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# Sidelights

February 2019 Vol. 49, № 1

Published by the Council of American Master Mariners, Inc.



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### CAPTAIN JEFF COWAN

CAPTCOWAN@MASTERMARINER.ORG

805-901-9558

First Vice President

### CAPTAIN JOE HARTNETT

CAPTHARTNETT@MASTERMARINER.ORG

410-867-0556

Second Vice President

### CAPTAIN PAT MOLONEY

CAPTMOLONEY@MASTERMARINER.ORG

415-215-9226

Treasurer and Secretary

### CAPTAIN MANNY ASCHEMEYER

CAPTMANNY@MASTERMARINER.ORG

951-767-3037

North Atlantic Regional Vice President

### CAPTAIN FRANK ZABROCKY

CAPTZABROCKY@MASTERMARINER.ORG

203-359-8494

South Atlantic Regional Vice President

**TO BE APPOINTED**

Gulf Regional Vice President

### CAPTAIN AUGUSTA ROTH

CAPTROTH@MASTERMARINER.ORG

281-534-9619

South Pacific Regional Vice President

### CAPTAIN KLAUS NIEM

CAPJNIEM@MASTERMARINER.ORG

707-255-6567

North Pacific Regional Vice President

### CAPTAIN CAL HUNZIKER

CAPHUNZIKER@MASTERMARINER.ORG

253-862-7493

Immediate Past President

### CAPTAIN R.J. KLEIN

CAPTKLEIN@MASTERMARINER.ORG

425-246-9814

Council Chaplain

### FATHER SINCLAIR OUBRE

AOS-BEAUMONT@DIOCESEOFBMT.ORG

409-749-017

## APPOINTMENTS & CHAIR

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## CAMM NATIONAL PRESIDENT

### MAILING ADDRESS

601 Teague Drive  
Santa Paula, CA 93060-1632

## CAMM NATIONAL SEC/TREAS MAILING

### ADDRESS

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

## North Atlantic Region

### NEW YORK METRO

#### Captain George Sandberg, President

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

Meetings at 1130 on the 2nd Tuesday of each month, 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 Pier Ave.

Fairhope, AL 36532

### NEW ORLEANS

#### Captain Ed Higgins, President

504-394-6866  
caphiggins@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


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Bureau of Marine Inspection and Navigation License**

**License to Operate or Navigate Motor Boats  
Carrying Passengers for Hire**

C. Form 851 File No. L

SERIAL NUMBER **33902** ISSUE NUMBER \_\_\_\_\_

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\_\_\_\_\_  
*U.S. Local Inspector of Boats.*

\_\_\_\_\_  
*U.S. Local Inspector of Boats.*

© Form 1497

CONTRIBUTED BY CAPTAIN JOHN CORSO – CAMM #1684

The above Operators License is from the Bureau of Marine Inspection and Navigation, circa 1941. There is no tonnage designation but would be the equivalent of today's 100-ton licenses to operate passenger and charter boats. It does refer to the Act of April 25, 1940.

The Motorboat Act of 1940 was enacted on April 25, 1940 to cover safety requirements for every vessel propelled by machinery and not more than 65 feet in length. In addition to covering safety equipment, running lights, and reckless or negligent operations, the Act gave the Bureau of Marine Inspection and Navigation the authority to examine the operators of these boats and issue licenses if they carried passengers for hire.

