboard pilot ladder required repairs (although it was still serviceable).

The steward, a relief engaged a week before, found our food load order for the trip was short many standard items which we tried to correct. The steward was very disconcerted as he was working with the food load order that the previous steward had prepared. The relief steward had only been engaged to Houston and was ready to get off. Due to a SNAFU with his relief, he had to ride to Norfolk. We sailed Houston 28 September early in the morning. Like last spring, our destination was Norfolk. Unlike last spring, I had no health issues. The Gulf of Mexico presented dramatic late afternoon cloudscapes, one reason I have enjoyed going to sea. During the passage, the beleaguered relief steward informed me of additional problems with the voyage food stores: we

had been shorted our entire meat order. As it was the weekend, there was little I could do. This was an unusual problem for me as I had always sailed in the company of a competent steward and was not required to be involved with the budgeting and ordering of consumables for a 72-day voyage. It was a long weekend. We arrived in Norfolk in good order, but not without a little drama. I had the Chief Mate work with the Pilot to dock the ship. In the practice of "bridge team management" (BTM), control of the engine is kept inside the bridge and engine orders are relayed by radio. I was at the engine order telegraph and while approaching the dock I executed one of the orders wrong. Fortunately, the Chief Mate and Pilot

then told me that his brother sailed as cook and was available at the union hall. I was picturing trouble on the horizon.

En-route to Newark we stopped for a "timed arrival" for the pilot station which resulted in a long morning but uneventful maneuvering evolution to our berth in Port Elizabeth, Newark. Unfortunately, we were unable to obtain the meat order as it was too short notice. Therefore, we would have to make do in Spain.

Finally, the deep-sea voyage began and I was able to get into the business of shipping, updating our crew and operations files, assessing crew training and regulatory drill requirements, voyage planning, calendar planning and dealing with the relentless operational emails. The owner had recently been dealing with an uptick in port state control deficiencies in the fleet and in response we received a huge check list that was to be completed prior to our arrival in Algeciras, Spain.

My forecast of trouble in the Steward's Department proved unfounded. During the Atlantic crossing the steward demonstrated that he knew what he was doing and that the cook, his brother, was a very good cook. In fact, the Steward team made the voyage a pleasure, as they produced a first-rate Thanksgiving meal and, in general, delivered good to excellent meals every day for the balance of the trip. Good meals always make a happy ship.

But then there was Hurricane Leslie. Originating in the inter-tropical convergence zone, this storm was clearly unusual. It remained fixed in the low latitudes mid-Atlantic for days and days. When it finally started moving it tracked north and then northeast. As it developed it showed a track that was trending to the Strait of Gibraltar - and we were converging on the same section of ocean.

I advised the owner, operations and weather routing that they should consider delaying our arrival as I anticipated that Leslie was going to have a significant impact on the approaches to Gibraltar

There were prolonged theatrics concerning the starboard pilot ladder, ...The port engineer wanted to land it... I tried to explain that this would not suit operations as nearly all the ports in between required both pilot ladders be serviceable.

saw the EOT in the wrong position and yelled an immediate correction - embarrassing for me but the incident speaks to the effectiveness of good BTM at work.

The port evolution was a quick turnaround. The new Chief Steward, a week late in joining, presented himself with a lot of bonhomie and brass, always a cause for concern, and even more disconcerting given the problems that came up in Houston. To make matters worse, I was informed by the new steward that he had a history with the cook and it wasn't good. Fortuitously, the cook was due off at the next port. The steward



and the western Mediterranean - this is the last place I wanted to be during a hurricane. From experience, I knew that the ports in the region were very sensitive to storms and not reluctant to close if necessary. Not surprising, the operations department was more sensitive to its scheduling so they ordered me to speed up. This, of course, proved to ensure our rendezvous with the eye of the hurricane. For safety of the ship and crew, I slowed the ship and adjusted the route and spent the night on the bridge. The eye of Leslie passed directly across our course, about 100 miles ahead and went on to make history on the coast of Portugal and the Southern Bay of Biscay. As I had advised operations, due to effects of Leslie, Algeciras port operations closed for a time and we had to sit and wait. Arrival and docking eventually came off without incident.

The service route connected Spain, Egypt, Oman, United Arab Emirates, Pakistan, and India via the Mediterranean Sea, the Suez Canal, the Arabian Sea and the Persian Gulf. At Mumbai, India we headed for home via Oman and the Suez Canal, stopping in Spain and breaking articles in Newark. Each of these ports of call required entry paperwork which I have been preparing for years, using a system I had inherited from the previous Master, since retired. In my medical absence, the newly assigned Master decided to “clean up” the computer and deleted all the working files that I was accustomed to. Fortunately, a very popular working file from within the fleet remained, and once I sorted out how it worked, I had no problems generating the needed paper work. I reasoned it was probably time to step up, but it was an annoying hiccup in my routine.

There were other distractions. The Condition of Class on the number 3 generator dogged us all the way to Spain as the contractor neglected to ensure that the necessary parts for the repair were on board. The parts finally came aboard in Spain.

There were prolonged theatrics concerning the starboard pilot ladder, which

was serviceable but needed some repair. The port engineer wanted to land it at the port of Salalah, Oman, outbound and pick it homebound. I tried to explain that this would not suit operations as nearly all the ports in between required both pilot ladders be serviceable. Not having both ladders would subject the ship to a fine and/or detention. They would not consider an alternative arrangement and I finally

surrendered to the inevitable. Ironically the repair vendor inadvertently settled the matter when they declared that a lot more time would be needed to execute the job. The ladder stayed on board.

Another difficulty during the voyage concerned computing configuration. The owners came up with a wiring and software configuration they wanted the Master to physically implement. I don't think it appropriate for Masters to do wire and software configuration and notified the owners to that effect. They assured me that this was not an issue

I had seen too many good, competent, experienced Masters make one too many trips... It was time to go.

with the rest of the fleet (numbering hundreds of ships). I replied, “Good for them,” and noted that now the owners had hundreds of interpretations of the wire and software configurations. They persisted, I protested to the owners’ technical department, the labor management supervisor and my union. Having failed to convince



Mary and Captain Kevin Coulombe enjoying their boat in retirement where Kevin can still be Captain

them that this was a problem, I gave the project to the Chief—but only after we were safely back in the Mediterranean.

Another minor issue was that I had to pull the plug on satellite communications (except the Global Maritime Distress and Safety System (GMDSS)) when we entered the national waters of India. The Master has to submit an affidavit to that effect to the India authorities. The fleet operations and owner are aware of this requirement but that doesn't stop them from continuing to communicate via satellite: Apparently most of my peers ignore the requirement, but I have read too much about Indian jails to run that risk.

During the voyage, I was informed that the ship was to be re-flagged and that I along with my crew were to transfer to one of the owner's other ships, which was under another flag. I was initially excited about this prospect as one thing I have enjoyed about the owner is that they are a dynamic operator and play their ships like chess pieces. It was always interesting to see what was in store, but when I learned what ship we were being transferred to I became very disenchanted. I

Continued page 27 >>>



2020 Annual General Meeting and Professional Development Conference



CAMM meets again in Cape Canaveral, FL in May 6-8, 2020.

More details in the next issue of *Sidelights* and on the Website

Plan to be there!

Join CAMM at Cape Canaveral for the 2020 Annual General Meeting and Professional Development Conference

Applying Tomorrow's Technology in Today's Maritime Industry...

is the theme for the 2020 Professional Development Conference. The Events Committee is lining up appropriate speakers for the Conference.

The 2020 AGM will include the election of CAMM National Officers. Captain Cowan will be stepping down due to term limits and Captain Hunziker will be running for President. Members will receive their ballots in late February to early March. In addition to the list of Officers running for election, the ballot will include Constitution and By-Law changes. These changes, if approved will effect CAMM Leadership Structure (See pages 22-23 for pros and cons on this proposal).

Events at the meeting will include golf, guest outings, an evening social event, and the Lalonde Presentation at the Closing Dinner on Friday night. More details will be in the next issue of *Sidelights* and posted on the website.



The Planning Committee for CAMM's 2020 Professional Development Conference and Annual General Meeting has selected the Radisson Resort at the Port for the venue.



Council of American Master Mariners

2020 Sponsorships

Professional Development Conference & Annual General Meeting

May 6-8, 2020 Port Canaveral, FL



Meeting Sponsorships

Platinum – \$5,000

- Your Logo as a CAMM Sponsor displayed on CAMM’s Website for the next calendar year - www.mastermariner.org/
- Inclusion of company promotional item in the Welcome Kit
- Six-foot table for promotional display (or stand-up booth display)
- Eight (8) Tickets to the Thursday Night Social Event (Dinner Cruise)
- Eight (8) Tickets to the Friday Night Closing Banquet

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
- 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
- Inclusion of company promotional item in the Welcome Kit
- 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

Other Sponsorships

These Sponsorships include:

- Acknowledgments made from the lectern prior to the event
- Company logo displayed as sponsor for the specific event
- Company logo posted on CAMM’s website on the annual meeting web page and in *Sidelights*
- Company logo in all event-related materials
- Check website for availability at: www.mastermariner.org/

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

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

Hospitality Suite & Bar – \$500/night – Three (3) Available

Logo/Banner displayed in suite. Please indicate your preference.

