

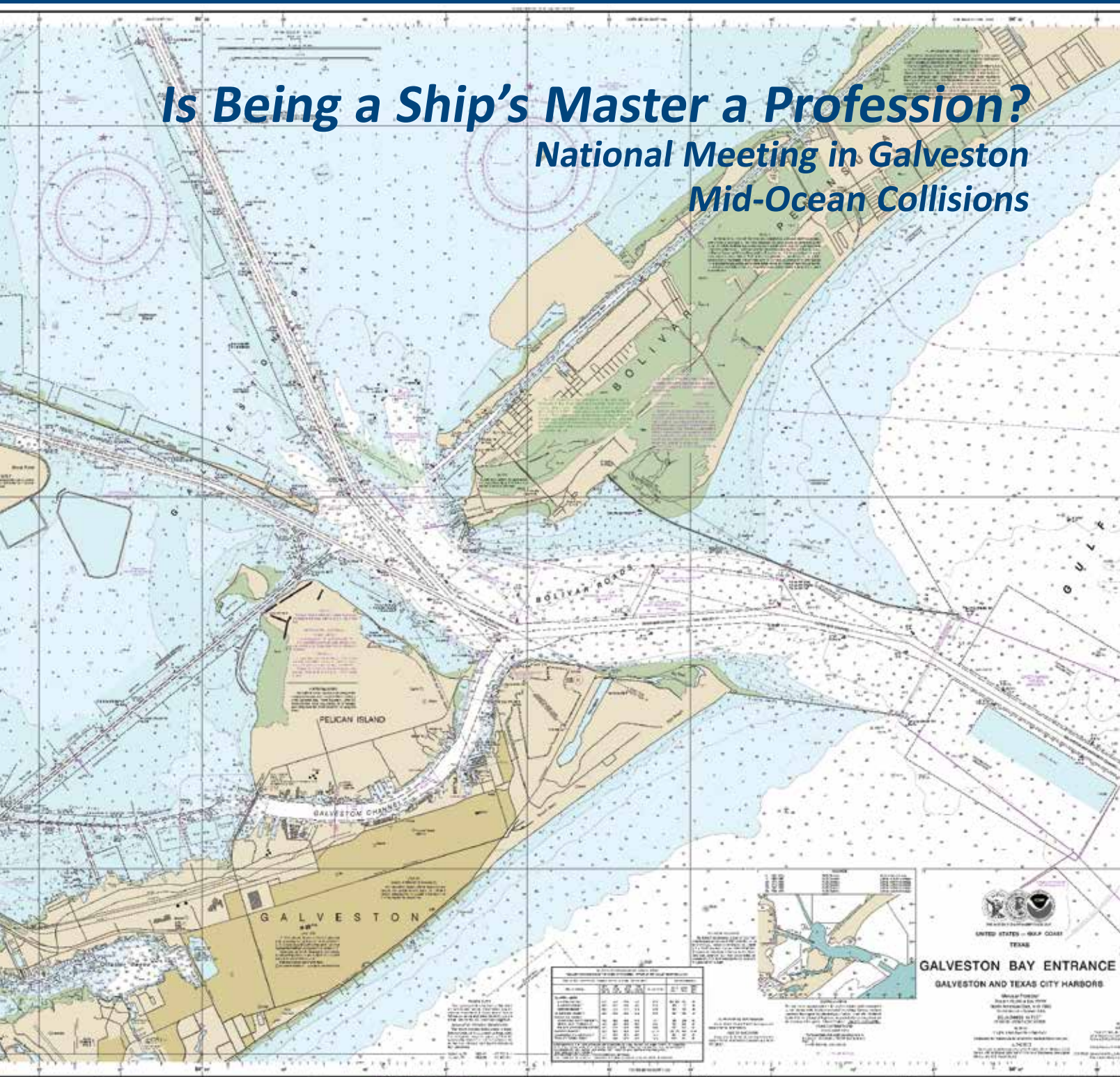


Sidelights

February 2018 Vol. 48, No 1

Published by the Council of American Master Mariners, Inc.

Is Being a Ship's Master a Profession? National Meeting in Galveston Mid-Ocean Collisions



Soundings	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
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North Atlantic Region

NEW YORK METRO

Captain George Sandberg, President

631-375-5830 (cell); 631-878-0579 (home)
captsandberg@mastermariner.org

Meetings dates and locations vary.

Mailing Address: Box 581

Center Moriches, NY 11934

BALTIMORE / WASHINGTON, D.C.

Captain Joe Hartnett, President

410-867-0556
capthartnett@mastermariner.org

Meetings at 1130 monthly, except June - August. Check website for date and location. Locations vary between Baltimore and D.C.

Mailing Address: P.O. Box 700

Edgewater, MD 21037-0400

Gulf Coast Region

MOBILE BAY

Captain Jerome "Rusty" Kilgore, President

251-490-2741

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

Mailing Address: 6208 Peir Ave.

Fairhope, AL 36532

NEW ORLEANS

Captain Ed Higgins, President

504-394-6866
capthiggins@mastermariner.org

Meetings at 1200 on the 2nd Wednesday of each month, except July and August. Port Ministry Center of the Global Maritime Ministries, 3635 Tchoupitoulas Street, New Orleans, LA.

Mailing Address: 8112 Ferrara Drive

Harahan, LA 70123

HOUSTON

Captain Michael J. Mc Cright, President

captmccright@mastermariner.org

Meetings monthly, September - April. Check website for dates. TAMUG Blue Room, Galveston, TX.

Mailing Address:

4620 Fairmont Pkwy, Suite 203
Pasadena, TX 77504

South Atlantic Region

PORT EVERGLADES / MIAMI

Captain Paul Coan, President

pilgrimii@bellsouth.net

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

TAMPA BAY

Captain Robert Holden, President

727-784-7595
capholden@mastermariner.org

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

Mailing Address: 50 Baywood Ct,

Palm Harbor, FL 34683

North Pacific Region

SEATTLE / PACIFIC NORTHWEST

Captain R.J. Klein, President

425-746-6475
captklein@mastermariner.org

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

Mailing Address: PO Box 99392

Seattle, WA 98139

COLUMBIA RIVER

Captain Vic Faulkner, President

360-798-9530
mrpobre@aol.com

Meetings are at 1200 on the 2nd Friday of each month. Jantzen Beach Bar and Grill, 909 N Hayden Island Drive, Portland, OR.

Mailing Address: 121 Hazel Dell View

Castle Rock, WA 98611

South Pacific Region

LOS ANGELES / LONG BEACH

Captain David Boatner, President

805-479-8461
captboatner@mastermariner.org

Meetings at noon on the 2nd Tuesday of each month, except August. CThink Café, 302 W. 5th Street - Unit 105, San Pedro, CA 90731

Mailing Address: 533 N. Marine Ave

Wilmington, CA 90744-5527

SAN FRANCISCO BAY AREA

Captain Klaus Niem, President

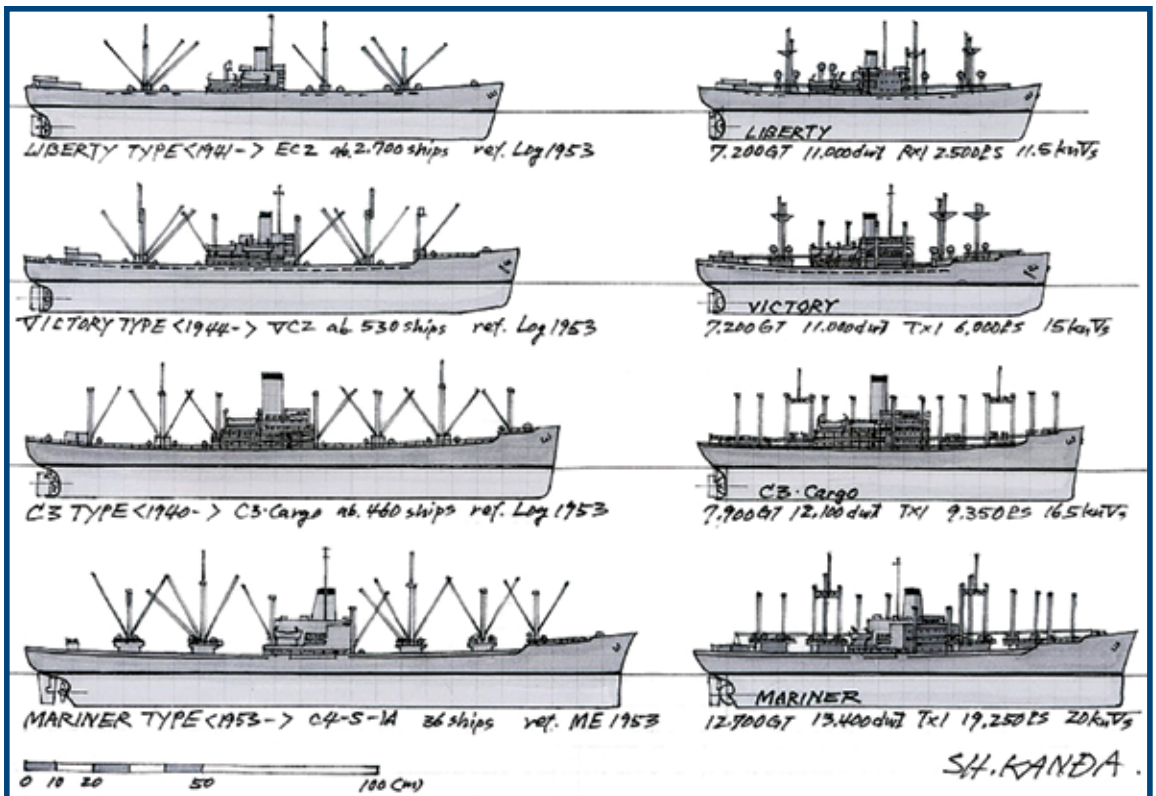
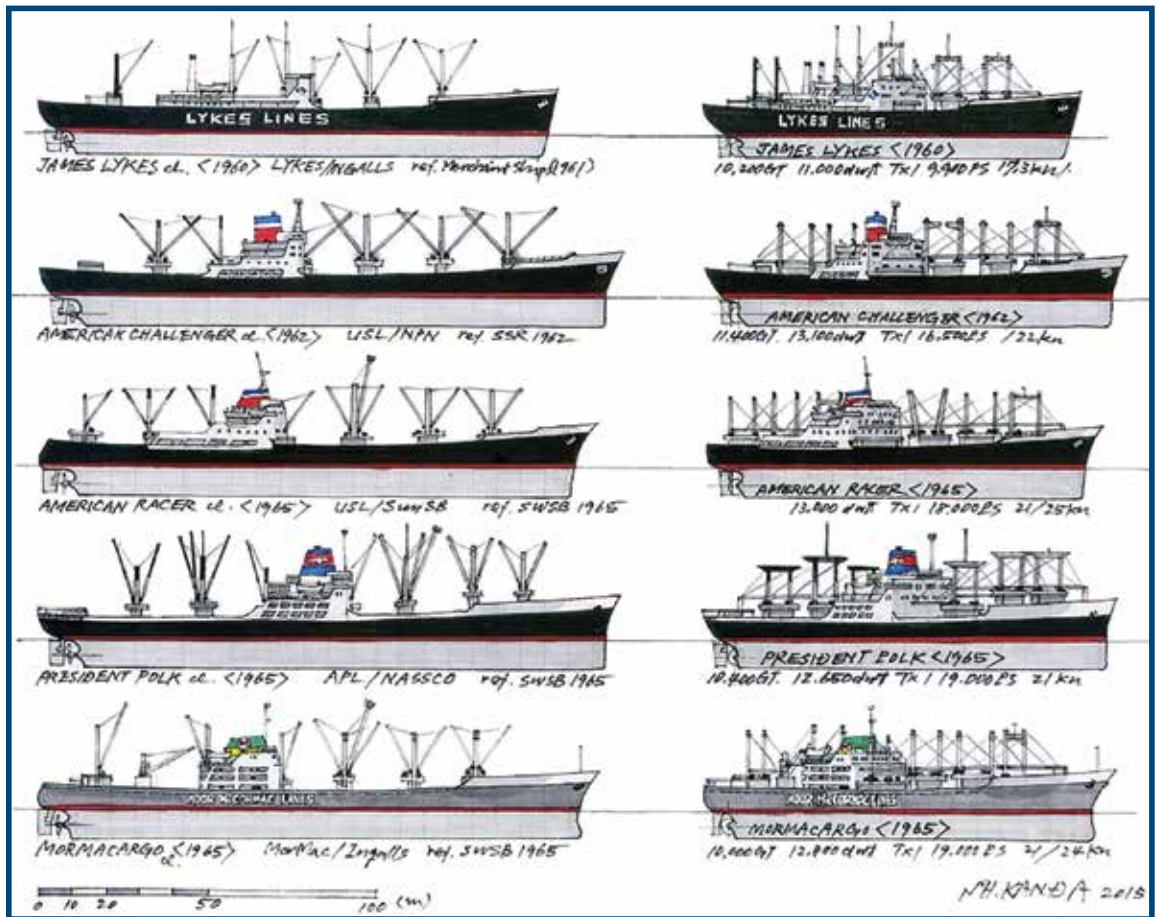
707-255-6567
captniem@mastermariner.org

Meetings at 11:30, 1st Tuesday of each month, The Nantucket, 501 Port St., Crockett, CA.