# In This Issue



## ON THE COVER

Sincerity Ace

PHOTO US COAST GUARD

## SIDELIGHTS

sidelights@us.mastermariner.org

## EDITOR-IN-CHIEF

Captain R.J. Klein

## EDITORIAL BOARD

Captain RJ Klein                      Captain Joe Hartnett  
 Captain Jeff Cowan

## CONTRIBUTORS

Jeff Cowan                      Howard Nightingale  
 Sinclair Oubre                Laura Kovary  
 Manny Aschemeyer        Cal Hunziker  
 Michael Jessner              RJ Klein

## COPY EDITORS

Pat Moloney                      Lyn Klein  
 Kim Lane

## DESIGN & LAYOUT

Alexia Retallack

## PRINTING

Modern Litho, Jefferson City, MO  
**ADVERTISING MANAGER & ADMIN**

Captain Manny Aschemeyer  
 Sidelightsads@us.mastermariner.org  
 951-767-3037

## TO SUBMIT MATERIAL

We welcome your articles, comments, illustrations and photographs. Please email to: [Sidelightseditor@us.mastermariner.org](mailto:Sidelightseditor@us.mastermariner.org) or mail your submissions to  
 Sidelights Chair  
 Captain R.J. Klein  
 4675 144<sup>th</sup> Place SE  
 Bellevue, WA 98006  
 All submissions will be reviewed, but are not guaranteed to be published.

## PUBLICATION DEADLINES

Issue	Submission	Release
February	Jan. 22	Feb. 15
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June*	May 12	June 15
October	Sept. 1	Oct. 1
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\*April and June subject to change dependent on CAMM Annual Meeting date



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

# New Members and Changed Membership Status

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

- # 3488-H Mister **James R. Callahan**, CAMM Honorary Member  
Recently Retired from Nautilus Holdings as CEO/President  
Sponsor: Captain Manny Aschemeyer # 1548-RU
- # 3489-RU Captain **Robert C. Beauregard**  
Currently sailing as Master with Maersk Line, Ltd.  
Sponsor: Captain Kevin Coloumbe # 3221-RU
- # 3490-RU Captain **Eldridge Lee Crowe**  
Currently sailing as Master on Deepwater Proteus  
Sponsor: Captain Cal Hunziker, #2457-RU
- # 3491-AL C/M **Jennifer Bono**  
Currently sailing a 2nd & 3rd Mate out of IOMM&P Hall  
Sponsor: Captain Wade Armstrong, # 2164-RU
- # 3492-RU Captain **Peter D. Hall**  
Currently sailing a Master on MV Overseas Los Angeles  
Sponsor: Captain George Zeluff, # 2530-RU
- # 3493-H RADM **Jack Buono**, USMS; CAMM Honorary Member  
Superintendent, USMMA, at Kings Point, NY  
Sponsor: Captain Manny Aschemeyer, # 1548-RU
- # 3494-AC Cadet **Julian Martinez-Prado**  
Currently a Cadet at CSU Maritime Academy, Class of '19  
Sponsor: Cadet Ton Christofk, # 3422-AC
- # 3495-AC Cadet **Andrew E. Butler**  
Currently a Cadet at CSU Maritime Academy, Class of '22  
Sponsor: Cadet Charles McDonald, # 3421-AC
- # 3496-RU Captain **Michael Sweeny Flanagan**  
Retired Master, sailed with Military Sealift Command  
Sponsor: Captain Gene Reil, # 1317-RU
- # 3497-S16 Captain **Mark H. Grosshans** - (1600-ton)  
Senior Tug Captain with Foss Maritime at LA/LB Harbor  
Sponsor: Captain Jeff Cowan # 3070-RU

## New Life Member

- #1516-L (RU) Captain **Terrance B. Jednaszewski**  
Retired as Tampa Bay Harbor Pilot in 2017

## Reinstated Members - Welcome Back

- # 2929-RP Captain **William Bartsch**  
San Diego Bay Pilots Association, Senior Ship Pilot
- # 2657-RP Captain **Lyle G. Donovan**  
San Diego Bay Pilots Association, Ship Pilot

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## Where Will They Come From?



Captain Jeff Cowan  
CAMM National  
President  
#3070-RU

At a CNA\* Conference held July 28-29, 2015 entitled, *China as Maritime Power*, it was stated that China has 2,080 ships of over one thousand tons, owned and registered in China. Next, is Russia with 988 ships while the USA lags far behind with 308 ships of over 1,000 tons. In the case of China and Russia, the numbers have risen

while those of the USA have fallen since the release of that study. This means that China and Russia not only have plenty of ships, but trained mariners available in the event of a military action.