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

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

Logo/Banner display in serving area. Please indicate your preference.

- Thursday CAMM PDC
- Friday: CAMM AGM

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

Logo/Banner displayed in suite + Above mentioned. Please indicate your preference.

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

Closing Banquet Table \$750

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

NOTE: Platinum & Gold Sponsors – Send your promotional items any time after April 15th to: Jim Dexhelmer, Sales Manager, Radisson Resort Hotel at the Port, 8701 Astronaut Blvd., Cape Canaveral, FL 32920

Questions? Need Help? Call (951) 767-3037 or (310)-292-4185

To become a Sponsor please fill out this form and mail with your payment, or pay online at <https://client.pointandpay.net/web/CAMM/> (Select Tickets/Donate):

Name/Company Name: _____

Sponsorship: _____

Email address: _____

Contact person: _____

Sponsorship Amount: \$ _____

Phone: _____

Make Checks payable to CAMM AGM 2020 and send to:

CAMM AGM 2020

C/O Captain Manny Aschemeyer

30623 Chihuahua Valley Rd.

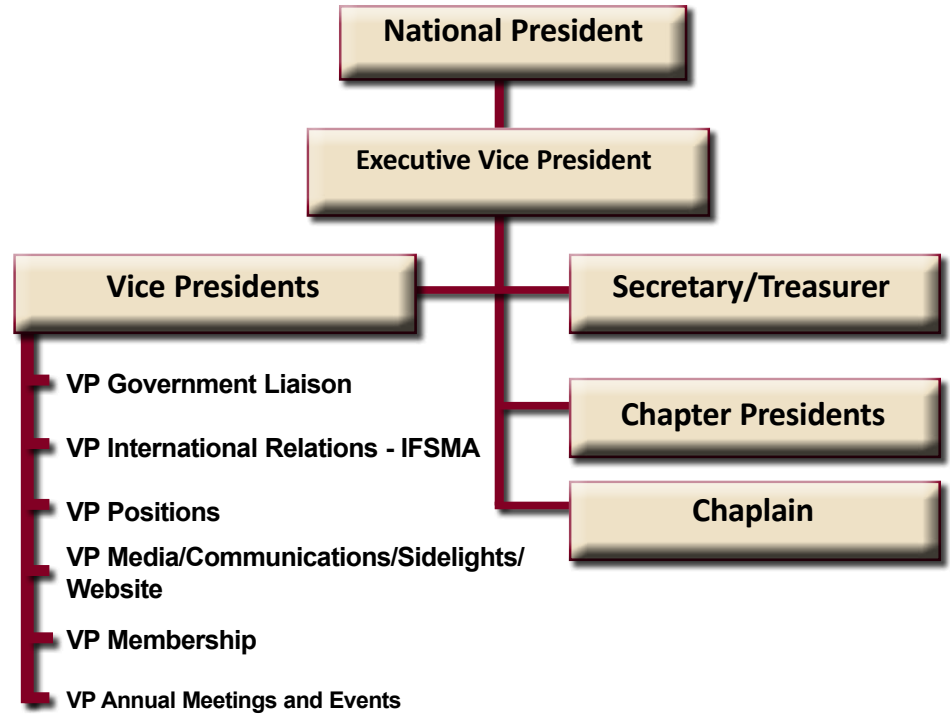
The Villages, CA 92086-0220



Time for a Change –

Move to Task-Based Leadership Structure

Task-Based



Our CAMM organization and structure has not appreciably changed in over 70 years. Presently we have a geographically based structure. This was appropriate in the 1950s. It has been suggested that the world, and governance of organizations, has changed radically in the last 50 years. We now have, for better or worse, email, the Internet, conference calling, virtually no cost long distance telephone and other modern methods of communicating. Responsible officers of any organization should consider the benefits and weaknesses of alternative structures to better achieve the goals of the organization. The CAMM Board of Governors has decided, and our Constitution and By-Laws require, any changes to be approved by the membership. In 2020 you will have an opportunity to vote on whether you think a new structure should be tried.

The Council presently is based upon a geographic structure with Vice Presidents of Regions. We have Chapters in ports and usually the Regional Vice Presidents are members of a Chapter. We have a paid Secretary/Treasurer and various volunteer committees who do the actual work of the organization. It should be noted that the proposed change in no way affects the Chapter structure and thus allows for regional CAMM representation.

CAMM should consider whether a structure based on tasks would better align our limited volunteer hours with the task and goals of the Council. Presently a few volunteers are actually doing the work of the Council. A tasked-based organization will better acknowledge their work. A tasked-based structure will better define lines of authority and will make the organization more efficient by rewarding those who actually do the work of the Council. Additionally, a tasked-based structure may reduce some expenses.

Captains who volunteer to serve CAMM should be able to serve and progress in

the Council no matter where they live. We have some regions that are very active and we have others who are not. The Council should strive to utilize the efforts of any Captain who wishes to volunteer. The time when most mariners lived in a port passed some years ago. Mariners live in every state in the US. One should be able to live wherever they want and still meaningfully participate in the Council.

CHANGE can be difficult. When circumstances change, the Prudent Mariner examines the circumstances, and makes a considered positive change for the better. The Council is down to under 700 members. With so few American ships in operation, it is likely that our membership will continue to decline. Focus on the goals of the Council and flexibility in structure will be the keys to our success in the future. Our Constitution and By-Laws offer

the ability to make adjustments to the new structure if some part doesn't seem to be working well. The Constitution and By-Laws also provide a path to return to the geographic structure if the tasked-based structure fails. To be clear ANY change can be reversed or revised in the future by a vote of the Council membership.

Please examine the proposed Constitutional and By-Laws changes in your ballot. If you agree to change to the Tasked-Based system, the members doing the work of the Council will hold the title and privileges of Vice President.

As a member of the Council of American Master Mariners, it is your considered choice whether to change course towards a more flexible task-base management structure which many believe will help us prosper in the future.



Retain Current Leadership Structure

At the Council of American Master Mariners National Annual General Meeting held in San Diego, CA, a discussion was held regarding the status of our organization and its apparent lack of vigor. To counter this state of affairs a proposal was made to change the operating structure of the Council from the current Regional Based representation to a Task-Based Structure. This proposal requires approval by the membership and will be voted on via mailed ballot which will be counted at the next AGM in May, 2020.

The established Mission of the National Council can be likened to a three-legged stool. One leg is to lobby government officials for legislation that positively impacts the ability of the Master to safely and efficiently perform his duties. The second leg is to interact with the general public and educate them about the importance of the Maritime Industry. And the third leg is to provide a social environment so that active Masters can meet and update retired Captains about the current affairs at sea so our group has the information to carry out the first two missions.

The Council is established on the three Ocean Coasts of our country. We have chapters in New York City, Baltimore, Maryland, Norfolk, Virginia, Miami and Tampa, Florida, New Orleans, Louisiana Mobile, Alabama, Houston/Galveston, Texas, Los Angeles/San Francisco, California, Portland/Astoria, Oregon, and Seattle, Washington. In addition to the President, 1st Vice President, 2nd Vice President and Secretary/Treasurer, our current structure the Council has five Regional Vice Presidents. Additionally,

we have Standing Committees assigned to specific tasks such as Public Relations, Finance, and Membership.

Under the new proposal, our Council would be served by six Task-Based National Vice Presidents (Government Liaison, International Coordination with IFSMA and IMO, Positions, Media-

also in better position to be aware of new member possibilities in their home area.