Mailing Address: 4207 Chardonnay Ct.

Napa, CA 94558-2562

The ships we loved



By Captain P. A. Moloney #1829-RU

At the 2017 Annual General Meeting, I was happy to renew my acquaintance with Captain Koichi Akatsuka, representing Japanese shipmasters in IFSMA. I was looking for information on the Japanese Type 2A Standard Freighter of WW II (Liberty Ship equivalent) and asked for some guidance. He provided some drawings by a naval architect friend of his, plus some great renderings of US freighters. They are too good not to share, as many of them are the ships we sailed and loved (or not). I suggested to Captain Akatsuka that Mr Kanda's drawings might be of interest to our membership. Mr Kanda was delighted that his drawings might be shown in Sidelights and I submit them for your viewing pleasure.


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STEAMBOAT INSPECTION SERVICE**



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First-Class Pilot on Steam Vessels of not over _____ gross
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for the term of five years from this date.
Given under our hands this _____ day of _____, 19 _____.

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O Form 419

CONTRIBUTED BY CAPTAIN JOHN CORSO, CAMM #1684

The above license, from the Department of Commerce Steamboat Inspection Service, is circa 1920s. Restrictions as to tonnage or specific waters the license covered would be filled in by the inspecting officer. 

A New Hope



Captain
Manny Aschemeyer
Guest View
#1548-R

I have been following the unfortunate situation at Kings Point (the United States Merchant Marine Academy at Kings Point, NY) for some time now, and in my judgment, it has not been good for our Maritime Industry in general, or for our U.S. Merchant Marine in particular. A recent article in the U.S. Naval Institute's publication Proceedings (republished

on page 17) presents solutions to the problems at hand.

While there is a definite (and healthy, well-intentioned) rivalry between KP and the state maritime academies, we "state grads" (I am a California Maritime Graduate) need to be supportive of the efforts to restore KP to the respected, functional, trusted and viable maritime training institution that it deserves to be, and to be granted the SAME STANDING that the other federally-run academies enjoy at West Point, Annapolis, New London, and Colorado Springs.

If KP were to fail and close, I believe the American maritime industry, our U.S Merchant Marine - and all of us associated directly or indirectly, afloat and ashore - would be diminished, discredited, and deprived by such a loss. We should adopt a "one for all, and all for one" attitude in this situation. Let's not forget that back in the 1970s there was a serious effort launched to shut down the California Maritime Academy, and we depended on support from not only our Cal Maritime alumni, but from others within the maritime industry, the waterfront business community and from the other maritime academies around the country to fend off that attack.

We have many Kings Point Alumni within the CAMM ranks (with many in leadership roles), and most have expressed their dismay and disappointment over the mishandling of the USMMA for the past 10-12 years under adverse policies and questionable leadership. There is a new sense of hope and promise these days amongst KP alumni (and other observers like me) particularly with the appointment of Rear Admiral Mark H. Buzby as the new MARAD Administrator (Kings Point '79).

While he chose to go Navy upon graduating from KP (and

not sailing on his license), it is important and significant to note that RADM Buzby's last command for the Navy was running the Military Sealift Command (MSC), positioning himself perfectly for his new role as MARAD Administrator. At MSC, he was responsible for managing and operating a large and diverse cargo fleet. This included ships used for supply/support, special project, heavy-lift, roll on roll off, barge-carrying, logistics, containers, large seagoing tugs, survey, and tankers. This fleet now numbers over 165 ships, and virtually all are manned by civilian U.S. licensed merchant marine deck and engineering officers and various other civilian unlicensed mariner ratings in the deck, steward, scientific/survey, operations, and engineering departments. MSC is one of the largest employers of U.S. licensed and unlicensed mariners today (providing unprecedented "upward mobility" to advance licenses and ratings along the way). It is also arguably the largest fleet of cargo and support vessels operating under the U.S. flag today. Many MSC vessels operate under contract with American-flag shipping companies as well. RADM Buzby knows and understands how U.S. flag commercial shipping can and does work. He is the perfect choice for his important post at MARAD. This can only bode well for KP and for the state-run maritime academies in the immediate years ahead.

RADM Buzby has apparently indicated early on, in various interviews and published articles, that he will be making changes at KP and within the current MARAD Administration. It is anticipated that he will put new leadership and policies in place at Kings Point to ensure that our country's National Maritime Academy successfully moves forward into the future. Let us hope that RADM Buzby's experience and wisdom will enable him to restore Kings Point to a position worthy of being our Country's National Maritime Academy..

Captain Manny Aschemeyer, CMA, D-63
Past National President, CMA Alumni Assoc.

Nominations for National Officers - 2018 Election Year

President.....Jeff Cowan	S. Atlantic VP Liz Clark
First VP..... Joe Hartnett	Gulf VP.....Augusta Roth
Second VP.....Pat Moloney	S. Pacific VP..... Klaus Niem
Treasurer/SecretaryManny Aschemeyer	N. Pacific VP..... Cal Hunziker
N. Atlantic VP..... Frank Zabrocky	

New Members and Changed Membership Status

Welcome Aboard

You now have all the benefits of membership!

#3464-RP Captain **Justin D. Valentine**
 Currently a Columbia River Bar Pilot
 Sponsored by Captain Dan Jordan, # 2698-RP

#3465-S16 Captain **Wayne T. Allen**
 Sponsored by Captain Manny Aschemeyer
 (#1548-RU)
 Currently living and working in Panama

CAMM's Tampa Bay Chapter (Chapter VP)
 Fully Retired as Master with Grace/Prudential/
 Delta Lines
 Currently resides in Saint Petersburg, Florida

991-L(RU) Captain **Curtis T. Fitzgerald**
 CAMM Member for 48 years
 Affiliated with CAMM's Baltimore/Washington
 Chapter
 He was an instructor at MITAGS for 19 years
 Currently resides in Lexington Park, MD

Life Members

Congratulations and thank you for your support!

2780-RU Captain **Thomas M. Tomlinson,**
 Member of CAMM for 33 Years
 Resides in Larkspur, California

2031-L(RU) Captain **Edgar I. ("Eddie") Barr**
 CAMM Member for 26 years

1795-L (RU) Captain **Richard H. Rodgers**
 CAMM Member for 33 years
 Previously affiliated with CAMM's Chapter –
 PE/Miami
 Fully Retired after 40+ years at sea (20+ as
 Master).
 Currently resides in Raleigh, North Carolina

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SECRETARY - TREASURER

Greetings CAMM Shipmates



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

November/ December saw a flood of dues payments coming in, which was most gratifying. As of this writing 61% of all dues-paying members have responded. Thank You. Doing the math, that still leaves 39% of dues-paying members unpaid for their 2018 dues. This translates to a large deficit in our budget, so I encourage all “procrastinators” to pay your 2018 CAMM dues. It would be of great help if we could place all dues-paying members in the “Paid Column” by March 1.

Donations/Raffle:

We are very pleased by the response to our request for donations. In the first 3 months, over 25% of members who have paid their dues have also made a donation. In addition, many of our dues-exempt members (Life and Honorary) have also made donations in heeding our call for their financial support as well. The bottom line is that we have exceeded our 2018 budget forecast for donations. This is a great help to CAMM and our thanks to all the members who are so generously supporting CAMM.

Raffle Ticket Sales are also up and, like donations, we have surpassed our 2018 budget forecast. You can still purchase raffle tickets and the top prize is \$800 cash. Drawing will be on May 4 at the Closing Dinner of our AGM/PDC in Galveston (you need

Dues: not be present to win). To purchase additional raffle books, contact me. Thanks for your generous support.

Membership:

The CAMM Membership remains static, so I again appeal to the membership to work on bringing in new members. There is a membership application form on page 39. Applicants can also apply online at: <http://applicants.mastermariner.org/start.aspx>. When talking to people in the industry who may be interested in becoming a CAMM member, remember that, in addition to Licensed Master, there are several additional categories for membership. We can now accept membership applications from “maritime professionals” working ashore in the maritime industry (associate members, “A”); Licensed Chief, Second, and Third Mates (AL); foreign Master Mariners (AF); and cadets/midshipmen attending one of the state or federal maritime academies (AC). So, reach out and bring someone to CAMM.

Financial Report:

I will have a YTD financial report available in early February and will prepare a 6 month report at the end of March. Any active CAMM member interested in a copy of our detailed budget report can contact me by email at capaschemeyer@mastermariner.org or by phone: (951) 767-3037.

2018 AGM/PDC in Galveston, TX:

As previously announced on the website and *Sidelights*, the 2018 AGM/PDC meetings and events will be on May 2 – 5, in Galveston, TX. The Houston/Galveston Chapter will act as host

and coordinate events and the agenda with the National. Our hotel and headquarters will be Moody Gardens. Some sessions/activities may be held at the nearby Texas Maritime Academy TAMUG campus. Plan to be a part of this informative, fun, and interesting gathering of Master Mariners and Maritime Professionals. More details will be made available in *Sidelights*, on our website, and in the mail.

Career Fairs at Cal Maritime:

Having attended the Fall Career Fair at California Maritime Academy, I plan on attending the Spring Career Fair on Feb. 13, 2018. Assisting me will be the CAMM Faculty Advisor Captain Nick Lewis (CAMM # 3034-RU), and the newly elected President of the CAMM Cadet Chapter at CMA Cadet Aaron Harman (CAMM # 3458-AC). Captain Larry Teague (CAMM #1487-RU) has offered to help man the Information booth.

The New CAMM Cadet Chapter at Cal Maritime:

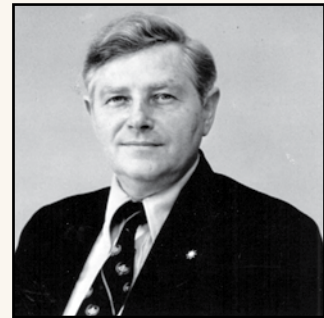
As reported in the December edition of *Sidelights* and after a two-year odyssey in gaining approval from CSU’s complex system for establishing a “new club” on campus, our CAMM Cadet Chapter at Cal Maritime was officially approved last November. We will have our official launch meeting on February 12, 2018. We expect a good turnout to introduce the cadets to CAMM and to share our collective experiences, knowledge, and accomplishments in guiding the cadets to succeed in their respective career paths after graduation.

Continue page 10

CROSSED THE FINAL BAR

CAPTAIN ROBERT JAMES (BOB) LOWEN, CAMM #1352-L

Captain Robert (Bob) James Lowen died at his home in Boca Raton, Fla. on Nov. 7, 2017. He was 91. He died from apparent kidney failure. His daughter, Kathy Lowen, had been living with her dad in Boca Raton FL for several years now -- looking after him as his health failed. She recounted happier times when Captain Bob held his famous "BBQ parties" at MITAGS for IOMM&P staff and students there.



A native of Brooklyn, Captain Lowen graduated from the U.S. Merchant Marine Academy at Kings Point in 1952. Upon graduation he served in the U.S. Navy during World War II. "Captain Bob," as he was called by family and friends, joined Local 2 of the Masters, Mates and Pilots (MM&P) in August 1952. He worked for many years with States Marine Lines, both ashore and afloat. In 1971 he was elected Secretary-Treasurer of MM&P. He was elected president of MM&P IN 1978 and served in that capacity until 1993. During this time, he was also a vice president of the International Longshoremens Association. A memorial service will be held sometime in the future, his family said.

Captain Lowen became a member of CAMM in 1958 and was a long and faithful member and supporter of CAMM for nearly 60 years. He became a Life Member in late 2015.

Why Eight Bells?

The striking of ship's bells has been a part of maritime history for hundreds of years. During the 1500's, duty periods for ship's crews were organized into four hour watches. A half hour glass was used to track shipboard time. A bell would be struck every half hour to mark each turning of the glass during



each watch. One bell for each half hour, eight bells would indicate four hours of ship's time. Thus, at the end of each watch eight bells would be rung out. This signified the end of the watch and the seaman's time to rest. Eight bells are often struck at a seaman's funeral indicating the end of his "watch" on earth - has been relieved - it is time to rest.

[View Guest Column >>> Cont'd from page 9](#)

This first meeting of the CAMM Cadet Chapter at Cal Maritime will feature a panel discussion followed by a Q&A session. The panel will consist of Captain Manny Aschemeyer (CMA '63) Captain Lynn Korwatch (CAMM # 2089-RU, CMA'76), Captain Larry Teague (CAMM #1487-RU CMA '63) and Captain Lewis. A full report on the inaugural meeting of the Cadet Chapter at Cal Maritime will be in the April edition of *Sidelights*.

Other CAMM Cadet Chapters:

There are currently two active

CAMM Cadet Chapters (Cal Maritime and Texas Maritime). Our goal is to establish a Cadet Chapter at all the maritime academies. We will begin by contacting CAMM members currently on campus at Kings Point and Fort Schuyler. If you have ideas or recommendations on how we can best achieve this goal, please contact me at your earliest opportunity.