I truly wonder - where will the U.S. mariners originate when the time comes to sustain a sealift in support of our next foreign war or global disaster? The Maritime Administration (MARAD) has estimated that our Merchant Marine lacks 1,488 personnel to support a major sealift like Desert Storm. MARAD has identified the problem - what are they doing about it?

Today, we have 60 ships in the Military Sealift Program (MSP) which seems barely enough to generate needed mariners. Another 20 ships (in the ready-reserve) do not receive the MSP funding, but can be added to the fleet. This makes a total of 80 ships available to support our military in an emergency.

According to GlobalSecurity.org, during Desert Storm/Shield, Sealift Phase I, more than 180 ships were assigned to or chartered by MSC. Phase I supported the initial deployment. Sealift Phase II, which supported the additional reinforcement of Desert Shield, had 220 ships come under MSC control. Yes, the U.S. could charter foreign ships to aid in the sealift but during Desert Storm, 13 foreign flag ships that were chartered, "mutinied" or otherwise refused to go into a war zone. This could happen again.

Ships are one issue - personnel are another. Doing the math, we would need 20 people per ship or 1,600 people to operate 80 U.S. flag ships, and this does not take into account ships with special capabilities like Underway Replenishment (unrep). In days of yore, mariners used to sign Articles agreeing to work aboard the ship for up to 180 days. At the end of Articles, seaman could sign off and go home. In time of war or other special circumstances it would most likely be necessary to sustain a sealift in excess of six months. To do so, the 1,600 mariners

manning the ships would not only need to remain in good health but none could be discharged for disciplinary reasons - this is very unlikely. Where would their replacements originate?

I have given some thought to keeping myself available to serve if the need arose. Since my License (I refuse to call it a credential) has been put into continuation, reactivating the license would require taking the Master test again, though it would be open book. I would then need to take the required STCW courses at a cost of close to \$4,000. That's not going to happen. Why would I do that under the pretense that I may be needed in an emergency sealift? I have not even begun to touch on the issue of passing the medical and physical requirements. The last time I renewed my license, my physical ability to perform duties at sea were ascertained by someone 3,000 miles away who never actually saw me. Do I want to go through that again? No!

I have many associates with over 30 years of maritime experience who share my sentiments. How is our US Merchant Marine going to sustain a sealift without EXPERIENCED people? It takes 10 years for a Third Mate or Third Assistant Engineer to achieve the experience and competence to become a Master or Chief Engineer. When/if new ships are built, where will they find the trained mariners needed to operate the ships? The general public is unaware of this problem and our legislators seem to care less - until the next national emergency. By then it will be too late.

In my last View, I made reference to Mariners as worn "work gloves." The few that we have are being used and when they need to be replaced, or if new gloves are needed for a new job, there are no viable replacements.

\* CNA is not an acronym. It is a nonprofit research and analysis organization located in Arlington, VA.

Steady as she goes,

Jeff Cowan



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## Letters to the Editor

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

## CAMM Swag for Sale



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4GB USB drive,  
set of 4 coasters, and pen



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Navy Only  
Adult S - 2XL



**\$5 Lapel Pin**  
Not actual size

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



# SECRETARY - TREASURER

## Greetings CAMM shipmates!



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

I have several important items to share with you. We previously reported that we began a new FY October 1, 2018, and have had a

good response to dues payments along with donations. Plans are being finalized for the 2019 AGM/PDC events and activities in San Diego. New members are being added to our roster (see page 8 for a list of new CAMM members).

### Membership:

The CAMM Membership is growing as new members outnumber losses from deaths, resignations, and terminations. This can continue if you, CAMM members, reach out to sponsor a new member. So please reach to someone today! Keep in mind that in addition to Masters and Pilots, there are now several different Associate Categories. These are listed on the Membership Application which appears on the inside back cover of every *Sidelights* - put it to good use!