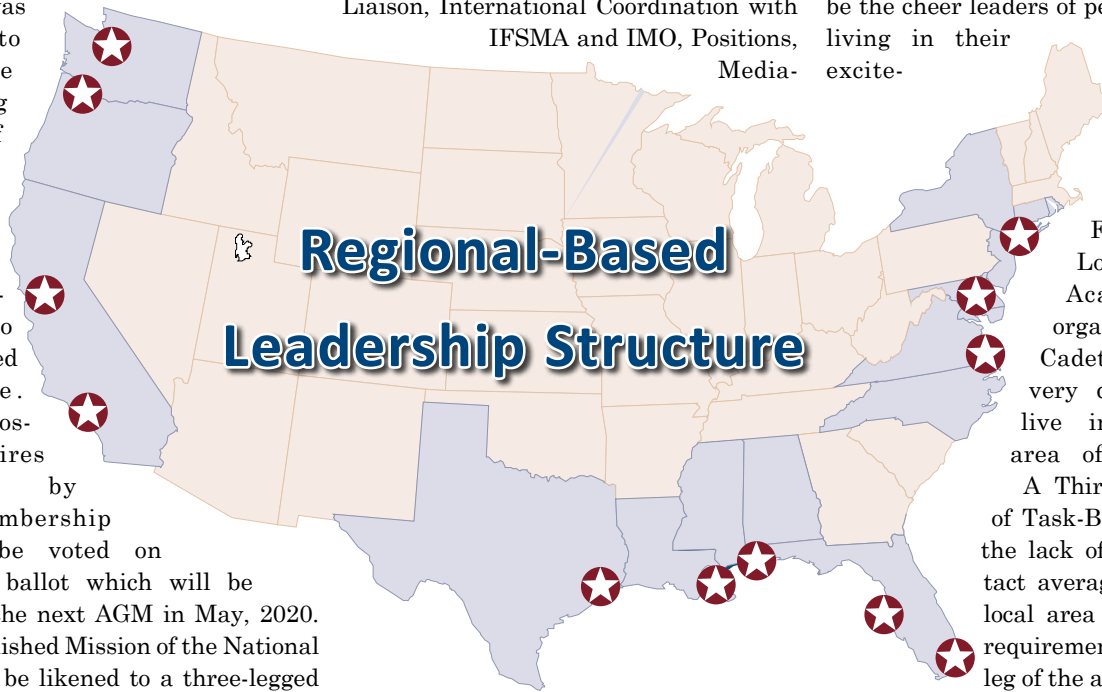
A Second disadvantage of Task-Based Officers is the lack of local encouragement in fostering the future of the National Council. Regional Vice Presidents can be the cheer leaders of people they know living in their area. Fostering excitement on gaining new members and interacting with the Federal and Local Maritime Academies to organize and grow Cadet Chapters is very difficult if you live in a different area of the country.

A Third disadvantage of Task-Based Officers is the lack of ability to contact average citizens in a local area to perform the requirements of the second leg of the above-mentioned stool. Local area Vice Presidents can generate interaction with local citizens by having luncheon meetings that honor local maritime celebrities. Teachers that direct young people into the industry and local CAMM Volunteers that participate in job fairs and scholarship competitions can be encouraged by local Officers much more efficiently than Officers who are not in the area.

Finally, any structure that the Council employs requires the dedication and enthusiasm of the Office holders. In order to keep our Council viable, we need energetic local leadership. The current Geographic structure remains the best option for the Council.

Local area Vice Presidents can generate interaction with local citizens by having luncheon meetings that honor local maritime celebrities. Teachers that direct young people into the industry and local CAMM Volunteers that participate in job fairs and scholarship competitions can be encouraged by local Officers much more efficiently than Officers who are not in the area.

Editor Note: The pro and Con articles for the proposed Leadership Structure change were submitted by concerned CAMM members. Their names have been withheld so that members will make an independent judgment.



“Sidelights” and Web-Site, Membership, and Annual General Meeting Coordination), along with the President, Executive Vice-President and Secretary/Treasurer.

The biggest problem with the Task-Based structure is the loss of local coordination. A government liaison Vice President who lives in Portland, Oregon or Mobile, Alabama is not likely to regularly interact with government officials in Washington, DC. A Vice President coordinating Annual General Meetings, who lives in New Orleans is not likely to have contacts in Seattle to find hotels, restaurants, and local maritime contacts to generate funds to subsidize the function. A Vice President of Membership who lives on the East Coast would have difficulty in fostering new membership in San Francisco. Regional Vice Presidents with the help of the Chapter Presidents, are more likely to contact local government officials, be better situated to supervise AGM arrangements. They are



by Captain
Manny Aschemeyer,
1548-RU

USCG Honors Female CAMM Members as “Pioneers and Prodigies”

Just before Thanksgiving a Special Women’s Highlight Issue of the USCG’s Proceedings Magazine arrived in my mailbox. In the publication, 32 notable

women who excelled in their careers as maritime professionals, both afloat and ashore were featured. Among the women highlighted, seven are members of CAMM. The women appearing in this Special Edition were saluted and commended for being Pioneers and Prodigies in a male-dominated maritime industry. I am pleased to share this news with our *Sidelights* readers. These CAMM Members were included:

Captain Debbie Dempsey - 2240-RU

Captain Dempsey graduated as valedictorian of her class from Maine Maritime Academy in 1976 and is the first female to graduate from a U.S. maritime or military academy. She is the first American woman to be licensed as a Master Mariner and to command a cargo ship on international voyages, the first woman to become a Columbia River Bar Pilot and the first female regular member of the Council of American Master Mariners. Captain Dempsey was the 2019 Lalonde “Spirit of the Seas Award” winner – CAMM’s highest recognition for accomplishments and performance as a maritime professional.

Captain Nancy Wagner - 2310-RP

A member of the first class to enroll women at the United States Merchant Marine Academy (USMMA), she graduated in the 1978. Captain Wagner became the first licensed female ship pilot in the U.S. when, in 1990, she became a First-Class Pilot in San Francisco. She retired in 2015 after 25 years of successful service as a San Francisco Bar Pilot.

Captain Elizabeth Christman - 2580-RP

A 1987 graduate from SUNY (State University of New York) Maritime College. In 1996, Captain Christman was the second woman to complete the apprenticeship program of the Association of Maryland Pilots. Since that time, she has been piloting ships safely and efficiently in and out of the Port of Baltimore and up and down the Chesapeake Bay.

Captain Kathleen Flury - 2948-RP

A 1985 graduate of the USMMA at Kings Point, NY, Captain Flury sailed 3rd Mate for various companies, then walked into the offices of Western Cruise Lines seeking a 2nd Mate’s berth. She got the job and began accruing the necessary sea time to successfully sit for her unlimited Chief Mate’s license and then her unlimited Master Mariner’s license. Captain Flury got her “Captain’s Ticket” in just over 4½ years after graduation. She moved to Royal Caribbean Cruise Lines, where she became the first American woman to sail as “Staff Captain” (2nd in command) in their fleet. In 1992, she entered the apprenticeship program for the Southeast Alaska Pilots Association (SEA Pilots), and became fully qualified in 1996 – the first woman to become a licensed ship pilot in the State of Alaska. Captain Flury became President of the SEA Pilots Association and in 2018 she

was elected a Regional Vice President of the American Pilots Association. She continues to pilot ships in the waters of SE Alaska, from the Ketchikan Peninsula to Anchorage, including tankers in and out of Valdez in Prince William Sound.

Captain Ann McIntyre - 2978-RP

A 1988 graduate of California Maritime. She began her seagoing career working as an AB aboard tankers operated by Chevron Shipping and worked her way up to 2nd Mate with Chevron. In the mid-1990s she become an apprentice pilot with the Columbia River Pilots Association. After successfully completing the training program, she became the first female First Class Pilot on the Columbia and Willamette Rivers. Captain McIntyre continues to guide ships up and down the rivers between Astoria and Portland.

Ms. Lois Zabrocky - 2980-A

A 1991 graduate from USMMA at Kings Point, NY, Ms. Zabrocky sailed for a short time as 3rd Mate, and then came ashore to work for Overseas Shipholding Group (OSG). She quickly rose through the executive management ranks to become Senior Vice President and Chief Commercial Officer. In 2014, OSG reorganized into two separate entities with OSG operating the Jones Act vessel and barges. The second entity became the International Seaways Corporation, which owns and operates a fleet of 47 international tank vessels. Ms. Zabrocky was named CEO and President of International Seaways in 2018 and she continues to lead Seaways with her mission to “exceed our customers’ needs and expectations!”

Captain Kate McCue - 3388-RU

A California Maritime graduate, Class of 2008. In 2015, Captain McCue became the first American female Master to command a mega-sized cruise line vessel, the MV Celebrity Summit for



Celebrity Cruises. She was recently promoted again to a newer, larger ship, the MV Celebrity Edge. This ship is crewed with an all-female staff in the top positions of leadership and management – from Captain to Cruise Director!

In the introduction section of this Proceedings, it was stated: “While this special issue highlights well-deserved recognition for the women included herein, we know there are many others deserving of recognition that we weren’t able to include. They, too, are hard-working and doing their jobs – not for recognition, but only to make our maritime industry better and stronger. And we are grateful for their contributions they make each and every day!” Given this disclaimer, I will do some research in our CAMM membership records as I am sure we have other female members who fall into the category of “Pioneers and Prodigies.”

CAMM is privileged to have these successful and inspiring women as members – “Bravo Zulu to ‘em all!”

Facts of Life

Captains, Stevedores, and Agents

An Agent is said to be a man who knows a great deal about very little. He continues knowing more and more about less and less - until finally, he knows practically everything about nothing.

On the other hand, a Stevedore is a man who knows very little about a great deal. He continues knowing less and less about more and more – until finally, he knows practically nothing about everything.

A Captain starts out know practically everything about everything – But he ends up knowing nothing about anything due to his association with Agents and Stevedores.

-Anonymous

CAMM Swag for Sale



**\$25 CAMM/IFSMA
Cocktail Glasses**
Set of four



\$25 Ceramic Coasters
Set of four



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



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

\$10 Coffee Mug
Ceramic, 12-oz.