Thanks for your time and interest. I appreciate your continued support for CAMM and your encouragement, ideas, and financial help. Working together, we can make CAMM bet-

ter, bigger, and BEST for the future!

So until next time, Smooth Sailing' ...

Respectfully,
Captain Manny Aschemeyer,
1548-RU
CAMM National Secretary/Treasurer



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

As 2018 Starts, the Old Maritime Challenges Are Still with Us

In my last column, I reflected on the impact of autonomous ships.

No matter how far technology advances, mariners face the same dangers and struggles. This year began with the terrible loss of the *MT Sanchi*, and her 32 crewmembers. From the first reports that started arriving on January 6, until the vessel sank on January 14, maritime news agencies informed us of the raging fire, the lost cargo, the potential environmental impact, and the missing crewmembers. As professional mariners, this event reminds us of the terrible dangers our profession has, and how quickly an entire crew can be lost.

The *Sanchi* had a crew of 32, and only three bodies were recovered. However, it was not just a crew of 32. Rather, it was a company of 30 Iranian men and two Bangladeshi men. These men were not just part of a crew. They were fathers, husbands, uncles, and brothers. They left behind wives, mothers, fathers, sons, daughters, and neighbors.

When the 33 crewmembers of the *El Faro* perished, we were able to feel the loss and support their families. We had sailed with them, we had gone to the academies with them, and we were members of the same unions or professional maritime organizations. The crew's pictures were in the papers, and reports about

the family members were posted to YouTube. We knew these men and women, and we personally felt the loss.

We saw the families, we knew the mariners, and we shared in their loss. We found ourselves in the profound silence that comes upon all when inexplicable tragedy occurs. Anything said seems so trite, because what everyone really wants to say is that this is all a bad dream, and that when we wake up it will not be real. But it is not a bad dream, and in the end, all we could do is be in solidarity, prayer, and open to the suffering of those who are left behind.


Our solidarity, prayer and openness to the suffering of those left behind must not be limited because we knew the person, or saw his or her picture in the press. My Seafarers International Union motto is, The Brotherhood of the Sea, which makes these 32 Muslim seafarers on the *Sanchi* my brothers, and their families, my brothers' families.

Four days after the collision between the *MT Sanchi* and the *MVCF Chrystal*, on January 10, the Marshall Island-flagged tanker, *MT Barrett*, went missing from the anchorage off Benin. Union Maritime, the company that owns the *Barrett*, issued a press release stating, "Whilst we are tirelessly working to locate the vessel, our primary concern is for the 22 crew on board and ensuring their safety...." In a report dated January 17, 2018, Union Maritime con-

firmed that the *Barrett* was the subject of a pirate attack, but it provided no information about who the crewmembers were, what their nationalities were, or the state of their families.

This year, we have already seen the loss of two tankers. One was by explosion and fire, and one by piracy. Until ships become fully autonomous, they will still be sailed by men and women who leave their families behind to provide the energy, food, and commodities that support the quality of life that we so much enjoy.

When maritime tragedies occur, let us not just glance over the detail that 33 crewmembers, or 32 crewmembers, or 22 crewmembers are lost or unaccounted for. Let us take a moment from our busy day, and place a face upon these crewmembers, recognizing that they are our brothers and sisters, and that we are joined to them in the brotherhood of the sea.

Let us place ourselves in solidarity and prayer with their families, as they struggle with the uncertainty and loss. There is nothing that can be said that can change the reality, but for five minutes we can spiritually and/or mentally hold the wife's hand, the child's hand, or the parent's hand, and be with them in their loss. 



Council Reports

View and Positions Report

Captain Frank Zabrocky, #1964-RU
Positions Chairman

In preparing for the upcoming AGM, I ask all interested members to review the positions posted on the CAMM web site. If a Chapter or Member would like to propose a View for consideration as a Position, please submit it in writing to your Chapter Positions Chair or to me at captzabrocky@mastermariner.org. I am currently aware of three areas of discussion which may become new positions or views.

1. A View formally submitted by the New Orleans Chapter. Their submission states:

All ISM procedural language requiring masters to route and/or report vital information affecting vessel safety (i.e., as required by USCG "Casualty" form 2692) initially to and through Company DPAs, be rescinded or modified to permit unhindered direct communication with the responsible MSO of the US Coast Guard.

It is my understanding that this was prompted by a recording of a phone call from the master of *El Faro* to his office that he made shortly before the ship sank. The New Orleans Chapter has been following this casualty and will have considerable background information.

2. There has been some concern regarding ships receiving pre-arrival US Customs clearance which allows longshoremen to board and work cargo before the crew is cleared for shore leave. When this happens, crews receive considerably less shore time.

3. Automated ships have generated considerable discussion and it has been suggested that CAMM take a position on the matter.

Nothing has yet been formally put forth as a proposed View or Position. If there is sufficient interest by the membership for CAMM to take a Position,

it will be considered at the annual general meeting.

Sidelights and CAMM Media Report

Captain RJ Klein, Sidelights Editor

Sidelights: There was considerable delay in the mail delivery of the December issue of *Sidelights*. The mailing delay was/is unacceptable and I contacted our printer/distributor and was informed that we were not the only ones affected by the slow delivery. Several clients had the same problem. The publisher does not expect a reoccurrence of delay deliveries.

We have made some changes to the cover by updating the logo and adjusting the banner to better highlight the cover photo. We have also have eliminated the "address box" which detracted from the appearance of our cover.

Website: We have the Website pointed in the right direction. I can now edit the site as needed, including inserting new photos, changing fonts, and updating links. Chapters and National Officers will soon be able to update text, links, and photos on the site. Chapter Presidents – please send me your updates and I will insert them. We are in the process of updating the *Sidelights* Archive section to make it easier to find past issues.

The latest issue will be posted the same week as it is being received in the mail. The final step will be to complete the link to our data base (MAS) so that members can once again access and update their personal information and biography.

1st Vice President Report:

Captain Joe Hartnett, #2193-RF

Congratulations to the Port of Baltimore for handling a record amount

of cargo in the first nine months of this year. Container traffic has increased over 10% which is due to the arrival of larger container ships.

Our chapter supported visiting seafarers the past Holiday season through donations to our local seafarer centers. We also participated in the Christmas Shoebox Program with the Apostleship of the Sea in Baltimore.

I would like to remind all CAMM members to take a few minutes and fill out letters to your UC Congressional Representatives in support of the Jones Act and other essential maritime programs via the Navy League web site.

The ninth annual Maritime Industry Congressional Sail-In will take place on Tuesday, March 20, 2018. Previous Sail-In events have proven to be an excellent opportunity for leaders in our industry to advocate for the support of the programs and policies important to the US-flag merchant marine. I encourage CAMM members in the area to participate in this event, it is good for CAMM and it is good for the US Merchant Marine.

In order to be assigned to a Sail-In group, you must register by completing and submitting the registration form available on the Sail-In website at www.maritimesailin.org. Once you enter the site, click on the link 2018 Maritime Sail-In Registration (the first item under Menu) and enter the password to access the registration form. The required password is: maritime-access2018! (Note: please make sure you include the exclamation point).

Sail-In activities will begin at 8:30 am with a breakfast where you will meet the other members of your Sail-In meeting group and receive your final instructions and information packets. The breakfast will take place at the National Democratic Club, 30 Ivy Street, SE, Washington, DC. Lunch will be provided from 11:30 - 1:30 at the Democratic Club Townhouse, 40 Ivy

Street, SE, Washington, DC. The day will end with a happy hour reception for Sail-In participants, Members of Congress and their staff from 4:30 - 6:30 pm at Sonoma. Once again, please register as soon as possible. We look forward to seeing you on March 20.

2nd Vice President Report:

Captain Pat Moloney, #1829-RU

Report not available

North Atlantic VP Report

Captain Frank Zabrocky, #1964-RU

Report not available.

New York Metro

Captain George Sandberg, #1919-RU

Chapter President

Report not available.

Baltimore/Washington Report

Captain Joe Hartnett, #2193-RP

See 1st Vice President Report.

South Atlantic VP Report

Captain Liz Clark, #997-RU,

Report not available.

Port Everglades/Miami

Captain Paul Coan, #3021-RU,

Chapter President

Report not available.

Tampa Bay

Captain Ron Meiczinger, #1747-RU,

Chapter Secretary/Treasurer

Regular CAMM Tampa Bay Chapter Meetings are held on the second Tuesday of each month at the Columbia Restaurant, 7th Ave. and 22nd St., Ybor City, Tampa, FL. (except July, August and September). We meet in the Bar at 11:30, and lunch is \$20.00. Please have exact amount or a check made payable to CAMM Tampa Bay Chapter.

The October 10, 2017 luncheon meeting of the Tampa Bay Chapter was called to order by Chapter Vice President (Shore) Captain Michael Michelson. Eight members and one guest were in attendance. Minutes of the June 13, 2017 meeting were approved.

- Secretary /Treasurer's Report:

Chapter is solvent.

- New Business: The recently released report by the U.S. Coast Guard on the El Faro sinking was discussed by the members present. The 50/50 drawing this month was won by our guest, Rick Johnson.
- Sick and Welfare: The Kings Point Alumni Assn. received the following from Bill and Marty Benson's daughter, Betsy Muhlack. Marty Benson passed away May 10, 2017. Bill is now in a memory unit in Dubuque, Iowa. Some of the time he is fine, but often is very confused about people and places. Bill is a Life Member of the Council of Master Mariners (212-LR), and a Charter Member of the Tampa Bay Chapter.

Captain Ralph T. Mueller (2413-RU) 1928 – 2017

It is with deep regret that we announce that a long-time member of the Tampa Bay Chapter, Captain Ralph T. Mueller, Cross'd the Final Bar on October 9, 2017 at the age of 88. Captain Mueller was born in Rockville Center (Long Island), NY on October 11, 1928. Ralph was loyal CAMM member and the Tampa Bay Chapter since 1994. (See December 2017 *Sidelights* "Crossed the Final Bar.")

The December 12, 2017 luncheon meeting of the Tampa Bay Chapter was the annual Christmas luncheon. Seven members and eight guests were in attendance. Captain Mike Michelson welcomed all members and guests and wished them a very Merry Christmas and a Happy and Prosperous New Year. In keeping with past Christmas luncheons, no business was conducted and each lady in attendance was presented a single red rose.

Meetings for 2018 will be:

- Tuesday, February 20 (note date change.) Special guest will be Captain Manny Aschemeyer, CAMM National Sec/Treas.
- Tuesday, March 13
- Saturday, March (TBD) – our annual Brunch at the Lucky Dill in Palm Harbor with the ladies and other guests.

- Tuesday April 10

- Tuesday May 8

Gulf VP Report

Captain Michael McCright, #2753-S

See Houston report.

Mobile Bay

Captain Jerome "Rusty" Kilgore, Chapter

President

Report not available.

New Orleans

CE Horace George, #3223-A,

Chapter Secretary

Note: Chapter meetings are now held on the 2nd Wednesday of each month (except July and August) at the Ministry Center of the global Maritime Ministries. More details are available on the Chapter website.

The September, 2017 meeting of the NOLA Chapter held its first meeting following the summer "Pause." The meeting was called to order by Sec/Treas, Horace George. After the invocation by Chaplain Vandercook, a delicious lunch was enjoyed by all. The meeting was attended by eight members and guests.

Following the business portion of the meeting, our guest speaker, Ms. Brandy Christian, was introduced. She is President and CEO of the Port of New Orleans. Ms. Christian replaced Mr. Gary LeGrange who retired earlier this year. She gave a very informative talk about the different parts of the Port and how they interact with the river and railroad systems, as well as plans and expectations both long and short term for the future of the port. The talk was followed by a Q&A session.

On October 10, ten members and guests, led by Captain Ed Higgins, were treated to a delicious meal prepared by the volunteers of Global Maritime Ministry Center. Following the meal, our speaker, Mr. Jimmy Baldwin, the Executive Vice President

Continued page 14 >>>

of the Coastal Cargo Group, talked about the port of New Orleans. He gave his view of the future projects and plans of the port, with emphasis on the future of Avondale shipyard and usage of the various docks and the rail system. A spirited Q&A session followed.

The NOLA Chapter's November luncheon was held at Global Maritime Ministry Center. Horace

George, Sec/Treas, opened the meeting and after invocation by Chaplain Vandercook, a very nice meal was enjoyed by the 8 attendees and guests. During the business meeting several subjects were discussed. The main focus was on the future dates for chapter meetings. Due to numerous conflicts, the chapter voted to shift the monthly meetings, starting in January, to the second Wednesday of each month.

The group then listened to member Glenn Jackson give a summary discussion of the final report of the USCG regarding the sinking of the *El Faro*. This was followed by Q A and general discussion. All members were reminded of the December 12 luncheon, at the Red Maple restaurant in Gretna, LA.