### Dues/Donations:

I am delighted to report that a good portion of CAMM members (including those dues-exempt Honorary and Life Members) have made a donation to CAMM. Many have done so in addition to paying their annual dues. This additional revenue is used to ensure that we can continue to support CAMM's mission.

As of mid-January, we have collected over 60% of our budgeted amount in the FY. That still leaves over 200 CAMM members who have not paid their 2019 dues for 2019. There are also 40 CAMM members who are in arrears for 2018, and another 30 remain unpaid for 2017. This is a considerable amount of missing revenue. We need everyone to pay their dues in order to keep our organization fiscally strong and financially viable. If you are one of those "procrastinators," I ask that you send in your dues at the earliest opportunity. Funds are needed to enable CAMM to accomplish its mission in support of the U.S. Merchant Marine. To expedite things, you may pay online by credit card at: <https://client.pointandpay.net/web/CAMM/>. Thanks for your support!

### Finances/Budget:

A detailed First Quarter Financial Report for FY 2019 (10/1/18 - 12/31/18) has been distributed to CAMM's Board of Governors for their review and approval. If any active CAMM member wants a copy of this report, contact me by email at: [captaschemeyer@mastermariner.org](mailto:captaschemeyer@mastermariner.org) or phone at: 951-767-3037.

### 2019 AGM and PDC:

We are well underway with organizing our Annual General Meeting (AGM) and Professional Development Conference (PDC). The event will be held April 24-26 in San Diego. If you have not attended a CAMM National Meeting, now would be a good time to do so. You can extend your time in San Diego at a reasonable cost as the hotel will extend the conference room rates to the weekend before or after the AGM. San Diego has many attractions including a world

famous Zoo, Sea World, Balboa Park and the first Spanish Mission in California

The theme for this year's PDC is: Who Is Really In Command Of The Ship? We will have a professional lineup of speakers to address the various issues and aspects of the theme. The Best Western's Island Palms Hotel & Marina will be our venue. CAMM has negotiated very reasonable meeting and room rates (\$156.66 per night, single or double, with full breakfast). Additional information and details on AGM/PDC start on page 19. A registration form with pricing is available on page 22 and online at: <http://mastermariner.org/annual-meeting.html>

Registration and sponsorship forms will be mailed to all members later this month.

Confirmed speakers include, Professor Erik Kravets, from the Maritime Academy in Cuxhaven, Germany and author of the article "The Captain's Way," and Mr. Steve Alder from Chevron Shipping Co. who intends to provide review and lessons learned from the tragic loss of the MT SANCHI (with all hands) in the South China Sea last year. Captain John Konrad will also present; he is founder and CEO of the gCaptain online news service. We have reached out to the U.S. Coast Guard, the Military Sealift Command, and the local Port Authority for additional input.

Social events have been arranged. There will be two-day trips for spouses & guests. On Thursday there is a trolley sightseeing tour around San Diego Bay waterfront and to Coronado Island. On Friday a visit to historic Old Town for a tour, shopping and lunch. A narrated sight-seeing Harbor Dinner Cruise is offered on Thursday night. The Closing

Continued next page >>>

# CROSSED THE FINAL BAR

## CAPTAIN JAMES A. MCCARTHY, #2259-RU

September 28, 1924 – December 2, 2018. Captain James A. McCarthy “Cross’d The Final Bar” peacefully in Orlando, FL on December 2, 2018 at the age of 94. Captain McCarthy was born in Yonkers, NY and grew up in near-by New Rochelle, NY.