\$5 Lapel Pin
Not actual size

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

CAMM Members Committed to Education

Georg and Nina Pedersen Endowed Faculty Fund for Danish Studies



*Friends from the Swedish Club at the CAMM Seattle Maritime Person of the Year Luncheon
Seated: Kristine Leander, Captain Georg and Nina Pedersen. Standing: Left to right - Carole Gray, Monica Schilling, Judy Cooper, Karen Choice, Captain Dale Pederson.*

PHOTO BY CAPTAIN DOUG SUBCLEFF

Captain Georg Pedersen and his wife Nina have established the Georg and Nina Pedersen Endowed Faculty Fund for Danish Studies at the Department of Scandinavian Studies at the University of Washington. As immigrants from Denmark, Captain Georg Pedersen (CAMM # 2573) and Nina

embraced American citizenship and are equally proud of their Danish heritage. The Pedersens have long felt that they would like to establish a legacy in their name to ensure that the Danish culture, language and literature would remain part of the American fabric.

At the University of Washington, the Department of Scandinavian Studies is comprised of all five Nordic countries. Private funding is available for student scholarships, but the Pedersens recognized the importance of teaching - after all what good are student scholarships without teachers. They were good friends with Professor of Danish Studies Marianne Stecher. Through Proffer Stecher, they learned that Danish was the only language lacking an endowment

to carry on teaching Danish. To that end, Georg and Nina aimed to establish a Professorship in Danish Studies.

The idea began to come into focus when the National Nordic Museum organized a number of events to celebrate its opening in May of 2018. One of these events included visitors from the Nordic countries, including the Danish Crown Princess Mary. She is committed to "Women's Economic Empowerment" and was the keynote speaker at the University of Washington on the subject. Georg and Nina attended that event and were inspired by the Crown Princess as they found Princess Mary very impressive and committed. The Pedersens hosted the reception following the presentation and it was in discussion with Professor

Stecher that the Pedersens learned that her position could be eliminated should the University decide not to fund her faculty position after her retirement.

Georg and Nina decided to remedy that situation and found that a faculty endowment would require a donation of \$500,000. They began with a personal donation of \$50,000 which was quickly followed by another \$50,000 donation from a "friend of Denmark", Georg Takahashi. In short order this became the Georg and Nina Pedersen Endowed Faculty Fund for Danish Studies. The Endowment is open-ended and additional donations from the Danish community are welcome. To ensure the success of the Endowment, Georg and Nina have willed the fund \$400,000.

Cal and Lisa Hunziker Establish a Scholarship Fund at Texas Maritime

This year, Elisabeth and Captain Calvin C. Hunziker (CAMM #2457) established an Endowed Scholarship at the Texas A&M University at Galveston (Texas Maritime Academy). Distributions from this endowment will be used to provide one or more scholarships to full-time students in good standing pursuing an undergraduate degree in Marine Transportation with the Deck License Option from Texas A&M University at Galveston. To Apply for this Scholarship: New and Continuing Students Will Complete the University Scholarship Application at: <http://scholarships.tamu.edu/Apply-for-Scholarships>. To Contribute to this Fund: Contact TAMUG's Senior Director of Development Rick Kline at rkline@txamfoundation.com or 409-741-4030.

Captain Calvin Hunziker with his wife Lisa at the October CAMM meeting.

PHOTO BY CAPTAIN DOUG SUBCLEFF



Good Voyage >>> Cont'd from page 19

had expected that we were stepping up in class, instead, the transfer was an older class, a class of ship with which I was very familiar and which I especially disliked.

The voyage ended December 4, 2018 in Newark. I enjoyed the winter holidays at home. The owner and my alternate kept me apprised of how the re-flag was proceeding. Not unexpectedly there were delays. Since I had done my fair share of re-flags for the owner, (3 re-flags out, 2 re-flags in), I decided to take a leave of absence and let the younger guys have the learning experience.

The leave of absence afforded me more time with my family, an opportunity to earn my Train-the-Trainer certificate, attend the Council of American Master Mariners 2019 Annual General Meeting, and exercise my duties as Vice Flotilla Commander with the US Coast Guard Auxiliary (Flotilla 130-01-02, Edmonds, WA).

As 2019 matured it became apparent to me that returning to work on a ship I dislike was not in my best interest. My last voyage had been pretty good. The owner would disagree due to my objections over the computer modifications, and I may have lost the confidence of some of the managers. I reflected on my career and realized that I had seen too many good, competent, experienced Masters make one too many trips, get into trouble and retire under a cloud. It was time to go. My retirement was official June 1, 2019 (I joined my Union, August 1979.) I am pretty sure I heard the owner cheer, which given the fact that they are on the Atlantic East Coast, and I live in the Pacific Northwest, means that my hearing is not as bad as I thought.

I did have to surrender my position as Seagoing VP with CAMM Seattle / Pacific NW, and this is my last Voyage Report. I

expect to contribute to *Sidelights* – perhaps a “Retirement Report?” Since retiring I have: traveled with my wife Mary to visit family, written two articles concerning maritime issues for the Nautical Institute publication *Seaways*, worked an assistant staff job for Diversity for the USCG Auxiliary 13th District, traveled to London to participate in the Nautical Institute IMO committee, am assisting in the refurbishment of a USAF H-21 helicopter for the Museum of Flight Restoration Center in Everett, WA and assumed command of my Auxiliary Flotilla.

I own a boat that is stern heavy. It probably requires a new transom, a task for which I have yet to qualify. After 30 years of Mary maintaining the vigil at home while I was at sea, we are doing it together. I am learning that I am no longer “the Captain.” There is a lot to do in retirement.

Captain Dale Pederson: 2019 Maritime Person of the Year

Captain M. Dale Pederson, of the *Virginia V*, became the 32nd recipient of the CAMM Seattle/Pacific North West Chapter's *Maritime Person of the Year*. The Recognition Day Luncheon was held October 10, at McCormick & Schmidt restaurant in Bellevue, WA. The luncheon is an annual event to honor a person who has earned the respect of the local maritime community. Over 40 people gathered to honor Captain Pederson.

Captain Dale Pederson's earliest memory of the *Virginia V* was in 1955 when he was six years old. The Captain, Gunner Olsborg, arranged a for a potluck lunch cruise for his church congregation and young Dale Pederson was aboard. Pederson still remembers Captain Olsborg as Olsborg walked through the main passenger saloon with his long sleeve white shirt, Captain's bars on his epaulets and his Captain's hat placed just so on his head.

Captain Pederson honored Captain Olsborg by inviting him to make a cruise on the *Virginia V* when he was in his 90's. Captain Olsborg was given the helm of the ship, operated the ship's engine order telegraph (EOT) and blew the ship's steam whistle. At the end of the cruise Captain Pederson gave him a ship's embroidered hat with the designation "CAPTAIN" on the back.

In 1989, Captain Pederson started a yacht maintenance and repair company which he ran for 28 years. During that time, he obtained his first Masters License (25 T) and also became acquainted with several crew members of the *Virginia V*. When the Mate left the *Virginia V*, he suggested that the Board contact Captain Pederson to fill the position. Not long afterwards Captain Pederson became the Mate on the *Virginia V*.

thing for a volunteer crew member, weekday time availability.

Captain Pederson began his *Virginia V* career by working with Captain Don Moss as his mentor from 1989-1997. Captain Pederson learned the fine art of mastering a 125' wooden single screw steam ship. In 1997, the *Virginia V* began a major rebuild that took five years, and 6.5 million dollars. During this time Captain Pederson organized week end work parties which helped keep the crew together.

Unfortunately, during the refit, Captain Moss suffered a heart attack and was unable to return. The Virginia Five Board asked Captain Pederson if he would take over when the *Virginia V* returned to service. After some soul searching, Captain Pederson said "Yes." Captain Pederson embraced his position and became the Senior Captain of the Ship. Like his predecessor, Captain Moss, Captain Pederson has trained other Captains (4) to ensure that the *Virginia V* will always have a steady hand at the helm.

Captain Pederson's gracious acceptance speech was accompanied by a slide show of historical *Virginia V*. He shared stories of his time aboard and expressed his appreciation to crew members in attendance. The *Virginia V* has occupied the last 27 years of Captain Pederson's life. He has performed 170 Weddings and 11 Memorials on the ship and is looking forward to seeing the ship turn 100



2019 Maritime person of the Year, Captain Dale Pederson addresses guests at the luncheon held in his honor.



Captain Dale Pederson flanked by Seattle Yacht Club Vice Admiral Robert Brown and Seattle Sail and Power Squadron Commander Margaret Nordahl. The plaque reads: 2019 Maritime Person of the Year Captain Dale Pederson Senior Captain, Historic Steam Boat Virginia V. In recognition of your lifelong dedication to Puget Sound Maritime History. As Senior Captain of the 1922 National Landmark Vessel Virginia V, you have deftly provided countless Memorial Services, Weddings, Private Cruises and Youth Maritime Training exercises. Your professionalism brings honor and prestige to our Puget Sound Maritime Community.

years old in 2022, which will truly be a monumental occasion. Captain Pederson closed by saying "There's just something about an old wooden steam ship that just makes people smile when they see it or get a chance to turn a page of history by going on a cruise. And when the air is filled with its steam whistle that brings a smile to the young and makes the thousands and thousands who have ridden on Her feel young again."