The December meeting had 23 members and guests attend. Great food and wine were enjoyed by all. After the luncheon, an extended raffle of goodies was conducted by Sec/Treas George. President Ed Higgins welcomed all and introduced our speaker Jim Baldwin of Coastal Cargo Group,



PHOTO BY STEPHEN MCKINNEY OF GLOBAL MARITIME MINISTRIES, PORT MINISTRY

Captain Andrew Stegen, Richard Erbe, Captain Ed Higgins, CE Horace George, Mr Alan Hebert, Mr Glenn Jackson

who gave a very interesting talk on the future plans of the Port of New Orleans. Noted guest in attendance was Ms. Andrea'a Fant, Vice President of Planning and Facilities at the Port of New Orleans. We expect to have Andrea'a as a speaker at a future meeting.

The January meeting started the shifting of the meeting dates to the second Wednesday as approved at the November meeting. Captain Ed Higgins opened the meeting and Sec/Treas George gave the financial report. It was suggested that a small increase in annual chapter dues would be in order. The vote was unanimous following the motion to increase was made and seconded by A. Stegen/G. Jackson, effective January 2019. chapter dues will be \$20. Following a nice lunch prepared by the Center's volunteers, an informative talk from Glenn Jackson addressed the subject of the final report from the NTSB regarding the *El Faro* sinking. The meeting was concluded with a group picture of the members attending.

Houston

Captain Michael McCright, #2753-S

Report not available.

South Pacific VP Report and San Francisco Bay Area Chapter Report

Captain Klaus "Nick" Niem, #2167-RU

Report not available.

Los Angeles/Long Beach

Captain Dave Boatner, #2162-RU, Chapter President

As of this writing all of our chapter members have survived the devastating fire and floods of Southern California. Highway 101 is closed indefinitely between Ventura and Santa Barbara. The effects of the catastrophic fire and floods are truly amazing.

Most of our members braved the first big rainstorm of the season and attended our January meeting. Those who had paid their chapter dues were treated to a free lunch. The LA/LB chapter has a steady attendance of 10 Masters. We have some lively discus-

sions about maritime events. At the January meeting, we discussed the recent collision between the tanker *Sanchi* and the bulk carrier *CF Crystal*.

Recent discussions focused on the use of AIS based autonomous aids to navigation and the attendant degradation of safety caused by replacing physical aids to navigation with virtual aids. It was stated that when things go wrong and you desperately need an aid to navigation to determine your position, that a "virtual aid is virtually not there when you need it the most!" We hope the US Coast Guard will use a great deal of caution and restraint when viewing the cost savings generated by switching from expensive, but vital, physical aids to the inexpensive but virtually unusable virtual aids. We are reminded that an ounce of prevention is worth a pound of cure. AIS based autonomous aids are a very useful tool when used in appropriate circumstances. Those appropriate circumstances do not include the replacement of primary physical aids to navigation.

The LA/LB CAMM Chapter invites all CAMM members in the SoCal area to join and participate in our meetings. We also invite visiting CAMM members to attend our monthly lunch meetings and enjoy the wonderful food at the Think Café in San Pedro.

North Pacific VP Report

Captain Cal Hunziker, #2457-R

Report not available.

Columbia River

Captain Bill Good, #1924-RU,

Chapter Secretary

Report not available.

Seattle PNW

Captain Doug Subcleff, #2329-RU, Chapter Secretary

A total of 21 attended the December

meeting of the Seattle Chapter. Captain RJ Klein welcomed all to our annual "Christmas party" luncheon. Chapter Secretary Captain Doug Subcleff discussed the 2018 "Year in Review" summary of the Seattle Chapter's meetings and activities.

Chapter VP Captain Chuck Lund reported on a number of international maritime news items, including the recent Spanish court award of \$1.9 billion dollars to the Spanish government for damages from the 2002 oil spill from the tanker *Prestige*. This has been a long and convoluted case, that also took a controversial turn last year when the, now 81-year old, ship's master, Captain Apostolos Mangouras, was sentenced by Spain's Supreme Court to two years in prison for "gross negligence," in an overturn of a lower court ruling that had exonerated Captain Mangouras for his decision to seek a harbor of refuge after his tanker had suffered a severe structural fracture in heavy weather. The Captain's request to seek refuge was refused by Spain, France and Portugal, which kept the ship offshore in the heavy weather, where it eventually broke up, resulting in a massive oil spill.

North Pacific Regional VP Captain Cal Hunziker spoke about his plans to attend the IFSMA Annual General Assembly to be held 26-27 April in Buenos Aires, Argentina. Cal is a Vice President and USA representative on the Executive Council of IFSMA. A week after the IFSMA meeting is the CAMM National annual meeting: 02-04 May 2018 in Galveston, Texas.

Washington State Ferries:

Captain Maija Holston, Washington State Ferries (WSF) Watch Supervisor, discussed the current hiring situation, beginning with OS and AB ratings. The ferry system has been recruiting at local

and other state maritime schools to help with their ongoing personnel shortage.

eNavigation Conference:

Captain Paul Willers reported on his recent gig as a panel participant at the 2017 eNavigation Conference, held Dec. 6 – 7, in Seattle. Paul, representing IOMM&P, was on the panel that discussed "Automation in the Operational Environment." The eNav conference featured a number of notables in addition to Paul, including: United States Maritime Administrator RDML Mark Buzby, Chamber of Shipping of America President / CEO, Kathy Metcalf, and USCG Commander Puget Sound Sector, Captain Linda Sturgis. The event is hosted by *Pacific Maritime Magazine*.

The first meeting of the year had a total of 13 in attendance. Captain Chuck Lund reported on the latest container-ship news, including Maersk Lines plan to add another level to existing ships. He also spoke about the maritime traffic jam with many ships anchored in Australia with delays to load iron and coal products for China, where there are also a lot of significant port delays to get ships into the dock and unloaded.

Captain Bill Westrem reported on his most recent voyage in the Pacific trade. He also spoke about the future considerations for the APL C-11 class ships. After lunch, Captain Chuck Lund presented a slide show review of the USCG & NTSB reports on *El Faro*. The presentation was detailed and informative. The meeting went longer than usual, but the topic held the interest of the group and the extra time was warranted. ↴

Letters to the Editor

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



by Michael Lloyd,
Marine Consultant

without human assistance both onboard and ashore.

The Autonomous Vessel

Certainly, we cannot deny that the remote programming and control of vehicles is possible under current technological boundaries. Satellite systems already roam through our solar system and remote vehicles such as Mars rovers are almost common place. Aircraft can take off, fly and land without human intervention, although passengers may not be too comfortable without pilots.

In space, weather or other extraneous effects are not a factor and of course, constant monitoring within the limitations of time delay, is possible owing to direct line of communication.

With regard to aircraft, the passage is again constantly monitored and is of short enough duration that weather can be more easily and accurately forecast and allowed for. Equally, the existing system of air traffic control has a degree of capability that does not exist in the maritime domain.

Ships present a different and more complex problem. Any autonomous system requires not just a pre-set course of action for the entire voyage, but also the artificial intelligence to follow the

Who is Driving?

The Autonomous Ship Debate

The definition of “autonomous” is something undertaken or carried on without outside control; thus, when applied to ships, it means a ship that can proceed on the seas

existing rules of the road and take such actions necessary to preserve the ship and cargo from the exterior influence of weather and internal problems arising from mechanical and electronic failures as well as fire and/or water ingress. Except for very limited coastal work, this requires systems probably beyond present day technology without unportable cost. This suggests that the only feasible system would be an unmanned vessel controlled by an outside source.

The Unmanned Vessel

The unmanned vessel presents many problems, not least is the interference with the satellite control. On June 22 a vessel reported to the U.S. Coast Guard Navigation Center:

‘GPS equipment unable to obtain GPS signal intermittently since nearing coast of Novorossiysk, Russia. Now displays HDOP 0.8 accuracy within 100m, but given location is actually 25 nautical miles off; GPS display...’

After confirming that there were no anomalies with GPS signals, space weather or tests on-going, the Coast Guard advised the master that GPS accuracy in his area should be three meters and advised him to check his software updates.

The master replied, “Thank you for your below answer, nevertheless I confirm my GPS equipment is fine. We run self-test few times and all is working good. I confirm all ships in the area (more than 20 ships) have the same problem. I personally contacted three of them via VHF, they confirmed the same.”

To back up his report, the master sent photos of his navigation displays, a paper chart showing his actual position and GPS-reported position, and his radar display that showed numerous AIS contacts without corresponding radar returns.

There is no doubt that interference with satellite signals is possible, which does not bode well for an island nation that would be totally dependent on its merchant shipping in time of conflict and the requirement of a defense that, by its readiness, prevents conflict.

Cost

In an inquiry to the Port of New York on the estimated cost of providing a gang of linesmen to board a ship arriving, securing the ship and another gang to let the ship go a figure of \$10,000 was quoted. This of course is dwarfed by the sum required to deal with a dead ship in mid-Pacific, hoping of course that an independent salvage ship does not get there first.

In any such advancement, someone, somewhere, has to pay or at least contribute towards the cost. That is not the cost of development, which seems to be driven by a number of agencies and government sponsorship, rather it is the cost of purchasing and managing such ships. If it is to be seen as a long-term investment, then the savings have to be shown. So which area of the industry should we look to?

The shipper wants his cargo delivered as cheaply as possible but on time and in perfect condition. I doubt if the shippers see any additional costs as their responsibility. Rather they will want a reduction.

The ports are a more complex problem. While in California recently giving an address on Ultra Large Container ships, a CEO of one of the East coast ports was complaining to me about the extra costs to his port that such ships were causing both in port development and the external transport road and rail systems. When I pointed out that he could turn such ships away, the very idea horrified him on the basis that



other ports would take the business. From this, it would seem that the ports would be driven by the ship owners, having to provide both for conventional ships and automated vessels, remembering that conventional ships are being built today for 25 years lifetime.

Finally, the shipping companies are not known for investment in long term and unproven technology; rather it is the reverse. Rightly so. It is their responsibility to the shipper to ensure that the cargo entrusted to their care gets to its destination in timely manner and in good order.

Ultimately it is the shipping company that will bear the cost and this will be on a simple evaluation between a cheap crew from the Philippines or the Ukraine or the cost of change and maintaining such ships. Bearing in mind that while employing a crew, it means that maintenance of the ships fabric can be done as well as having cheap labor to tighten down leaking hatches, leaking hydraulic pipes, clean holds and secure and let go the vessel. I suggest that, at the moment, there is little to persuade the owners to change.

The Shipyards

As I have quite often said, I never sailed a ship from port with everything working properly at the same time. Today's average ship can be a jumble of technology heaped at different times on a hull built to fairly mediocre standards. Without anyone trained in electronics on board, it is not surprising that we have problems. Having stood by new ships and taken them on their maiden voyages, I quickly realized that the shipyards did not know too much either. It is rare that a ship during a prolonged voyage, does not have to stop for some form of repair or maintenance, even if only for a short period. There are also far more fires at sea than those reported.

This means that if we are to consider an unmanned vessel, the shipyards are going to have to up their game to a far higher standard and

the same for the class society surveyors who unfortunately are not all of the required professional standard.

Employment and the Unions

The unions representing all those employed at sea and in the ports are not going to accept the loss of employment for hundreds of thousands of their members without a fight and indeed their position could very well be supported by governments more concerned by the remittances flowing in than for the unemployed themselves. Philippine seafarers remitted nearly \$6 billion in 2017.

Legislation and navigation

While legislation can and would be changed to adjust to such ships, there are certain parts that would be difficult to adapt. How would such ships perform search and rescue? Pollution is another major problem. Leaks occur regardless of all the precautions. How would such ships deal with this?

Ice navigation would be impossible. That is done with skill and I cannot think of any technology for many years that will replace the knowledge required for such navigation. Even navigation in severe weather is a skill that has to be acquired.

Conclusion

This is but a brief summary of the salient points such ships raise. Many more pages could be written, and I am sure they will be. Those companies promoting such ships have been aggressive in their marketing and the language has often been wrong. The word soon has been used liberally when as yet the situation as a whole has not been properly examined. Of course, experimental ships will be produced and used to show what could be done, but as I have said, in the end it is purely the cost that will decide and we have yet to see the economies of these ships properly analyzed. Even if they are used in certain short coastal trades, it will be a long time before they are crossing the

ocean as regular commercial shipping and, before they do that, the major and possibly insurmountable problems of satellite interference and national defense interests have to be dealt with.

In the decline of our marine industry, we have entered an age of the inexperienced advising the uninformed. Too few in the shipping companies or our organizations have any real knowledge of ships or the sea and, when they are told that technology can solve their problems; they are too ready to embrace what is suggested.

Technology has and will continue to make our industry and the tasks that have to be performed easier and hopefully more efficient. A step by step approach should be possible but we have to be careful of the step too far when we produce something that in the end cannot be sustained owing to cost or lack of interest. All we have to do is look at the *Savannah*, now a museum ship and the *Concorde*, now a museum aircraft as examples of our ingenuity and taking a step too far at the wrong time. Eventually all things will change, but what is important is that all aspects of the industry are carried along in agreement at the same time and that the safety of those at sea and the seamanship and professionalism required are not compromised.