He attended New York State Maritime Academy at Fort Schuyler, NY, graduating in January, 1944 at the age of 19 with an unlimited Third Mate’s license and a commission as Ensign, U.S. Naval Reserve. He embarked on a 40-year maritime career by shipping out with various companies from 1944 to 1948. He served on active duty with the U.S. Navy during the Korean War from 1948 to 1951. Upon completing his active duty with the Navy, he sailed continuously for 12 years with Alcoa Steamship Company. In 1958, Captain McCarthy was appointed Master of the S.S. Alcoa Pointer, his first command.

He left Alcoa and worked ashore as a surveyor for the National Cargo Bureau and Loading Superintendent for Central Gulf Lines. In 1966, he returned to sea, making two voyages to Viet Nam and then joined Farrell Lines where he remained for 16 years. He was Chief Mate on the Austral Puritan when it was sold to U.S. Lines and renamed the American Puritan. He retired from the sea in 1984.

Captain McCarthy received several ribbons for service in World War II, Korea and Vietnam. In March 1968, while Second Mate onboard the African Star, his ship was involved in a collision on the Mississippi River with an upbound vessel laden with crude oil. This resulted in major damage, serious injuries, and more than 20 deaths. Because of his actions fighting the fire and tending to survivors, he received the following: Admiral of the Ocean Sea (AOTOS) Rosetta for “Outstanding Seamanship,” citations from the National Safety Council for contributing to the courageous conduct of the crew, a Farrell Lines Silver Medal for “Meritorious Service and Courage,” Maritime Trades Andrew Furuseth Medal for “Outstanding Service,” and from the Secretary of Commerce, the Merchant Marine Distinguished Service Medal “In Recognition of an Heroic Act.”

Jim is survived by his sister, Anne Randall of Sun City Center, FL, his brother Richard McCarthy, and sister-in-law Dorothy McCarthy of Larchmont, NY. He also leaves three nieces and a nephew, and six grandnieces and nephews. He will be dearly missed, and always remembered for his integrity, loyalty and the playful light in his eye.

Anyone who had the experience of talking with Jim on the telephone remembers his signature sign off from his sailing days – “McCarthy in Orlando, OUT.”

## CAPTAIN R. LAWRENCE KURT, #839

Captain R. Lawrence (Larry) Kurt passed away on August 24, 2018 surrounded by his family after complications from a hip injury. He was a longtime member of The Council of American Master Mariners and was an active member of the New Orleans Chapter until illnesses overtook him.

Born in 1941 in St. Louis, MO and raised in Florida, he graduated number one in his class from the U.S. Merchant Marine Academy at Kings Point in 1963 and later earned a law degree from Harvard University. After practicing maritime law for 20 years, he said “to hell with it” and followed his dream of a life at sea. Challenged by creaking old ships, hooligans and pirates, he loved it and never looked back.

He is survived by his wife Carolyn, his son Mark, his daughter-in-law Ana, his grandchildren Reese and Harrison, and his beloved dog Rusty, adopted in Haiti after the earthquake in 2010. He will be remembered for his love of adventure, his sharp wit and fierce intellect, his bravery at sea, and the courage he displayed as his health declined.

Family and friends will gather at a later date to celebrate his remarkable life. Contributions in his memory can be made to the U.S. Merchant Marine Academy. Please make your check payable to “USMMA Alumni Foundation, Inc” and mail to: USMM Academy, 300 Steamboat Rd, Kings Point, NY, 11024

*Secretary Report >>> Cont’d from page 9*

Banquet is on Friday night will have a hosted reception and feature a three-course meal. RADM Mark Buzby, U.S. MARAD Administrator, is expected to be our Keynote Speaker. So, save those dates: April 24-26, 2019 – and we’ll see you there!

Thanks, as always, for your time and

interest. I also appreciate your continued support for CAMM; along with your encouragements, suggestions, and financial help.

And as I ALWAYS like to say: “Working together, we can continue to make CAMM better, bigger, and BEST for the future!”

So until next time, Smooth Sailin’ ...