Ship Captain and Crew Arrested in Mexico

Captain Remains in Jail After Self-reporting Drugs Aboard

The **MARITIME EXECUTIVE**
INTELLECTUAL CAPITAL FOR EXECUTIVES

by *The Maritime Executive*

Captain Kuba Szymanski, Secretary General of Inter-Manager, is calling on everyone, not just seafarers, to sign a petition calling for the release of Captain Andrzej Lasota, arrested by Mexican authorities on August 5. The petition is a letter to the President of Poland, Andrzej Duda, from Piotr Rusinek.

Captain Lasota, Master of the Cyprus-flagged general cargo ship *UBC Savannah*, has been under arrest for over four months without either due cause or trial. He was arrested on alleged negligence in failing to be aware that the ship he commanded may have been carrying prohibited substances, said substances being illegally delivered to Mexico, placing the lives and health of the country's citizens at risk. In excess of 240 kilograms of cocaine, buried under several thousand tons of coal, was discovered when ship's Duty Officer, having noticed suspicious packages in the hold during unloading, informed the First Officer who subsequently notified the Master.

Captain Lasota immediately suspended discharging and reported the findings to the Mexican authorities who thereafter proceeded to arrest both the vessel and the entire crew.

"Despite the irrevocable facts that the vessel was subject to multiple extensive searches at the loading port, Barranquilla, Columbia, by both

local police and port security officers, during which no drugs were located and the eventual lack of evidence of any involvement by any crewmember in the deployment of the drug consignment, the entire crew were imprisoned in the city of Ciudad Victoria," said Rusinek.

"We are considering innocent seamen, going about their daily business, being treated as common criminals, needless to say, fearful of their immediate personal safety and imminent future of themselves and respective families/dependents."

With the exception of Captain Andrzej Lasota, the crew were released by the court some two months later, only to be re-arrested by the Immigration office due to their port passes having expired during their detainment. After a further six weeks in custody, they were deported.

Lasota, stressed and anxious regarding both his own and crewmembers' predicament, was deprived of access to medicines which he had been prescribed on medical practitioner's advice and, as a consequence, his health deteriorated, and he was temporarily admitted to a medical facility. Under pressure from the local police, he was returned to prison after signing a declaration that the therapy provided would be continued. Later his condition necessitated transfer to a private clinic, where he remained, under guard, for over one month before being discharged and returned to his cell.

During the last court hearing, the judge set a five-month deadline for the prosecutor's office to gather evidence to start the trial proceedings, which, according to the local court, may take up to two years. Lasota faces up to 20 years in jail. "Lasota,



The UBC Savannah underway near Quebec, Canada in May 2018,

PHOTO COURTESY OF MARC BOUCHER THROUGH WWW.SHIPSPOTTING.COM

Andy, as he is known to his friends and colleagues, is not just another casualty of corrupt society. He is the personification of a Polish Master Mariner, having spent many years at sea, educating countless officers and other master mariners, never having neglected his duties and responsibilities and a highly respected and valued navigator, with an unblemished reputation," says Rusinek. "It is his devotion to duty and adherence to procedures that contributed to his current plight."

Help Fight Criminalization of the Master - Sign Petition for Lasota

Go to: https://www.petitions.net/petition_regarding_the_release_of_captain_andrzej_lasota_arrested_in_mexico

Alcohol Consumption and Poor Bridge Resource Management Lead to Accident in Guam



National
Transportation
Safety Board

In late October, the National Transportation Safety Board (NTSB) released a Marine Accident Brief involving the passenger ship *Nippon Maru*.

The incident occurred in Apra Harbor, Guam on December 20, 2018. After undocking and while the vessel was maneuvering in a turning basin, the *Nippon Maru* struck mooring dolphins at a U.S. Navy fueling wharf. No pollution or injuries were reported, but damage to the vessel was estimated at \$456,080, and damage to the mooring dolphins was in excess of \$500,000. The NTSB determined that the probable cause of the incident

was alcohol impairment of the Master while he conned the vessel, resulting in an errant astern engine input.

Analysis

The Master stated that while he and the Pilot attempted to pivot the vessel in the turning basin, he had mistakenly moved the joystick that controlled the *Nippon Maru's* engines to the astern position. Statements from the Third Officer and bridge wing VDR audio recorded during the accident sequence confirm that the Master moved the joystick astern, eventually moving it to full astern, and kept it there until after the vessel struck the mooring dolphins.

To stop the sternway of the *Nippon Maru* as it began its turn, the Pilot requested dead slow ahead and then half ahead on the vessel's engines. As the vessel continued to close on the mooring dolphins, more drastic engine orders, such as engines full ahead, would have been expected to avoid contact. However, given that the Master had mistakenly

moved the engines to astern while intending to go ahead and ignored warnings from the Third Officer, it is unlikely that requests from the Pilot to further increase ahead propulsion would have changed the outcome of the accident. The Pilot's orders to the tugboat *Talofofo* to increase astern propulsion, which were intended to increase the swing of the ship, were insufficient to counteract the sternway generated from the errant engine input from the Master.

Alcohol Consumption

The Master reported that he drank one and a half cans of whisky and soda three to four hours before the accident and had consumed one can of beer 2-3 hours after the accident. According to the NTSB, the Master was given a breathalyzer test approximately five hours after the accident. At that time, the Master was documented as having a blood alcohol concentration (BAC) of 0.071 g/dL. Given what is known about the metabolism of alcohol, it is likely that the Master consumed more alcoholic beverages than he reported. The Coast Guard maximum allowable BAC is 0.04 g/dL and the company policy is less than 0.03 g/dL while on duty.

Because the breathalyzer test was conducted five hours after the event, it is possible that the Master's BAC was the result of additional alcohol consumed after the accident. However, the Master's errors in maneuvering the vessel were not consistent with his skill level and experience—in particular his experience with this vessel in this harbor—and suggest that he was impaired during the time in question. Also, the Pilot noted that the Master smelled of alcohol just after the accident. Given the evidence, the NTSB states that it is likely that impairment from alcohol contributed to the accident.

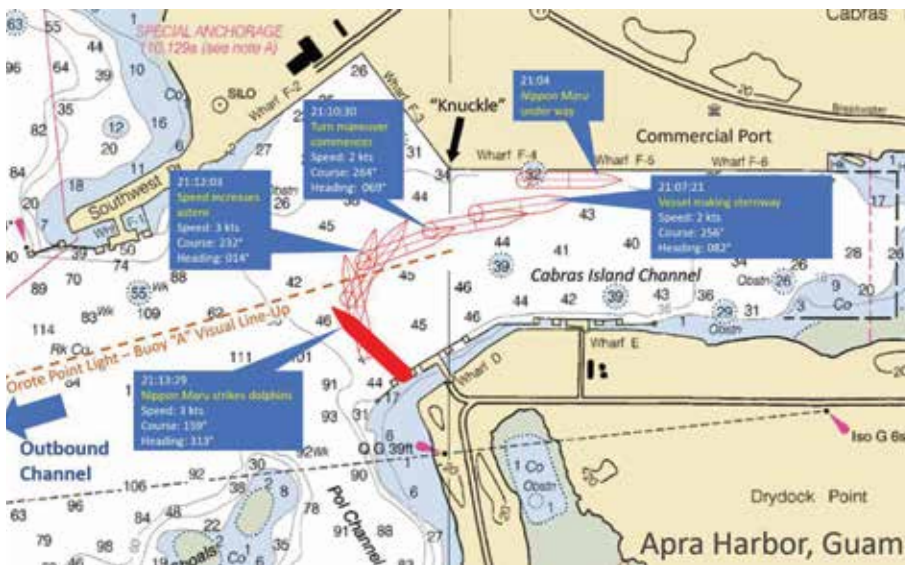


Chart of Apra Harbor showing the movements of the *Nippon Maru* on December 20, 2018

PHOTO CHART BACKGROUND FROM NOAA CHART 81054, NTSB REPORT

Bridge Resource Management Master/Pilot Exchange

One of the key elements in establishing effective BRM is the Master/Pilot exchange, which is conducted at the start of Pilot transits. According to the Pilot, a Master/Pilot exchange was normal practice on the ships that he Piloted, but an exchange was not conducted on the *Nippon Maru* prior to getting under way for the accident voyage. The Master arrived on the bridge minutes before the ship began singling up lines in preparation for getting under way, and no information was discussed other than which direction the vessel would turn. A proper Master/Pilot exchange would have allowed the Pilot and Master to talk through the expected actions of the Master and the operation of the joystick controller. Furthermore, interaction with the Master during a Master/Pilot exchange would have given the Pilot an opportunity to discover that the Master had been drinking, and, if he believed it necessary, an alternate arrangement could have been made to ensure that the *Nippon Maru* was operated safely.