Editor's Note: Captain Michael Lloyd was trained on HMS Conway and went to sea for 50 years. During his sea career he commanded many types of vessels. He completed his sea going career on ice class ships in Northern Canada and on Emergency Response and Rescue vessels in the North Sea and Atlantic. He is presently Chairman of Salvare Worldwide Ltd and Marine Advisor to Mines Rescue Marine. He sits on the Technical and Education and Training committees of the Honorable Company of Master Mariners, is a Younger Brother of Trinity House and a Fellow of the Nautical Institute. He is on the Council of Nautilus International and is Senior Vice President of International Cruise Victims.

The Profession of Shipmastering



by John A C Cartner,
M.B.A., LL.M, Ph.D.
Master Mariner
CAMM #2574

We like to think of our calling as a profession. Are we? We may be -- but others need to know.

Looking at the literature on professions, and yes, there is an academic one on the

subject, if we are to call ourselves a profession, we have to do some tweaking. Calling ourselves unique is necessary but insufficient to do the job. Saying that everyone should know we are a profession is wholly insufficient and therefore unnecessary. Our profession -- if it is one -- needs to say so by acting as professions act and doing as real professions do. We are not “professionals,” a word used by wannabes. We are an ancient and honorable profession with roots stretching to 1754 BCE and the Code of Hammurabi, nearly four millennia ago. Let’s make it modern and acceptable and professional for a profession as old as law and medicine – and as necessary and due the respect it is due.

Here are some definitions we can look at:

1. *A profession is a vocation requiring extensive learning and training. Black’s Law Dictionary, 10th ed. West Publishing Co., 2014.*
2. *Sociologically, [A profession can be defined as] “a special type of occupation [possessing] corporate solidarity . . . and a collectivity or service orientation . . . a vocational subculture which com-*

prises implicit codes of behavior [and] generates an esprit de corps among members of the same profession.’ J. A. Jackson, Professions and Professionalism: Vol. 3, Sociological Studies, Cambridge: Cambridge University Press, 2010 at 23-24.

3. *“[Professionals have [a]] professional association[s], cognitive base, licensing, work autonomy, colleague control... (and a) code of ethics [as well as] high standards of professional and intellectual excellence.” Magali S. Larson, The Rise of Professionalism: a Sociological Analysis, Berkley California: University of California Press, 1979 at 19.*
4. *[Professionals possess] “strong community orientation and loyalty; self-regulation.” Joanne Brown, The Definition of Profession: The Authority of Metaphor in the History of Intelligence Testing, 1980-1930, Princeton, NJ: Princeton University Press, 1992 at 19.*

Taking these apart, we have some commonalities in the definitions and some differences. Each requires a “cognitive base,” “extensive learning or training,” “prolonged specialized training in a body of abstract knowledge,” “institutionalized training,” or a “high degree of systematic knowledge,” and “high standards of professional and intellectual excellence.” Shipmasters clearly have a cognitive base obtained through extensive learning and training. Such learning and training is twofold: in a body of abstract knowledge and in a body of practical knowledge where the abstract knowledge is applied. Just

as clearly, our knowledge is systematized and systematic, and we use it. We have high standards of professional and intellectual excellence or we would not hold our jobs long. Therefore, it would seem that we meet the first test of a professional calling. But we need to say it clearly, directly and frequently.

A profession is a “special type of occupation [possessing] corporate solidarity,” and is a “a vocational subculture which comprises implicit codes of behavior [and] generates an esprit de corps among members of the same profession.” A profession has “ [a]professional association [s]” and “strong community orientation and loyalty.” A profession has “licensing.” It has “high standards of professional and intellectual excellence.” By these standards we clearly are a special type of occupation with some corporate solidarity and community solidarity and loyalty. We have implicit (experiential) codes of behavior and explicit (laws and regulations and contract) codes of behavior. There is some esprit de corps within us for what we do. We have professional associations – and perhaps too many. We are somewhat loyal to our community, but show solidarity in the inverse: we are quick to criticize the *Costa Concordia* but our criticism of the owner of *El Faro* as too little and too late. We need some corrections hear to again foster the necessary things and project them outwards in thought, word and deed to those who need to know.

We have work autonomy. That is, we have professional decisions we make which no one else – including the owner - can make. This has been reinforced in 95% of the tonnage of the world in the Maritime Labor Code 2006 ratified in 2013 which clearly makes the master competent authority afloat and an equal as a civil magis-

trate with criminal powers with powers derived from the registry state and an equal partner thereby to port state authority, naval authority and other-state shoreside authority in the civil domain and a cooperating partner in the criminal domain. See John A. C. Cartner, "The International Law of the Shipmaster and the Maritime Labor Convention and the Shipmaster in Lavelle," Jennifer, ed., *The Maritime Labor Convention, 2006, International Labor Law Redefined* (2013) Informa.

What we do not have is clear. We are not yet fully self-regulating – and

likely will not be fully so (neither are lawyers or physicians fully self-regulating) – but there are ways in which we can be and acceptably so to our public and which can include colleague control. We do not have a code of ethics for shipmastering that is universally acceptable. That is easily correctable.

Calling ourselves to ourselves is insufficient for today.

We must make ourselves strong for tomorrow for even greater challenges by telling the outside world. To do so we should appoint one of ours to develop a committee of local CAMM leaders as

well as national leaders and international association leaders to meet and develop the call to action and set its goals and assign them to subcommittees. The committees and subcommittees can meet and hammer out their differences to present to the membership their findings and recommendations. Meetings can easily be done electronically. With some effort this can be done in a year and we can be on the way to being a profession and not calling ourselves one in name only.

Call to Action

CAMM needs to take a strong lead to:

- (1) define clearly a profession of shipmastering by correcting those things I have identified**
- (2) integrating all the things I have identified with them**
- (3) creating mechanisms for making them happen**
- (4) doing it worldwide**

To do so we must

- (5) enlist the help of all members, all other shipmaster associations and other ship and professional associations in the United States and other states**
- (6) enlist the aid of regulators and other government agencies and legislators**
- (7) ensure that we are addressing and making public announcements of our progress and aims regularly and frequently**



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

Are Professional Mariners Losing Their Navigational Skills to Technology?

Agenda

Weds – May 2nd

Golf at Moody Cardens Golf Course 1000, Hospitality Rm

Thus – May 3th

CAMM PDC

Guest outing to local attraction

Thursday Night Social Event

Fri May 4th

CAMM AGM

Guest outing to local attraction

Closeing Dinner

Lalonde Award

Venue & Accommodations

Hotel: Moody Gardens

1 Hope Blvd.

Galveston TX 77554

Phone: 888-388-8484

Local:409-741-8484

Group ID: Council of American Master Mariners

Book on Line at: www.moodygardenshotel.com

Use promotion code CAMM52018

Room Rates: \$171.35 per night (all taxes and fees included)

There is a block of rooms reserved for Council of American Master Mariners at \$149.00 per night, plus tax. In order to get the special rate the special id needs to be used.

The Group ID:

Council of American Master Mariners Group Code for reservations when calling or online: **CAMM52018**





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- Please indicate your preference
- Thursday CAMM PDC
- Friday: CAMM AGM

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- Thursday CAMM PDC
- Friday: CAMM AGM

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- Please indicate your preference.
- Thursday Professional Development Conference *Breakfast *Morning *Afternoon
- Friday: Annual General Meeting *Breakfast *Morning *Afternoon

Closing Dinner Table \$750

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



Registration Form CAMM AGM-PDC 2018

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

Name: _____ CAMM Membership No.: _____

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

Best Contact Phone: _____ Alternate Phone: _____

Email address: _____

Name for Name Tag: _____ CAMM Chapter Affiliation: _____

Arrival Date: _____ Departure Date: _____

Name Guest 1: _____ Name Guest 2: _____

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

Please check all that apply:

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

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

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

Where Are You Going, Kings Point?

Republished from US Naval Institute's Proceedings Magazine, November 2017.

by Commander Thomas F. McCaffery, US Navy Reserve

“Kings Point” for its location in New York, is one of the nation’s five federal service academies. Established during World War II, the academy became permanent in 1956 when Congress amended the Merchant Marine Act of 1936 to “provide for the [academy’s] maintenance.” Today, in spite of a proud history and government declarations to the contrary, the U.S. Merchant Marine Academy appears to have lost its way.

In 2016, the Middle States Commission on Higher Education (MSCHE) placed the academy’s accreditation on warning status after what should have been a routine reaccreditation visit. This is the first time any federal service academy has been at risk of losing its accreditation. The academy was found not to be in compliance with 5 of the commission’s 14 criteria for reaccreditation, plus 1 of its 10 requirements for affiliation with MSCHE.¹ Among the many deficiencies listed, most noteworthy was that the superintendent did not have the ability to manage the academy. Equally alarming, the visiting committee found that efforts by the academy’s leadership to deal with sexual harassment and assaults at the Kings Point campus were ineffective and inconsistent and

that discipline in general was applied unevenly across the Regiment of Midshipmen by the commandant’s staff.

Thus, alongside all of its proud honors, including being the only federal service academy with a Regimental Battle Standard, Kings Point now has the distinction of being the first federal academy to have its ability to issue academic degrees questioned. Today, although most of the compliance issues have been resolved, the question remains: What caused such a dire situation?

Among the many reasons, three stand out. First, Kings Point is administratively unlike either a civilian

Administrative Status

Unlike the U.S. Military, Air Force, Coast Guard, and Naval academies, the U.S. Merchant Marine Academy is not supported by one of the armed services. Neither does it function in the same way as public state universities or the senior military colleges (The Citadel, for instance) or the six state maritime schools.²

Instead, the U.S. Merchant Marine Academy is an entity of the U.S. Department of Transportation’s Maritime Administration (MarAd), a status that is a relic of its wartime birth. During World War II, Kings Point was



university or the other federal service academies. Second, the U.S. Merchant Marine Academy’s governance and management are inefficient and ineffective and have been for years. Third, the academy’s leadership has been disconnected from its stakeholders for more than a decade.

established as one of the many training facilities of the U.S. Maritime Service, which functioned as a uniformed service like the other armed services. However, although the military services in the late 1940s remained significantly larger than their prewar estab-

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lishments, the U.S. Maritime Service essentially had been demolished, its only remaining component the U.S. Merchant Marine Academy. Thus, instead of maintaining a status similar to the other federal academies, Kings Point fell into administrative limbo.

Upon dissolution of the U.S. Maritime Commission, the U.S. Merchant Marine Academy became an entity of MarAd following its creation within the Department of Commerce in 1950. MarAd was transferred to the Department of Transportation in 1981. Although MarAd is officially “charged with maintaining the health of the merchant marine, since commercial mariners, vessels, and intermodal facilities are vital for supporting national security,” as an organization it has spectacularly failed in this responsibility.³

Since 1960, the U.S. Merchant Marine has shrunk from 2,926 oceangoing ships (16.9 percent of the world fleet) to 169 oceangoing ships (0.4 percent of the world fleet).⁴ Even as recently as 1999, U.S.-flag vessels represented 1.6 percent of the world’s fleet. Shashi Kumar, acting superintendent of the U.S. Merchant Marine Academy on three separate occasions, noted in Proceedings, “The privately owned U.S.-flag fleet is so low in numbers today that there is genuine concern over having sufficient qualified mariners to crew the Ready Reserve Force (RRF) surge sealift fleet in a major contingency exceeding four to six months, i.e., beyond their initial activation.”

As a result, MarAd’s only real day-to-day function other than maintaining the RRF is to operate the U.S. Merchant Marine Academy. In fact, the academy’s fiscal year 2017 budget request of \$100 million accounted for more than 60 percent of MarAd’s total request.⁵

In spite of MarAd’s poor stewardship of Kings Point and the many problems created by it, the academy in the past

always compensated through wise governance and skilled leadership. Neither virtue has been readily apparent for at least a decade. This perhaps became publicly most evident in a series of bizarre decisions by three senior leaders: former Maritime Administrator Paul N. Jaenichen (a retired U.S. Navy captain), MarAd Executive Director—and briefly acting Administrator—Joel Szabat (a career civil servant), and Superintendent James A. Helis (a retired U.S. Army colonel). These decisions most notably include the abrupt suspension of “Sea Year” in June 2016 and the eviction of the U.S. Merchant Marine Academy Alumni Association and Foundation from its campus offices in 2013.

Sea Year, a comprehensive at-sea apprenticeship served on active merchant ships, sits at the heart of the academy curriculum. Suspending it has had a clear impact on the ability of several classes of Kings Point midshipmen to complete all graduation requirements, especially acquiring the practical experience required to achieve their U.S. Coast Guard licenses. Kings Point midshipmen cannot receive a degree without also earning the Coast Guard license and a commission; none of these three can be awarded separately.

The decision to interrupt a program that sent Kings Point midshipmen into harm’s way during all U.S. wars since World War II is especially difficult to comprehend given the public rationale for doing so—that Kings Point’s midshipmen were in physical and emotional danger from sexual harassment and assault on board today’s U.S. flag merchant ships.⁶ Despite this apparent danger, all six state maritime schools

took the opportunity to fill seagoing billets vacated by Kings Point midshipmen with their own students. Thus, the state maritime schools, facing the same issues and with the same



information as MarAd, made opposite decisions regarding the safety and welfare of their seagoing students.