Captain Manny Aschemeyer # 1548-RU  
National Secretary/Treasurer for CAMM

## Looking into the Eyes of the People We Don't See



by Father  
Sinclair Oubre  
CAMM Chaplain  
#3220-A

In 2016, I had to renew my merchant marine credential and my AB endorsement. Since I did not have 360 days of sea time

saying that since I am Type-2 diabetic, I need to do an A1C to keep my waiver letter. "D\*\*N!"

These are just a few personal experiences. Those reading this will have their own stories of a Coast Guard, MARAD, TSA, or Custom & Boarder Protection bureaucrat who failed to understand the particular situation, the unique condition we faced, or he or she was enforcing regulations that no longer make since.

As I write this column, it is the 28th day of the federal government shut down, and I now am looking into the eyes of the people I didn't see before. Those bureaucrats that so frustrated me in the past are no longer faceless. They are brothers and sisters, fellow American citizens, who, for no fault of their own, have become pawns over an issue that has nothing to do with them.

Now, I look into his or her eyes, and I see the frustration. He or she must go to work, under the threat of court martial or termination, even though there will be no remuneration for the work done until the shutdown is over. Now, I look into his or her eyes, and see the concern and worry that is there.

"How will I pay the mortgage for my family? How will I pay my car note? Where will I get the money to pay the deductible and co-pay on my insurance when my kids need to go to the doctor? And please God, don't allow any of us to go to the hospital."

If there is anything that may come out of this ridiculous staring contest is that we may realize that there are really no faceless bureaucrats. Instead, we now see people just like us, who are trying to do their jobs as best they can, so that at the end of the

day, they can take care of their families, educate their children, coach little league or soccer, and enjoy a small vacation.

I pray that when this comes out in *Sidelights*, this whole foolish government shut down will be over, but I also pray that when I get that letter that I need to retake my open book test for tanker-man-PIC DL, because I missed three LNG questions, I will now sigh, and see a JG or ensign who is just trying to live and take care of his or her family.

in the last 5 years, I had to take the open book tests. I needed to make a 90%, and I am moderately obsessive compulsive; I checked for the questions and answers on the internet.

"Where are all the test questions? They were up here five year's ago."

A friend then told me that the Coast Guard pulled down the question bank. So, no more help from the internet without a lot more work and research.

"D\*\*N! What bureaucrat at the National Maritime Center came up with that great idea?"

Then it was time to take the open book test to keep my tanker-man-PIC DL. The Regional Exam Center in Houston sends me the test.

"D\*\*N! What are these questions on LNG doing on a dangerous liquid test, and where the heck I am going to find the answer?"

I pull out my Cornell Press manual on LNG cargo - nothing. I study LNG articles on the web - nothing. "What bureaucrat at the National Maritime Center thought it was a good idea to put LNG questions in a dangerous liquid test for a rating's endorsement renewal."

I do my renewal physical, and get a good result. I send it in, and then get a letter back from a name at the end of the letter

*"My soul is full of longing  
for the secret of the sea,  
and the heart of the great ocean  
sends a thrilling  
pulse through me."*

— Henry Wadsworth Longfellow

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# Council Reports

## View and Positions Report

*Captain Frank Zabrocky, #1964-RU*

*Positions Chairman*

It is time to start thinking about the next AGM and to consider if we need to make any changes or create any new positions. I ask members to review the positions on the web site and let me know if they feel there are changes to suggest. I will do the same.

Please submit any new Views to be considered as Positions and allow adequate time for consideration, review, and refining of wording (if needed). This will enable me to make a proper presentation of any new Views at the AGM.

At the last AGM, the Board of Governors was charged with refining the wording for a Position opposing coercion of masters, but no consensus was reached.

## Sidelights and CAMM Media Report

*Captain RJ Klein, Sidelights Editor*

**Sidelights:** As noted on page 8, we encourage Letters to the Editor. You can comment on articles or voice your opinions and concerns about the industry or CAMM. Original articles by members are also welcome. Send to [Sidelights@us.mastermariner.org](mailto:Sidelights@us.mastermariner.org).