Language Barrier

Another critical element of BRM is effective communication. According to the *Nippon Maru's* deck log, the working languages of the vessel were Japanese and English, and throughout the accident sequence, the Master and Pilot communicated in English, while nearly all other shipboard communications were conducted in Japanese. Thus, the Pilot was not aware of the distances to the mooring dolphins being reported by the Second Officer on the stern. Although the Pilot received distance reports from the Captain of the tugboat *Talofofa*, he was not able to understand the distance information being provided by the crew, which would have corroborated the information provided by the tugboat.

Moreover, the Pilot was not able to understand the Third Officer's first two warnings to the Master that the joystick controller was in the full astern position. It was only the final warning, five seconds before impact, that was spoken in



The *Nippon Maru* in Apra Harbor post-accident.

PHOTO BY USCG FROM NTSB REPORT

English. The Pilot reported that during the accident sequence, the Master did not acknowledge his engine orders verbally, and thus he could only assume that the Master was complying. These factors suggest that communication between the Pilot and crew was ineffective during the accident voyage.

Power Distance

Another essential element of bridge resource management is the ability to effectively challenge the actions of another bridge watchstander when an unsafe condition exists. This is more difficult when there is a large gap between levels of authority in bridge watch team members. This gap, known as "power distance," can lead senior personnel to disregard valid challenges by junior personnel.

Prior to the *Nippon Maru* striking the mooring dolphins, the Third Officer warned the Master three times that he had the joystick in the wrong position, yet the Master ignored each of these warnings and kept the joystick astern.

When the Third Officer attempted to take physical control of the joystick and moved it ahead, the Master rebuffed him and moved the joystick back astern. The Third Officer was the most junior deck officer on the ship, with only a fraction of the Master's seagoing experience. Additionally, he stated that his relation-



Damage to the stern of the *Nippon Maru*

PHOTO FROM NTSB REPORT AND USCG

ship with the Master was poor, and the Master refused to be briefed by the Third Officer prior to getting under way. The NTSB reported that it is possible that a large power distance between the Master and the Third Officer, exacerbated by the Master's alcohol-impaired state, contributed to the Master's failure to heed the Third Officer's warnings. *J*

Extreme Weather at Sea and a Sustainable Blue Economy

In late October, the World Meteorological Organization (WMO) and the International Maritime Organization (IMO) held the first joint symposium on extreme maritime weather at IMO Headquarters. The symposium

highlighted the need for the gap to be closed between meteorology and oceanography (met-ocean) information providers and the end users of this information in the maritime industry. The first symposium on “Extreme Maritime Weather: Towards Safety of Life at Sea and a Sustainable Blue Economy,” brought together over 200 stakeholders from across the shipping sector. These included participants from freight, passenger ferries, cruise liners, the offshore industry, ports and harbors, coast guards, insurance providers and the met-ocean community.

Global examples of extreme maritime weather and a wide variety of related issues were discussed. These included insurance, investigation and indemnity, ocean forecasting to improve decision making by maritime sectors, digital delivery of information, decision support in polar regions from short to longer term seasonal time scales, voyage route

optimization, decision support for the offshore industry, and search and rescue.

Weather Forecasting and the Blue Economy

Accuracy and timeliness of weather forecasting over the last decades has improved; however, millions of dollars in goods and thousands of lives are still lost at sea each year due to extreme weather conditions. In the maritime environment, vessels of any size are exposed and vulnerable to the elements. High winds, large waves, fog, thunderstorms, sea ice, freezing spray and volcanic ash make marine transportation a very high-risk enterprise. Shipping incidents risk lives and goods aboard and may also cause environmental disasters. Despite the risk, the ocean and seas provide a sustainable and cost-effective transportation route for the global economy – a Blue Economy. This economy is estimated at \$3-6 trillion/year and involves 70% of world trade. The Blue Economy

provides livelihoods for over 6 billion people.¹ In addition, ferries transport over a quarter of the world’s population each year² while cruise ships welcome 26.8 million passengers aboard annually.³

Governments and international agencies are calling for action to improve forecasts and warnings for extreme maritime weather. The value of early warnings of extreme maritime weather events in improving safety at sea and maintaining the Blue Economy should not be underestimated. Ships often cross the oceans in hazardous weather conditions and industry platforms at sea must withstand the most extreme storms and conditions. By sharing and exchanging meteorological information with national hydro meteorological centers, commercial weather providers, mariners, international agencies, and other relevant stakeholders their decision-making has improved. Yet, mariners are still heavily reliant on decades old technology – radiofax and text broadcasts – for dissemination

of needed information. Readiness, responsiveness and resilience can be improved at sea by further transitioning science and technology advances into forecast operations, applying research to improve the communication and usefulness of information, and expanding its dissemination. WMO and IMO will bring together experts to initiate a dialogue on these critical issues.



Tens of millions of dollars in goods travel by sea and make up the Blue Economy. Ship at sea heading toward a tsunami – early and accurate weather forecast will enable mariners to make informed decisions.

PHOTO FROM ADOBE STOCK

Background

Born out of the tragedy of the Titanic in 1912, the International Convention for Safety of Life at Sea

(SOLAS), ensures safety standards for life and ships at sea. The IMO maintains SOLAS and the WMO ensures that their members provide up-to-date and relevant met-ocean maritime safety information daily for decision-making by seaborne vessels. The global network of National Hydrological and Meteorological Services (NMHSs) provide forecasts and hazardous weather warnings in support to the IMO Global Maritime Distress and Safety System (GMDSS). These warning and forecast services are widely used by all mariners, safety/security agencies and economic sectors who make informed decisions with marine meteorological information to support improved public safety and health, environmental security, and socio-economic benefits in the marine and coastal environments.

More Ship Observations Needed

Forecasters need more observations to improve their skill and accuracy. Peter Hinchliffe (Chair of the Nautical Institute Executive Board and former Secretary General International Chamber of Shipping) emphasized that, “only 2,500 ships voluntarily provide met data. Out of a total of around 80,000 ships in international trade, this is a shockingly small number and efforts must be made to increase the contribution of this vital data to improve forecasting and weather warnings.” More weather data collected by ships at sea improve forecasts, helping the maritime industry as well as the public.

A Platform for Understanding and Improvement

The symposium provided a key platform for WMO to identify best practices and improve services for safety and risk reduction, emergency response, sustainable shipping practices and greater collection and sharing of ship observations. Nusrat Ghani, UK Parliamentary Under-Secretary in the Department of Transport, stressed the need for met-ocean and shipping communities to build a dialogue on global solutions in shipping and maritime transportation, especially in the changing climate.

“We must apply the gains we’ve made in science, observing, computing, and communications to bring relevant 21st century services to the maritime community. We must develop a stronger partnership with this community to improve safety of life and property at sea,” stated the Symposium

Chair, Tom Cuff, of the U.S. National Oceanic and Atmospheric Administration.

Participation of local mariner and coastal communities is important, especially in polar regions where communication bandwidth is restricted. John Parker, Environment and Climate Change Canada said: “Canadian Inuit communities play a critical role in the development of future weather and sea-ice products for the Arctic. By working together, we are currently examining how Inuit weather and sea-ice forecasting knowledge combined with western monitoring and modeling techniques could lead to better Arctic forecasts to meet local decision-making needs.”

Developing country situations were addressed and it is apparent that improved end user understanding is needed. Nelly Florida Riama of Indonesia’s BMKG stated, “We need to understand that different users have different requirements and understanding - this is especially challenging in island countries where, for example, local fishing communities may not understand the technical terms that we use in the forecasts, which has led to misinterpretation.”

The maritime community desires clear and simplified met-ocean data and information where possible, to ensure they are understood and that proper decisions are made with the information. Ports and



Ferries transport over a quarter of the world’s population each year.

PHOTO CREDIT, ERIC NEURATH, COURTESY OF BLACK BALL FERRY

harbors are expected to be subjected to more frequent and intense storms and rising sea levels. Inundation in ports and harbors will be challenging from both a safety and economic perspective.

Ultimately, the Symposium has shown a spotlight on the urgent need to close the gap between the met-ocean providers and end users of this information in the maritime industry. Nick Cutmore, Secretary General of the International Maritime Pilots’ Association (IMPA) stated “There’s a need for a greater understanding and awareness of the benefits that met-ocean data can provide to the mariner on a day-to-day basis. Similarly, the met-ocean community needs greater awareness of the kinds of decisions that mariners must make.” There is a need for better understanding of the value met-ocean data can add to maritime operations. With so many commercial weather providers, it is essential to ensure that users know what data is authoritative.

Note: The Symposium was a WMO and IMO contribution to the UN decade of Ocean Science (<https://www.oceandecade.org/>)

1 IUMI, 2017 and UNCTAD, 2019

2 Interferry, 2019

3 CLIA, 2017

Ballast Water Management D-2 Standard Now in Force



IN FOCUS



With regard to the Ballast Water Management Convention (BWM), amendments formalizing the implementation schedule for the D-2 standard are now in force. Amendments to this international treaty aimed at preventing the spread of potentially invasive species in ships' ballast water entered into force on 13 October. The International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (the BWM Convention) was adopted by the IMO to address this problem.