Although Sea Year resumed this past spring, fewer billets for Kings Point midshipmen are available both as a result of lower voluntary participation by shipping companies and billets being occupied by state maritime school students. MarAd has yet to make clear to any of the academy’s stakeholders the implications of the revised Sea Year on Kings Point’s current and future midshipmen.

The peculiar financial and administrative status of the academy is further highlighted by the inexplicable circumstance that, unlike the other federal academies, the U.S. Merchant Marine Academy is the only institution of higher education in the nation that is required by law to close during a congressional budget impasse, as happened most recently in October 2013. This unique status cripples the ability of the U.S. Merchant Marine Academy to achieve the maritime academic excellence that is its mission.



Governance

Evidence of the U.S. Merchant Marine Academy's ineffective governance and management is immediately visible to campus visitors in the essentially abandoned boathouse with gaping holes in its roof and deck, with no obvious warnings or barriers to keep the unsuspecting from harm. Other signs of deterioration can be seen throughout the academy's physical plant.

The authority to operate and manage the U.S. Military, Naval, Air Force, and Coast Guard academies is vested in their respective superintendents, who act as chief operating officers. The superintendents are supported and supervised by their service chiefs and largely apolitical senior staffs. These staffs, heavily populated by service academy alumni, function to some degree as a "board of directors," in that they provide the resources to operate the institution, set policy and strategic direction, hire, fire, and discipline senior administrators—including the superintendent—and generally represent each academy's stakeholders.

The senior military colleges and state maritime schools have formal, appointed boards responsible for their governance. For example, the Virginia Military Institute (VMI), the nation's first state-supported military college, is supervised by its board of visitors, which "defines the mission of the Institute as a public institution of higher education in the Commonwealth of Virginia and oversees the development, revision, and implementation of a strategic plan for the accomplishment of that mission."⁷

Further, VMI's board is responsible for all curricular, financial, and staff issues. Like the service staffs that support the federal academies, this board is required to have robust alumni membership (75 percent) to ensure the best interests of the school and its stakeholders are fully represented in an apolitical fashion. The governing boards of similar institutions have sim-

ilar responsibilities and membership.

However, the U.S. Merchant Marine Academy has no true board of trustees. Instead, all management and governance authority is concentrated in the hands of one person, the politically appointed head of the U.S. Maritime Administration—the Maritime Administrator.⁸ Though two boards do exist, MarAd's Maritime Education and Training Executive Review Board and the academy's Congressional Board of Visitors, both lack authority.

Maritime Administrative Order 150-3 of 19 October 2016 established the Maritime Education and Training Executive Review Board "[to] oversee the governance and management of the United States Merchant Marine Academy," but board membership consists entirely of MarAd employees who report directly to the Maritime Administrator.⁹ Further, paragraph 2.03 of the board's implementing order states the following regarding delegation of authority to it by the Maritime Administrator:

This Delegation of Authority does not include authority to:

1. Commit the expenditure of any funds or execute any contracts, grants or cooperative agreements.
2. Make any determination with respect to employment matters, including hiring, firing, performance review, promotion or discipline of any Academy personnel.

Thus, since the authority to commit funds, execute contracts, and hire/fire/discipline academy personnel remains in the hands of the Maritime Administrator, the "Executive Review Board" has no real authority to govern the U.S. Merchant Marine Academy.

The responsibilities and authority of the Congressional Board of Visitors are similarly limited:

The Board shall inquire into the state of morale and discipline, the cur-

riculum, instruction, physical equipment, fiscal affairs, and academic methods of the Academy, and other matters relating to the Academy that the Board decides to consider.¹⁰

Clearly, inquiry is neither supervision nor management authority.

A third body, the U.S. Merchant Marine Academy's so-called Advisory Board, has even less responsibility or authority.¹¹

It is significant that none of the academy's "governing" boards has meaningful stakeholder representation, especially representation by academy alumni who are, because of their prevalence in the maritime industry, the U.S. Merchant Marine Academy's primary stakeholders.

Leadership

The leadership of the academy has been unstable for quite some time. The last Maritime Administrator with any experience or background in the maritime industry outside the U.S. Navy left office on 20 January 2009. Many Maritime Administrators over the past 20 years have been career civil servants with no background in the maritime industry whatsoever.

The current administration took roughly six months after the inauguration to appoint and oversee the confirmation of Maritime Administrator Rear Admiral Mark H. Buzby, U.S. Navy (Retired), which was two months faster than the previous administration. (Admiral Buzby, a career Navy surface warfare officer, is a member of the Kings Point Class of 1979.) Thus, lengthy gaps between appointed Maritime Administrators have become the norm, leaving the official management of the academy in the hands of a MarAd senior career civil servant. Given that the average tenure of MarAd appointees is about three

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years, even the enlightened leadership of one Maritime Administrator may be quickly undone through bureaucratic inertia or a less enlightened successor.

The academy also has had four superintendents in the past decade, with former Academic Dean Kumar serving as acting superintendent on three separate occasions. The last superintendent with any significant maritime industry background and experience retired in 1993. Only three alumni have served as superintendent in the Academy's entire history, while two U.S. Coast Guard Academy alumni, one U.S. Naval Academy alumnus, and one U.S. Military Academy alumnus have headed Kings Point since 1970. By comparison, every superintendent of the U.S. Naval Academy since 1881 has been a Naval Academy alumnus.

Further, superintendents of all five service academies historically have been retired flag officers, but two of the most recent Kings Point superintendents retired from their service at pay grade O-6. Finally, it has been a decade or more since the academy's commandant or a majority of senior staff—who are responsible for military leadership and discipline of the Regiment of Midshipmen—have been either alumni or other academy stakeholders.

Solving the Problem

To ensure its long-term viability, the U.S. Merchant Marine Academy should be chartered as a standalone entity, modeled on the state-owned senior military colleges and maritime schools. To be effective, this must include establishment of a strong, independent governing board.

Such a board must have the authority to oversee the institution and set its course for the future in accordance with its charter and mission.

The statutory composition of the board should require that no less than three-fourths of its members be alumni, the majority of whom should either be serving military officers or directly employed in the maritime industry.

The U.S. Merchant Marine Academy's status and funding must be changed so that midshipmen are no longer sent home because of a budgetary impasse between the President and Congress while the other academies continue to operate.

The sooner these repairs to the Merchant Marine Academy's foundations are accomplished, the sooner the academy can resume a steady course, and ensure that it continues to provide the nation with the well-trained leaders that its future requires.

1. Middle States Commission on Higher Education, "MSCHE Determination Letter – 24 June 2016," www.usmma.edu/academics/msche-determination-letter-%E2%80%9324-june-2016[3].
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10. U.S. Merchant Marine Academy, "BOV Statutory Language," www.usmma.edu/about/leadership/bov-statutory-language [8].
11. U.S. Merchant Marine Academy, "USMMA Advisory Board," www.usmma.edu/about/leadership/usmma-advisory-board [9].

Commander McCaffery is the president of McCaffery & Associates Inc., a historical research firm. He is a 1976 Honors graduate of the U.S. Merchant Marine Academy, as well as of the U.S. Naval War College and Georgetown University's McDonough School of Business. While employed at sea from 1976 to 1984 he achieved the license of chief mate, unlimited tonnage, and sailed in that capacity.

Mid-Ocean Collisions and Hydrodynamic Interaction



by Captain
A.K. Bansal
Company of Master
Mariners of India

During the Second World War, there was a collision between RMS *Queen Mary* and her escort vessel, *Curacao*. The *Queen Mary* was the largest and fastest ship afloat and had a displacement of over 80,000 tons. Steaming at 28.5 knots, she was bound for Europe with over 15,000 American troops destined for the invasion of Europe. Her escort vessel was a small Naval Cruiser of 4,200 tons displacement. Both ships were on "Zig Zag" courses - a specified Naval formation to avoid the possibility of attack from German submarines. This naval tactic was well known to both ships and was being properly executed. During these maneuvers, the *Curacao's* course was converging across the course of *Queen Mary*. Both Captains assumed that the other would give way. As the *Curacao* neared the *Queen Mary*, the *Curacao* appeared to lose control, and veered directly into the path of the much larger ship. The *Queen Mary* sliced through the escort vessel sinking her instantly. The *Queen Mary* did not stop to pick up survivors so as not to endanger the lives of American Army troops in the event of an attack by German U-boats. Over 300 lives were lost aboard the *Curacao*.

Since the "Zig-Zag" naval formation was being executed properly by well trained and experienced senior naval officers, the British Admiralty was at a loss to explain the collision. They decided to conduct experiments with

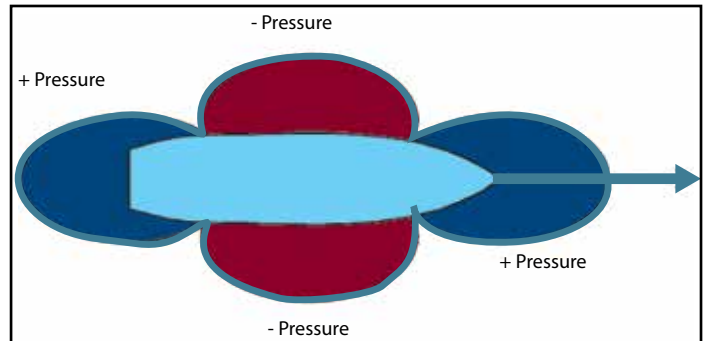
scale models of both ships, in a huge tank especially dug out at Greenwich, England for this express purpose. After five years of experimentation, it was found that at critical speeds and within a critical distance, smaller vessels always lost control. It was discovered that when a power driven steel vessel is moving through the water, there is a positive charge created at the bow with a lesser positive charge at the stern and a negative charge amidships. When two ships are sailing close to each other, the negative and positive charges react.

This phenomena, named Hydrodynamic Interaction, was not known to the International Maritime Community until 1947. Hydrodynamic Interaction varies depending on the ships involved, but is directly proportional to the size and speed of the ships. Its effect is more marked in narrow channels when ships are attempting to pass at close range. The effect is amplified when the flow of water around a vessel is influenced by boundaries of a narrow or shallow channel or by sudden local constrictions (e.g.) shoals, the presence of another vessel or by an increase in speed. It is more pronounced when a large vessel has small under keel clearance or when vessels are approaching in an enclosed basin.

The largest ship ever built, the *Jahre Viking*, was 564,650 tons and there are currently over one-hundred ships of more than 150,000 tons sailing the oceans. Handymax ships, at less than 60,000 tons, are half their size. There

are also a large number of ships in the 20,000 - 30,000 ton range and many are even smaller. Therefore, Hydrodynamic Interaction can contribute to collisions when ships with large disparities in tonnage and speed are passing or overtaking at close range. This can also occur in the open ocean.

Until GPS, a vessel's position was usually fixed by shore bearings or through lines of position obtained through celestial sights, which invariably produced a 'cocked hat.' Thus, positions marked on charts were roughly accurate. Today, a ship's position can be determined by GPS to the nearest few feet/meters,



with the touch of a button. With ocean trade having multiplied and GPS navigation being so exact, many ships plying the same trade routes are frequently on the same course line. Due to the accuracy of GPS, they can come within yards of each other when meeting or overtaking. Therefore, the phenomena of Hydrodynamic Interaction is more in evidence when ships of diverse sizes and speeds are passing on ocean trade routes. This has caused collisions which could not otherwise be explained.

Pilots and Masters have long been aware of Hydrodynamic Interaction

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Hydrodynamic >>> Cont'd from page 27

between ships when passing in narrow channels or rivers. Now, the prudent Master and Deck Officer must be aware of the size and speed of his ship in relation to a ship they meet in mid-ocean. The can no longer merely be "ships passing in the night."

Editor's Note: The collision between the HMS Curacao and the Queen Mary occurred approximately 20 from the Donegal coast in the north-west of Ireland at about 1400 on 2 October, 1942. The Queen Mary was under strict orders not to stop for anything and continued on to Scotland, where she was outfitted with a concrete plug and sailed to Boston for more permanent repairs. The loss was not reported to the public until the conclusion of the war.

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International Propeller Club Honors Captain Ed Lanni at Convention



by Captain
Richard Grimison,
CAMM # 3414 RP

(CAMM #1278), was recognized with a Lifetime Achievement Award at the 91st Annual International Propeller Club Convention. The Propeller Club of Port Canaveral hosted the convention October 18 - 20, 2017 at the Radisson Resort at the Port, Cape Canaveral, FL. In his remarks, Captain Lanni highlighted his long association with Port Canaveral serving as Master of ships supporting the early stages of the Space and Ballistic Missile programs and serving as Master of the USNS *Range Sentinel* and the USNS *Vanguard*, both home ported at Port Canaveral.

Since his retirement, Captain Lanni has remained active in the Space Coast area including serving as an Ambassador for Port Canaveral. He has been invited to speak to numerous organizations such as Rotary and the Propeller Club to share his inspirational story. He began his career at sea as an orphaned stowaway cabin boy and rose through the ranks of the US Merchant Marine to become Captain. He has tirelessly promoted the U.S. Merchant Marine and worked hard for Merchant Mariners to be recognized for their service to our nation in peace and war.