**Website:** We have recently completed the integration of MAS to our website platform and members can again access their personal pages and update membership information. Members can also fill in their bios. If you make changes do not forget to save them by clicking on the “save” tab at the bottom left of the form. To access your personal page, use your CAMM number (numbers only) as your User ID and then enter your password. If you have not created a password or forgot your password, click

on “forgot password” and an email will be sent to your email of record as listed with CAMM. If you still have problems contact Captain Klein ([captklein@mastermariner.org](mailto:captklein@mastermariner.org)) or Captain Aschemeyer ([captaschemeyer@mastermariner.org](mailto:captaschemeyer@mastermariner.org)).

## 1<sup>st</sup> Vice President Report:

*Captain Joe Hartnett, #2193-RF*

stakeholders are now tasked with familiarizing the new Representatives with the U.S. Maritime Industry and its importance to our nation. Whenever I meet with representatives in D.C., they always start the conversation by asking if I am one of their constituents. They are much more likely to listen to you if you can vote for them. I would recommend that all CAMM members contact their new Representatives and offer to speak with them about the U.S. Merchant Marine in their local office.

Captain Cowan, Captain Klein and local CAMM members will join me in representing CAMM at the annual Congressional Sail In, scheduled for March 6. This event provides an excellent opportunity for maritime stakeholders to meet with Representatives and Senators in D.C. I urge CAMM members to consider participating in this event.

The CAMM Board of Governors was pleased to learn that Representative John Garamendi (D-CA) has been appointed to the House Armed Services Committee Readiness Subcommittee. Representative Garamendi has always been an avid supporter of the U.S. Merchant Marine. Another maritime industry supporter, Representative Sean P. Maloney (D-NY), is now Chair of the House Transportation & Infrastructure Committee’s U.S. Coast Guard and Maritime Transportation Subcommittee. We would like to congratulate these gentlemen and appre-

ciate their efforts on behalf of the U.S. Merchant Marine.

A bill worth mentioning is H.R. 154 the “Honoring Our World War II Merchant Mariners Act.” This bill has been re-introduced by Representative Al Green (D-TX). The Bill would provide surviving WWII Merchant Mariners with a onetime \$25,000 benefit. CAMM members should contact their local Representatives and ask for their support of this important bill.

To share a quote from author Anthony J. D’Angelo, “If you have time to whine and complain about something then you have the time to do something about it.” Let’s take the time to inform our Representatives about our Merchant Marine and not whine and complain about the current challenges to our industry.

## 2<sup>nd</sup> Vice President Report:

*Captain Pat Moloney, #1829-RU*

Report not available.

## North Atlantic VP Report

*Captain Frank Zabrocky, #1964-RU*

I attended the National Transportation Safety Board’s (NTSB) course on Marine Accident Investigations held in Virginia on October 29 – 31. There were approximately 84 attendees, and they were of mariner pedigree but most were working ashore.

The course was not formal training. There was no test and the certificate awarded at the end of the course does not say you are qualified for anything. If one were starting out as a surveyor and wanted to become qualified for accident investigations, the Nautical Institute has a formal training course. If one has already done some investigations and you want to learn more about NTSB, then this

presentation is very interesting. Most of the audience was there to gain additional knowledge and the Q and A periods were high level.

Several of the presenters made the comment that learning from the material coming at you was like trying to “drink from a fire hose.” They were right - the weather presenter covered all the topics contained in the week-long MITAGS weather course in two hours.