Since the BWM Convention entered into force in September 2017, ships have been required to manage their ballast water to avoid the transfer of potentially invasive aquatic species. Under the Convention, all ships in international traffic are required to manage

their ballast water and sediments to a certain standard, according to a ship-specific ballast water management plan. All ships have to carry a ballast water record book and an international ballast water management certificate. The ballast water management standards are being phased in over a period of time. New ships must meet the ballast water treatment standard. Existing ships should exchange ballast water mid-ocean but they will need to meet the ballast water treatment standard by the date of a specified renewal survey. Eventually, most ships will need to install an on-board ballast water treatment system.

Amendments formalize an implementation schedule to ensure ships manage their ballast water to meet a specified standard known as the D-2 standard (see below). This is aimed at ensuring that viable organisms are not released into new sea areas, and it makes mandatory the Code for Approval of Ballast Water Management Systems. This Code sets out how ballast water management systems, used to achieve the D-2 standard, have to be assessed and approved. It is understood that this will help ensure that aquatic organisms and pathogens are removed or rendered harmless before the ballast water is released into a new location. Properly approved ballast water management systems will avoid the spread of invasive species as well as potentially harmful pathogens.

Amendments to the BWM Convention were adopted in April 2018. In essence, the schedule for implementation means that compliance with the D-2 standard set out in the Convention will be phased-in over time for individual ships, up to 8 September 2024. All ships must have a ship-specific ballast water management plan and keep a ballast water record book. Ships are also required to manage their ballast water to meet either the D-1 ballast water exchange standard or the D-2 performance standard. Over time, more and more ships will be compliant with the D-2 standard.

In many cases, meeting the D-2 standard will be achieved through fitting ballast water management systems. There are now many such approved systems on the market, ranging from those which use physical methods such as ultraviolet light to treat the ballast water, to those using active substances, for example chemicals. Those that use active substances have to go through a thorough additional approval process. Other amendments to the BWM Convention which entered into force on 13 October relate to survey and certification.

The BWM Convention – D-2 standard

The D-2 standard specifies that ships can only discharge ballast water that meets the following criteria:

- Less than 10 viable organisms per cubic



Continued next page >>>

Ammonia and Hydrogen - Fuels of the Future for Ships?

An IMO symposium on sulphur 2020 and alternative fuels was held in mid-October. The shipping industry must switch to alternative, zero carbon fuels to meet the targets set out in the initial IMO strategy on reduction of GHG emissions from ships. Ammonia and hydrogen have emerged as promising potential fuels of the future in a decarbonized shipping industry. Key issues for these new fuels include speed of uptake and scaling of production.

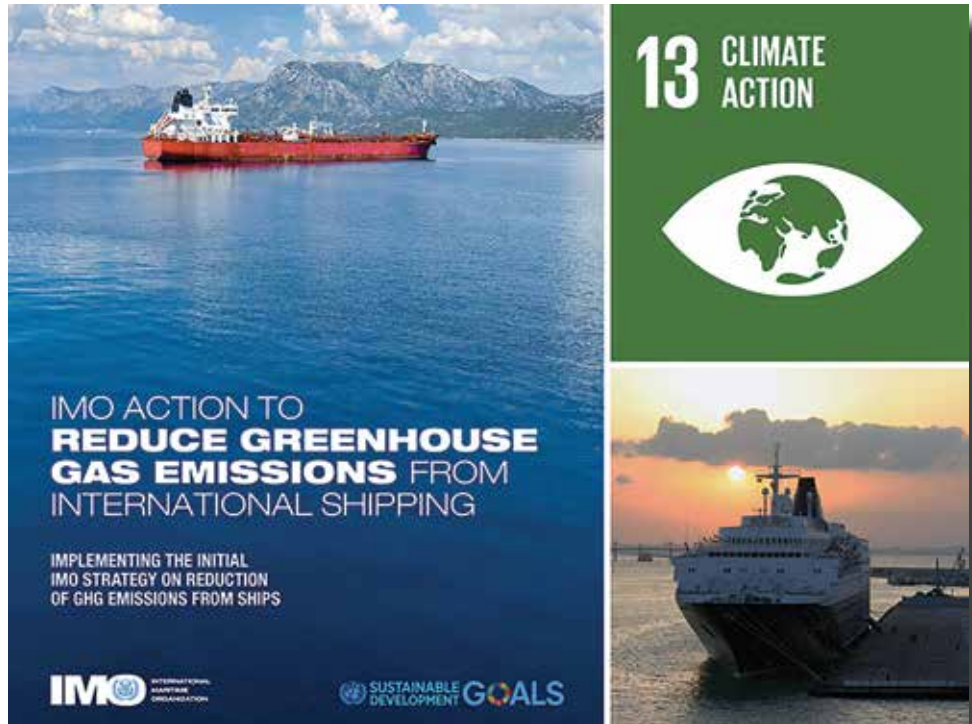
Setting the scene, IMO's Edmund Hughes said the initial GHG strategy, adopted in 2018, had sent a clear signal that shipping will need to adapt.

"We have to change to address global climate change," he said. "We have to find new technologies and new fuels if we are to achieve at least 50% reduction in annual GHG emissions from international shipping by 2050."

For individual ships, the targets set mean an 85% reduction in CO2 emissions per ship. Operational and technical measures can contribute, including port time optimization and technologies which can be used on existing ships, with examples including air lubrication and wind propulsion to improve operational energy efficiency.

"The long-term future is a hydrogen-based fuel of some sort," said Dr. Tristan Smith, Reader, UCL Energy Institute. The potential for hydrogen and ammonia-based fuels to take over from fossil fuels for ship engines by 2050 was echoed by Mr. Tore Longva, Principal Consultant, DNV GL along with Ms. Alexandra Ebbinghaus, Maritime Strategic Project Lead, Shell Trading and Chair, GloMEEP-Global Industry Alliance.

Malaysia's Kanagalingam T. Selkvarasah, Maritime Attaché, outlined Malaysia's commitment to developing hydrogen as a fuel for marine use and outlined the infrastructure and projects already in development.



Hydrogen is already being successfully deployed in numerous small vessels and has the potential to be scaled up, said Madadh Maclaine, of the Zero Emission Ship Technology Association.

Speakers agreed that enabling policies, collaboration and research and development would be needed to decide how shipping would move forward with decarbonization with a commitment to ensuring that no one was left behind. The shipping

industry stands ready to move in getting to Zero Coalition. The shipping sector has benefited from having a global regulator to define and shape policy, the IMO.

Closing the Symposium, IMO Secretary-General Kitack Lim said. "The development and provision of viable alternative fuels cannot be solved by the shipping industry alone - but needs support from the wider maritime industry, such as oil industries, charterers and ports."

Ballast >>> Cont'd from page 34

meter which are greater than or equal to 50 micrometers in minimum dimension;

Less than 10 viable organisms per milliliter which are between 10 micrometers and 50 micrometers in minimum dimension;

Less than 1 colony-forming unit (cfu) per 100 milliliters of Toxicogenic *Vibrio cholerae*;

The BWM Convention and the SDGs Implementation of the Ballast Water

Management Convention contributes to achieving a number of the United Nations Sustainable Development Goals (SDGs), in particular, SDG 14 on life below water, which calls for sustainable use of the oceans; and SDG 15, which includes targets relating to biodiversity and curbing the spread of invasive species.

IFSM Report



by Captain Cal
Hunziker

As reported last fall, the IFSMA held its first "Special" AGA in London, September 2018. The purpose of the special AGA was to approve a dues increase, including a minimum amount for smaller mem-

ber groups, to change the voting structure, and to increase the number of Vice Presidents on the Executive Committee (ExCo) from seven to 10. The first two items were accomplished at that meeting. A notice was sent out to all member organizations for nominations for the new Vice President positions to be voted on in Helsinki, Finland in September 2019.

At Helsinki, there were four candidates for the three positions and the following candidates were elected to the ExCo: 1) From the Danish Maritime Officers Association, Captain Sune Blinkenberg, Secretary General of the Danish Maritime Officers. 2) Captain Juan Gamper, President of the Chilean Masters Association NAUTIULS; Captain Gamper was IFSMA's host in Valparaiso, Chile at the 2017 AGA, 3) Captain Oleg Grygoriuk, Executive Vice President of the Marine Transportation Workers' Trade Union of Ukraine. As a member of the IFSMA ExCo, and the C.A.M.M. representative to IFSMA I welcomed all three aboard and look forward to working with them in the near future.

Readers may remember that CAMM. brought forth to IFSMA the problem

of misuse of the Automatic Identification System (AIS) by fishermen (they are attaching multiple AIS devices to their nets), particularly in the South China Sea. The following email was sent to CAMM President, Captain Cowan detailing the continuation of this problem.