This past Memorial Day, Captain Lanni served as the guest speak-

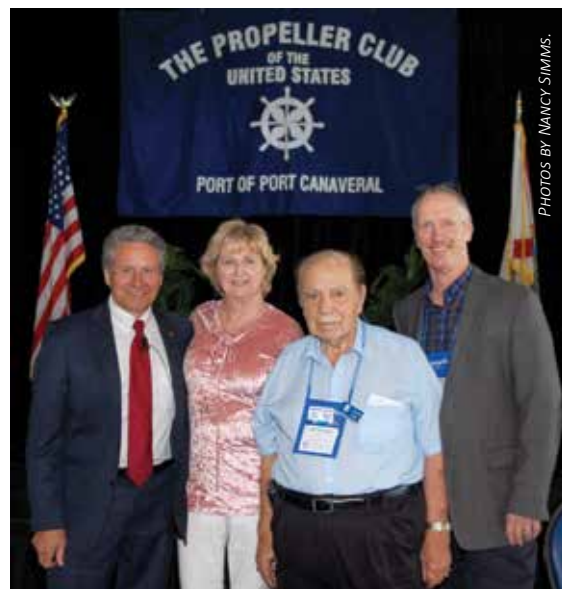
er at the Brevard County Veteran's Memorial Center sharing his career in the U.S. Merchant Marine and he donated personal retired items for a display in the center's museum. Perhaps most satisfying to Captain Lanni is his continuing commitment to sharing his history, the history of the Merchant Marine and the maritime industry with students. He has been a classroom speaker at the Rockledge High School Maritime Studies program and participates on the program's advisory board.

The theme of the Propeller Club Convention was "Modernizing Ports for the Future." Commandant of the US Coast Guard Adm. Paul Zukunft gave the maritime conference opening address and Maritime Administrator Radm. Mark Buzby, USN (ret.) was a luncheon speaker. Federal Maritime Commissioner William Doyle led panel discussions on cyber security and LNG as a ship fuel. Captain Lanni was a fixture during Q&A sessions following remarks by the impressive slate of speakers and industry panelists.

Commissioner Doyle and Captain Ryan Manning, USCG Chief Officer of Ports & Facilities Compliance, jointly addressed cyber security concerns. The threat of cyber security to shipping has been made all the more relevant by the hack this past June of A.P. Moller-Maersk, one of the world's largest shipping companies.

Industry leaders who have pioneered the use of LNG as a marine fuel made up the LNG Panel. It consisted of Peter Keller, Executive VP of Tote, Inc., Chad Verret, Executive VP,

Harvey Gulf International, and Matt Jackson, VP Crowley LNG. Captain



Captain John Murray, CEO of Port Canaveral; Shirley Lanni (Captain Lanni's wife); Captain Lanni, Mr. Rocky Johnson, President of the Propeller Club of Port Canaveral

John Murray, CEO of Port Canaveral and Master Mariner, noted that the port is preparing to serve the LNG bunker needs of the cruise industry as cruise ships currently under construction will be using LNG for fuel.

Prior to Captain Murray giving the final address of the convention, Propeller Club of the Port Canaveral President Rocky Johnson called Captain Lanni up to present him with a plaque commemorating his Lifetime Achievement Award. He received a standing ovation from the convention attendees and local port community.

Captain Grimison is a 1986 graduate of USMMA, sailed deep sea for 11 years and upgraded his license to Master. He worked as a Panama Canal Pilot and has been a Pilot at Port Canaveral for the last 17 years. He served as the Co-Chair of the 91st International Propeller Club Convention. To learn more about the Propeller Club or to find a local chapter, visit <http://www.propellerclub.us/home>.

PHOTOS BY NANCY SIMMS

Talking Books with Captain Doug

Captain Andy Subcleff (former Seattle Pacific NW Chapter President) and his wife Betty recently moved to Sunrise Living of Edmonds, an assisted living facility in Edmonds, WA. Betty is legally blind.



For the last several years, their son, Captain Doug Subcleff, had been going to his mother's house and reading books aloud to her, as she prefers that to the option of listening to books on tape. It occurred to him that there may be residents at Sunrise who, like his mother, enjoyed books but could no longer read a book themselves. After a consultation with the Activities Director, a half-hour time for "Talking Books" was put on the calendar for every Monday. Talking Books with Captain Doug takes place just after the chair exercise class in the Activity Room.

Residents with an interest in listening to a book reading were invited to participate. At the first book reading, there were a total of 4 residents. Seven weeks later, word has spread, and the number is now averaging 10-12 in attendance. There has been a great deal of positive feedback from the resident participants.

What book to choose? Doug chose *Peter, the Odyssey of a Merchant Mariner*, written by our esteemed CAMM member, Captain Peter Chelemedos. Peter lives just down the road at the Edmonds Landing retire-



09:00	IN	Puzzle Pieces Club(B)	
10:15	AG	Exercise Essentials with Bri(AR)	22
11:00	RF	Talking Books with Captain Doug(A)	
01:15	AN	Afternoon Matinee with Rochelle(A)	
02:30	GN	Bringing Baked Goods To Edmond Fire Department with Rochelle(O)	
03:00	IN	Afternoon Social-Travelogue(Wh Are We)with Rochelle(B)	
03:30	RF	Manicures & Aromatherapy Hand Massage with Birtukan(AR)	
04:00	AG	Walking Club with Seble(AR)	
06:15	AN	New Release Movie(AR)	



Top, Captain Doug Subcleff reads aloud to residents at Sunrise Living of Edmonds. Bottom left, notice for Talking Books, and bottom right, cover of *Peter, the Odyssey of a Merchant Mariner*.

ment home. When the idea of reading his book aloud at Sunrise was suggested to Peter, he readily approved. (Note: Peter's book was reprinted, chapter by chapter, in a number of issues of CAMM's *Sidelights* magazine).

This has turned out to be a very suitable book for this particular group. The book's timeline from the 1930s through the WWII years has been especially appropriate and many of the residents have remarked that hearing these stories have sparked their own memories of times long ago. The merchant

marine aspect of this book has also been a great educational opportunity and Peter's very candid and engaging writing style is keeping them awake! By now, the group considers Peter their friend and Captain Chelemedos has agreed to pay a visit to the group. They cannot wait to meet him in person.

"Anyone can hold the helm when the sea is calm."

- Publilius Syrus

eManifest Project Update

The European Maritime Safety Agency (EMSA) reported in its November newsletter that the Agency is running a pilot project in cooperation with the European Commission to demonstrate how an electronic, harmonized eManifest including different cargo formalities could fulfill reporting requirements in a harmonized manner by way of a European Maritime Single Window (EMSW).

It has been learnt that the EMSW prototype, developed by EMSA, is enhanced and used for the purpose of testing the

eManifest involving industry representatives and the member state authorities concerned. In September, member state maritime representatives met with the Electronic Customs Coordination Group (ECCG) members representing the customs authorities involved in the eManifest project to discuss progress and decide on the way forward. EMSA presented some new eManifest principles of the next phase including a revised eManifest data set. Testing with stakeholders is scheduled for early 2018, it is understood. ↴



IFSMA Newsletter
January 2018

Container Ship Load Planning Systems' Vulnerability

Ethical hackers Pen Test Partners have highlighted a vulnerability in the load planning processes used by container ships. In the words of Senior Partner, Ken Munro: "Intercepting and modifying the messaging used in bay planning can be relatively straightforward if you know what you are doing. When asked to investigate this, we noticed a lack of security in the validation of the message's integrity and a simple phishing attack is all it takes to gain access."

By modifying the messages, and therefore the loading plan itself, a hacker could cause a vessel to list by swapping the order that containers are loaded leading to instability. Illustration kindly provided by Pen Test Partners: www.pentestpartners.com © Hackers could also cause environmental damage and incur heavy fines for shipping

lines by forcing emergency discharge of ballast water as a result of unexpected out-of-trim situations caused by bay plan manipulation. Refrigerated containers could be switched off spoiling thousands of pounds worth of perishable food, and so the list goes on. Not only that, but Pen Test Partners have discovered that USB sticks are commonly used to transfer the load plans from ship to port. This poses a major security risk as a USB infected with malware could cause serious issues for port authorities. Munro added: "Ship security has a long way to go to catch up with the level of security we expect in corporate networks. They are remote, difficult to update, and their IT hardware is often old and not well maintained. Ship owners and managers need to have a cyber secu-

rity plan in place and should review their current IT systems to make sure that any potential weak points open to attack are closed as soon as possible."

Pen Test Partners LLP is a penetration testing company that specializes in security testing of maritime, automotive and utility control systems. It provides unbiased testing and appraisal of any and every environment, whether a container ship, a connected vehicle, the latest smart fridge or even connected toys. The company also advises on incident response, in real time, when needed. More information including security tips, good practice advice and fascinating hacking examples are to be found at <https://www.pentestpartners.com/> With examples of chaos that can be created in the marine business see here: <http://tinyurl.com/yadlgr5> ↴

Danish Call for Autonomous Ships' Regulation

A new report on regulation of autonomous ships recommends that regulation should be decided at an international level. This was reported by the Danish Maritime Authority (DMA www.dma.dk) early in December. Maritime reg-

ulation, the report suggests, should be made more flexible if it is to support the development of autonomous ships. The DMA document identifies where changes in maritime regulation are needed and it is understood that it will

be used as a platform for future effort by the Danish Maritime Authority to develop regulation and make it digitalization-ready. It is reported that the

Continued next page>>>

Space Technology to Drive Autonomous Ships

It was reported by the European Space Agency (ESA) from Paris on 30 November that Director General Jan Wörner had signed a Memorandum of Intent with Rolls-Royce, as the two entities agree to investigate how space technology can be used to develop autonomous and remote-controlled ships. The partners will pool their expertise to analyze and implement space-enabled services for autonomous and remote-controlled shipping, which reduces the opportunity for human error and allows ships' crews to concentrate on more valuable tasks. An autodocking system automates the first and last phases of the crossing right up to the quay.

It is understood there are plans to study the applications of various space assets to autonomous shipping, such as satellite-based positioning, better situational awareness using Earth observation data, and satellite communications (satcom) services for improved onboard connectivity. Collaboration with the Rolls-Royce Ship Intelligence division aims to develop and validate new ship-to-shore integrated land-based and satellite-based systems. ESA has been working on these for some time under its Satellite for 5G (S45G) initiative. S45G aims at developing and demonstrating integrated satellite and terrestrial

based 5G services, across multiple vertical markets and various use cases. It was reported that the 5G next generation of communication services will rely on this harmonious integration of networks, driving a convergence of fixed and mobile services, including satellite communication services. Weaving together terrestrial and space services. Furthermore, it was reported that ESA is supporting the technological and supply chain evolutions that are required to weave together terrestrial and space services, with a focus on the transport sector (maritime, aviation and land based), and on other markets such as public safety and media. This unified space-and-ground service is what will enable the operation of commercial autonomous shipping, as well as drive innovation in future commercial marine vessels, cargo logistics and smart ports, it is understood.

The two partners, ESA and R-R, have agreed to cooperate to test, validate and innovate on satellite communications connectivity technologies and applications between vessel and shore, as well as to support the testing and modeling of the safety-critical software that would make self-operated ships viable. Autodocking systems use additional sensors to assess proximity to harbor structures such as moles at the

entrance, and distance to the berth. The propulsion system is adjusted by the system to bring the ferry safely and with minimum energy consumption to and from the docks.

Future Rolls-Royce navigation and telecommunication equipment will be able to be tested at ESA's technical centre in The Netherlands, capitalizing on the center's space-grade facilities. Jan Wörner said: "Space technologies provide tangible benefits for the citizens of Europe. Partnerships, such as this one with Rolls Royce, take solutions originally developed for the unique challenges of the space environment and bring them down to Earth." Space 4.0 and ESA's Satellite for 5G initiative enable, support and foster developments, validations and trials of products and applications in diverse areas of the maritime industry, and this partnership between ESA and Rolls-Royce will enable satellites to serve ship intelligence, marine operations, navigation, cargo logistics, maritime safety, healthcare, passenger and crew communications."

"The sea finds out everything you did wrong."

— Francis Stokes

Danish call for regulation >>>Cont'd from page 31

overall approach to regulation is that autonomous ships must be at least as safe as conventional ships. The document, prepared by the consulting company Rambøll and CORE Law Firm for The Danish Maritime Authority, provides a clear recommendation that regulation in this area should be agreed

upon internationally and more specifically in the IMO. Denmark is already working hard in moving this topic to the top of the agenda at international level.

Specific recommendations:

The report provides a number of specific recommendations on how

Denmark can facilitate and prepare the regulation of autonomous technologies by, inter alia, looking at the regulation on manning, the definition of the term Master and permission for a periodically unmanned bridge and electronic lookout.

IMO Award for Exceptional Bravery at Sea

This annual Award was established by IMO to provide international recognition for those who, at the risk of losing their own life, perform acts of exceptional bravery, displaying outstanding courage in attempting to save life at sea or in attempting to prevent or mitigate damage to the marine environment. For 2017, 33 nominations were received from 16 Member States and five non-governmental organizations. If you wish IFSMA to nominate a person(s) for this prestigious award, please contact hq@ifisma.org

Two Houston maritime pilots (pictured) who defied fire to bring a burning ship to safety, averting a major maritime catastrophe, received the 2017 IMO Award for Exceptional Bravery at Sea* during the 2017 IMO awards ceremony, held at HQ in London on 27 November. Pilots Captain Michael G McGee and Captain Michael C. Phillips, from Houston, were recognized for their role in averting a major tragedy in September 2016. The ship they were piloting, the 247 meters loa tanker *Aframax River*, broke down in the Houston Ship Channel in the middle of the night and burst into flames after colliding with mooring dolphins. Captain McGee and Captain Phillips were surrounded by a towering wall of burning fuel as the raging fire quickly spread across the channel, threatening other tank ships and nearby waterfront facilities. Both pilots remained at their stations on the bridge of the ship during the fire. Captain McGee managed to maneuver the stricken and blazing vessel away from surrounding ships and facilities. Captain Phillips coordinated communications and firefighting efforts with the United States Coast Guard and numerous local fireboats. Captain Phillips rushed to grab a fire extinguisher and put out a fire raging on the port bridge wing. The inferno was finally extinguished after 90 minutes, leaving both pilots exhausted

and suffering minor burns. Captain McGee, using tugs, was then able to bring the damaged tanker safely to a mooring facility. Both pilots were nominated by the International Maritime Pilots' Association (IMPA). The Award was decided by a panel of judges and endorsed by the IMO Council at its 118th session in July this year.

Presenting the pilots with medals and certificates, IMO Secretary-General Kitack Lim said they had been faced with a challenge which was out of the ordinary and required great initiative and heroism. Accepting the Award, Captain Phillips agreed that the incident on the night of 6 September, 2016 was not something that they encountered in routine piloting duties. He said, "It's also not something that we train for or practice. Frankly, we didn't have a lot of time to even think about what we needed to do. We just did it. We'd like to think, however, that we did what we did in large measure because we're state pilots. We're used to taking control when we climb aboard a ship. Pilots don't sit back and wait for others to tell them what to do. We also feel a deep responsibility for protecting our port. We are proud to be state commissioned pilots and proud of what state pilots do in safeguarding their respective ports. In that respect, we accept this award on behalf of our fellow pilots in Houston and everywhere else in the world."

Certificates of Commendation

During the award ceremony, certificates of commendation were also presented to the following:

Boatswain's Mate First Class Jacob M Hylkema, crew member of the 52-foot motor life boat *Invincible*, United States Coast Guard. He was nominated by the USA, for risking his own life in rescuing the master of the sailing vessel *Grace* during rough seas, driving rain and strong winds off

the west coast of the United States of America, near Westport, Washington, on a night in October 2016. Admiral Paul F Zukunft, Commandant of the United States Coast Guard received the certificate on his behalf.

Vice-Captain Damir Rikanovic (a Croatian national) and Marina Team Leader Kurt Dreyer (a German national), crew members of the passenger ship *Crystal Esprit*. They were nominated by the Cruise Lines International Association (CLIA), for rescuing, at great risk to themselves, eight people from the catamaran *El Diablo* which had been grounded on a reef off the Seychelles Islands during severe weather in February 2017.

Vice-Captain Rikanovic was at the ceremony in person to receive his certificate. Mr. Gustaf Gronberg, Senior Vice President, Marine Operations and Newbuilding, Star Cruises Ltd, received Mr. Dreyer's certificate on his behalf.

Mr. Lee Gwang Hee, Chief Engineer of the fishing boat *2015Bogyeongho*. He was nominated by the International Transport Workers' Federation (ITF) for his courage and determination while fighting a fire that had broken out in the engine room of the fishing boat which was off the coast of the Republic of Korea at the time. The fire was quickly spreading. After initially being unable to put out the fire, Mr. Lee, a national of the Republic of Korea, courageously re-entered the engine room, closing ventilators and the entrance door, and extinguished the fire, saving the lives of his fellow seafarers. Mr. Branko Berlan, Accredited Representative to IMO, ITF, received the certificate on his behalf.

Letters of Commendation

Letters of commendation have been sent to:

Continued next page>>

KVH Videotel Introduces Cyber Security at Sea Training Program

Produced with BIMCO a new program designed to help seafarers recognize and respond to cyber threats, KVH Videotel™ has launched a cyber security training program, produced in association with BIMCO, to address the threat of ransomware and other computer system breaches that could severely affect the safety of ships' crew, systems, and operations. The maritime industry is in the midst of a focus on cyber security, and the IMO recently announced that it will soon be mandatory for companies to ensure that cyber security procedures are properly addressed in their ships'

Safety Management System (SMS). To create the training program, KVH Videotel partnered with BIMCO, which has been active in recent years in researching maritime cyber security. BIMCO published guidelines in 2016 that have become an industry reference on the subject, and released an updated version in July of this year.

The main topics covered in the new Cyber Security at Sea training program are:

- The nature of cyber security threats
- How to assess the risks to the ship's IT and OT (operational technology)
- How the risks to individuals and

ships can be reduced

- How to respond to a cyber security breach or attack

In the words of Mark Woodhead, KVH senior vice president, EMEA: "A cyber-attack can severely impact and impair vessel performance. Many cyber incidents onboard are triggered accidentally by seafarers opening phishing email attachments or hyperlinks, or using infected removable media, so this training program explores how to minimize these risks by making personnel more aware of the types of malware." For more information readers are invited to see here: <http://tinyurl.com/ycfxfmcr>

Tanker *Sanchi* and Bulk Carrier *CF Crystal* Collide in the East China Sea

On 6 January 2018, at approximately 2000 LMT, the Iranian owned tanker *Sanchi*, collided with the Hong Kong flagged bulker *CF Crystal* in the East China Sea. The *Sanchi* caught fire immediately after the collision and exploded four days later. The ship continued to burn after the explosion. It sank on January 14, after having drifted into the Japanese Economic Zone. Rescuers were unable to reach the *Sanchi* and all 32 aboard perished. The 21-man

crew of the *CF Crystal* were saved.

Sanchi was a double-hulled Suezmax crude oil tanker which was carrying a cargo of natural-gas condensate (ultra-light crude oil) measuring 136,000 metric tons. It is the worst tanker spill in 35 years (1983: *Castillo de Bellver* off South Africa - 252,000 tons). By comparison, in 1989, the *Exxon Valdes* spilled 35,000 tons of Alaskan crude.

How this collision occurred in open water is yet to be determined. Early

information indicates that the vessels were in a meeting situation and that the *Sanchi* may have made an last minute course change to port in an attempt to avoid the collision. This would be contrary to COLREGS Rule 14. It will take considerable time for a full investigation to be completed.

Editor's note: Above information compiled from various news sources including Reuters, g-Captain, Marine Executive, and Wikipedia

Awards and Commendations>>> from Page 33

Captain Lu Guoqiang, Master of the patrol boat *Haixun 0611*, Lianyungang Maritime Safety Administration, nominated by China, for rescuing seven crew members of the sinking cargo ship *Sulianyunganghuo 1667*.

Captain Patrick Norrgård and the crew of mv *Norstream*, nominated by Finland, for rescuing seven crew members of the sunken cargo vessel *Fluvius Tamar*.

Captain Amir Janbod (posthumously), Master of *MV Golafruz*, nominated by the Islamic Republic of Iran, for his role in the rescue of eight crew members of the yacht *Trekker II*. Sadly, Captain Janbod passed away on the *Golafruz* three days later, following a heart attack.

The crew of the rescue helicopter *Pesca II*, Galicia Coast Guard Service, and the crew of the rescue helicop-

ter *Helimer 211*, Spanish Maritime Safety Agency, nominated by Spain, for their role in the coordinated rescue operation of twelve crew members of the sunken fishing vessel *Gure Uxua*.

The crew of the fast rescue boat *Kiyem 5*, Turkish Directorate General of Coastal Safety, nominated by Turkey, for rescuing all ten crew members of the sailing boat

At a CAMM Conference you never know what treasures you might discover

Photos from Galveston in 2009:



Above, birds make nests in vegetation hanging from one of the conference buildings. Right, Merchant Marine plaque dedicated in 1994 by the Council of American Master Mariners. Below, brown pelicans rest by the water's edge.



Seafarer Shore Leave Gets Extra Protection from 1 January 2018



IMO Press Briefing

Seafarers' rights to shore leave have been strengthened. The amendment to the international standard on shore leave adds a new provision, which says there should be no discrim-

ination on grounds of nationality, race, colour, sex, religion, political opinion, or social origin.

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

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

Use of a "single window" for data is encouraged, to enable all the information required by public authorities in connection with the arrival,

stay and departure of ships, persons and cargo, to be submitted via a single portal, without duplication.

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

The FAL Convention has 118 contracting States.

Shore leave

The amendment to the international standard on shore leave adds a new provision, on top of the requirement to allow crew ashore while the ship on which they arrive is in port. This new provision says there should be no discrimination on grounds of nationality, race, colour, sex, religion, political opinion, or social origin. Shore leave should be granted, irrespective of the flag State of the ship.

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

Security and stowaways

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

A new standard requires governments, where appropriate, to incorporate legal grounds to allow prosecution of stowaways, attempted stowaways and any individual or company aiding a stowaway or an attempted stowaway with the intention to facilitate access to the port

area, any ship, cargo or freight containers into their national legislation.

New FAL Forms

Updated FAL forms are in effect from 1 January 2018, covering IMO General Declaration; Cargo Declaration; Ship's Stores Declaration; Crew's Effects Declaration; Crew List Passenger List and Dangerous Goods.

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

FAL Convention

The FAL Convention, first adopted in 1965, aims to harmonize procedures for ship's arrival, stay and departure from port. It includes mandatory "Standards" and "Recommended Practices" on formalities, documentary requirements and procedures which should be applied on arrival, stay and departure to the ship itself, and to its crew, passengers, baggage and cargo.

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

For more information on FAL go to: <http://www.imo.org/en/MediaCentre/MeetingSummaries/FAL>

Women in the Maritime Industry

IMO Supports Gender Equality and Empowerment



In 2015, 193 countries adopted the 2030 Agenda for Sustainable Development and its 17 Sustainable Development Goals (SDGs). Goal number five was to achieve gender equality and empower all women and girls.

Achieve gender equality and empower all women and girls

Shipping has historically been a male-dominated industry and that tradition runs long and deep. However, IMO believes that empowering women fuels thriving economies, spurs productivity and growth, and benefits every stakeholder in the global maritime community. Through its gender equality and capacity-building programme IMO encourages its Member States to enable women to train alongside men in their maritime institutes and so acquire the high-level of competence that the maritime industry demands.

IMO supports gender equality and the empowerment of women through gender specific fellowships; by facilitating access to high-level technical training for women in the maritime sector in developing countries; and creating the environment in which

women are identified and selected for career development opportunities in maritime administrations, ports and maritime training institutes.

New 'women in maritime' network launched


Central and Latin America celebrated the launch of a new 'women in maritime' network - the Red de Mujeres de Autoridades Marítimas de Latinoamérica (Red-MAMLa) - in Valparaíso, Chile (13-15 December), which joins the IMO family of regional Women in Maritime Associations (WIMAs), giving visibility and recognition to the role women play as key resources for the maritime sector.

Sixty two women from 18 countries* came together to set up a framework for the newly formed network as well as share ideas and knowledge about the industry. This initiative in the region will also contribute to the implementation of the Sustainable Development Goals (SDGs), particularly SDG 5, which seeks to achieve gender equality and empower all women and girls. Financial support for the event was provided by Malaysia and hosted

by the Maritime Authority of Chile.

* Argentina, Bolivia, Chile, Columbia, Costa Rica, Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Mexico, Nicaragua, Panama, Paraguay, Peru, Uruguay, Venezuela.

Empowering female port managers

Six female officials benefited from IMO fellowships and attended a Port Senior Management Programme held at the Galilee International Management Institute (GIMI) in Nahalal, Israel, (15 -28 November). The two-week course provided them with key information and updates on innovations in the port industry. This initiative comes from IMO's gender and capacity-building programme which supports the United Nations Sustainable Development Goal, particularly goal 5 on gender equality. One part of the programme focuses on providing gender-specific fellowships which in this case was provided to six female officials from Belize, Indonesia, Kenya, the Philippines, Rwanda and Zimbabwe. 



Dedicated to supporting and strengthening the position of American Master Mariner

Join forces with America's Master Mariners

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

CAMM's issues are your issues

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

CAMM advances the professional profile of our industry

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

CAMM builds partnerships

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

Representation at IMO through IFSMA

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

CAMM is on your side

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

CAMM supports maritime education

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

Apply at www.mastermariner.org/membership

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



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



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



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





Membership Application

The Council of American Master Mariners, Inc.

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

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

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

Present Occupation:

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

Current USCG License:

Type:	Limit:	Expiration:
Endorsements:	Limits:	

Original USCG License:

Type:	Date Obtained:
Place/Institution obtained:	

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

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

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

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

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

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

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

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

Signature: _____ Date: _____

Sponsored/Referred by: _____



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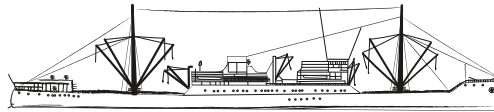
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