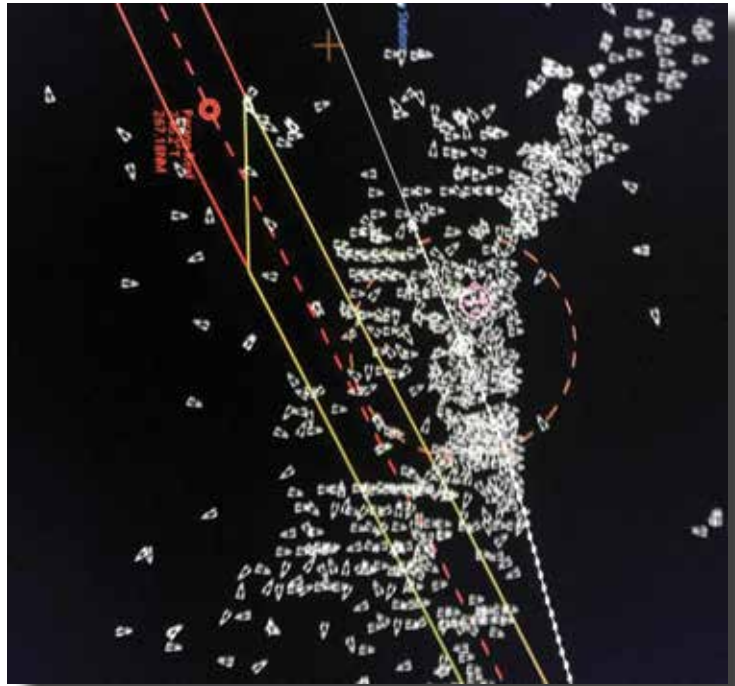
*Good day
Captain
Cowan,*

As per attached photo. The fishing net problem is increasing every day. This photo was taken today October 28th on the way from Shanghai to Busan. Our new AIS can show 1,000 contacts and still its overloaded. These new AIS nets now are calling ships by call sign and even MMSI numbers over VHF channel 16 with an automated voice giving its bearing and position and telling vessels to keep clear. But which AIS target is it? Is this even legal by IMO to have this feature or have the Chinese programmed these illegally? Something needs to be done to distinguish a vessel from an object or net. Please forward this to IFSMA and NI.

As a reminder this photo is taken from the property of APL Maritime which is part of the CMA CGM group.

*Best Regards,
Captain Michael Jessner, Master
President Cleveland*

IFSMA and the ITU raised the issue at the 2019 World Radio Conference.



AIS on fishing nets continue to be a problem. This photo of an AIS screen was taken aboard the MV President Cleveland. The fishing net AISs are shown in green.

PHOTO FROM APL MARITIME, CMA CGM GROUP

This liaison statement was considered at the April/May 2019 meeting of ITU-R Working Party 5B, which concluded that this was an operational issue, and as such, should be dealt with by IMO rather than ITU, which is only concerned with technical implementation. The liaison statement was noted, with no intended further action. Taking into account the high number of AIS MOB devices presently on the market using frequencies AIS1 and AIS2 without DSC alerting function, the Sub-Committee suggested that such devices should no longer be placed on the market after a date to be decided by ITU.

In the first part of December, I received the following message from Philip Lane, via Jim Scorer:

The good news is that the 2019 World Radio Conference (which finished on 22 November) agreed to designate 160.9 MHz (channel 2006) to AMRD Group B using AIS technology.

Continued next page >>>

Secretary General's Report

Commodore Jim Scorer

We at the Secretariat wish you a very happy festive season and hope that some of you are able to spend time with your families as a respite from your busy life on the High Seas.

In early September, I was at the Carriage of Cargoes and Containers Sub Committee which was a very technically demanding meeting but there was nothing of particular significance to report. I next attended the Intersessional Working Group on Maritime Autonomous Surface Ships (MASS) Regulatory Scoping Study. Phase 1 is now complete and Phase 2, which is the production of the report and the next steps, will be delivered to the MSC (Marine Safety Committee 102) in the spring of 2020. The next MSC meeting will determine the way ahead and timelines for the process of changing/amending the Codes, Conventions and Regulations in all of the Committees under the MSC for the years ahead. I will be sending out a program outlining the way ahead and seeking help from our members and affiliates to provide us with specialists, i.e. Shipmasters willing and able to work on the changes.

One of the most critical issues will be the changes to SOLAS, STCW and the COLREGS. This will be an enormous task. There will be some that want to make wholesale changes and start to make special cases of, and provision for, MASS rather than ensuring that MASS fits into the current regulations. When called for, please volunteer assistance as your future as Shipmasters and mariners needs to be properly articulated and we must not let the industry hijack changes based on an ideological technical solution.

I would like to thank our colleagues from Finland, the Finnish Ships' Officers' Union (FSOU), who stepped in at short notice to host the first of the new Biennial General Assemblies. We were made very welcome indeed and the FSOU demonstrated how easily a relatively small

association is able to provide us with such excellent facilities and programs and all who attended said how much they enjoyed Helsinki. You can find the full report and minutes on our website. I will soon be sending out requests for volunteers to host the next AGAs in 2021 and 2023.

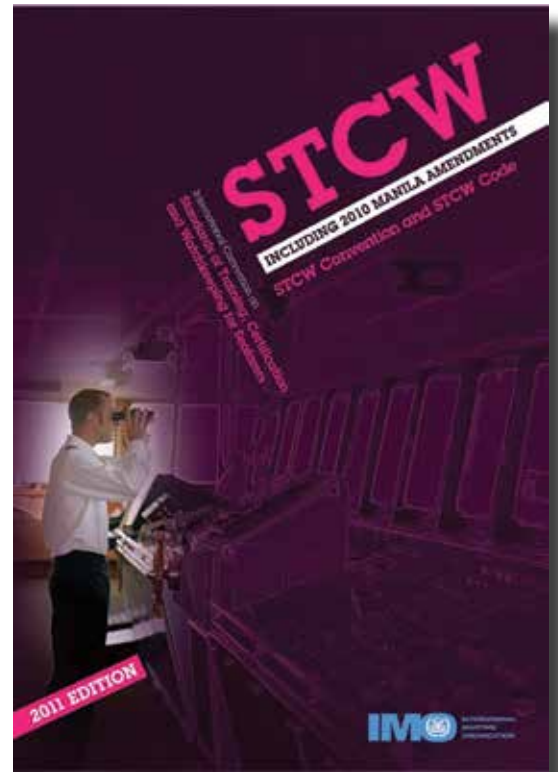
In early October I was honored to be invited to speak at the Nautilus International Quadrennial Congress in Rotterdam. I spoke to a large and interested audience. I was able to inform them of the progress IFSMA has been making and the influence we have on the International stage.

Currently I am attending the Maritime Anti-Corruption Network as a key member of their Cross Industry Working Group. Along with the International Chamber of Shipping and the International Transport Federation, we have been key to the production of papers to the IMO Facilitation Committee on the issue. In December I expect the IMO Council and Assembly will put anti-corruption on the agenda for the first time in its

IFSM Report >>> Cont'd from page 36

This will be written into the next edition of the radio regulations and provides a separate channel for devices using AIS technology that don't enhance the safety of navigation.

What is less clear is when, and by whom this will be enforced. At IMO NCSR 6 a liaison statement (NCSR 6/WP.5, annex 11) was approved to be sent ITU-R Working Party 5B on 'Autonomous maritime radio devices and identities in the maritime mobile service', which states in paragraph 5:



history. We are currently working on a Guide to Anti-Corruption and Code of Best Practice in the Industry. This is a real coup for us and highlights just what an impact we are having at the IMO. ↓

So, to summarize: the technical approach for a solution has been agreed and will be implemented in the new Radio Regs next year, but it seems that IMO will need to make a decision for this to progress further. -- Phil ↓

NOTE: Phil is from Comité International Radio-Maritime (CRIM). CRIM is the principal international association for marine electronics companies (www.crim.org). ↓



Dedicated to supporting and strengthening the position of American Master Mariner

Join Forces with America's Master Mariners

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

CAMM's issues are your issues

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

CAMM advances the professional profile of our industry

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

CAMM builds partnerships

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

Representation at IMO through IFSMA

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

CAMM is on your side

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

CAMM supports maritime education

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

Apply at www.mastermariner.org/membership

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



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



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



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





Membership Application

The Council of American Master Mariners, Inc.

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

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

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

Present Occupation:

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

Current USCG License:

Type:	Limit:	Expiration:
Endorsements:	Limits:	

Original USCG License:

Type:	Date Obtained:
Place/Institution obtained:	

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

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

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

Vessel Served	GRT	Date(s)	Route(s)	R	S	AL
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Vessel Served	GRT	Route(s) (dock/harbor sea bouy)	License Issuing Authority	R	S
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>

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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.

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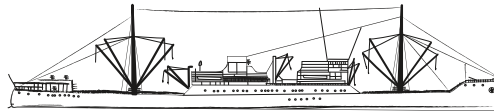
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