At NTSB, Human Factors is a different subject than Bio-Medical Issues. We learned that for various reasons, voyage data recorders do not always deliver what you expect. I enjoyed the science of Fracture Recognition and the Fire Investigations presentations, at least as much as I was able to comprehend what the presenter was saying. In a private conversation, I heard many people comment on the problems of fighting fires in containers. One promising solution is to connect one or two hoses to each container for smoke detection and firefighting. This idea is similar to the smoke detection and fire fighting method used on Lykes Seabee barge carriers in the 1970s and 80s. On one of today’s container ships of ten or twenty thousand TEUs, this can be a very costly solution. If container ship fires continue to result in great losses, expect this idea to gain traction.

The program was wrapped up with a discussion of *El Faro*. After this discussion, one attendee commented that a certain flag state does not release all investigation reports. Others thought that unflattering reports may be electronically obscured on a web site or difficult to find. I was left wondering if any flag state has an investigating body anywhere near as capable as NTSB.

The potential for the NTSB to do a thorough investigation of a marine accident is very impressive. They not only have mariners on staff but personnel with doctorates. They also have access to excellent laboratories and outside experts willing to help when needed. In my view,

it is to the benefit of the U. S. mariner that marine accidents are so thoroughly investigated and problems identified.

There were many good presentations but the best part of the course, as far as I was concerned, was being back in my element. When was the last time anyone got 84 mariners in a room? It’s a big deal. I had lunch with people who fight off pirates, build submarines and met their spouses on a ship. It was spiritually invigorating.

### **New York Metro**

*Captain George Sandberg, #1919-RU Chapter President*

Report not available.

### **Baltimore/Washington Report**

*Captain Joe Hartnett, #2193-RP*

See 1st VP report.

### **South Atlantic VP Report**

*Position Vacant*

Report not available.

### **Port Everglades/Miami**

*Captain Paul Coan, #3021-RU, Chapter President*

Report not available.

### **Tampa Bay**

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

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

The January 2019 luncheon meeting was called to order at 1325 hours by Chapter President Captain Robert Holden. Seven (7) members and two (2) guests were in attendance.

Attending were: Captain Dick Andrews,

Captain Manny Arosemena, Captain Tom Garrett, Captain Bob Holden and his wife Judy, Captain Ron Meiczinger, Captain Mike Michelson, Captain David Partridge and his wife Nghi.

Minutes for the November meeting were approved. The December meeting was a social meeting (annual Christmas luncheon) and no business was conducted.

### **Secretary / Treasurer’s Report:**

The chapter is solvent.

Sick & Welfare: Captain Mercer Tyler is back home. He will be undergoing some tests as he is having problems with his back, which may require surgery.

### **Unfinished Business:**

The “American Merchant Marine Veterans” (AMMV) will be having their 33rd National Convention in Tampa April 24 - 26, 2019. If you are not a member of AMMV you might want to consider joining. The dues are reasonable (\$32 a year). That includes a quarterly magazine.

Our annual brunch at the “Lucky Dill” in Palm Harbor will be on Saturday March 23. Further details in the February CAMM Letter.

### **New Business:**

The 2019 CAMM Annual General Meeting and Professional Development Conference will be held in San Diego April 24 - 26.

50/50 drawing was won by Judy Holden. She donated the winnings to the chapter treasury.

Schedule for the 2019 meeting year: February 12, March 12, Saturday March 23 (Annual Brunch at Lucky Dill in Palm Harbor, Ladies invited), April 9, May 14, June 11 – last meeting prior to Summer break.

### **Gulf VP Report**

*Captain Augusta Roth, #2753-S*

See Houston report.

*Continued next page >>>*

## Mobile Bay

*Captain Jerome "Rusty" Kilgore, Chapter President*

Report not available.

## New Orleans

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

**December Meeting:** Held on December 13 at the Red Maple Restaurant. This was our annual Christmas Luncheon. Wine was provided by the Chapter. All who attend enjoyed the meal and the opportunity to meet with friends at this special time of the year.

**January Meeting:** The first meeting of 2019 was held at our normal meeting location, the Port Ministry Center of the Global Maritime Ministries. Members were reminded that Chapter Dues are now due. Members were brought up to date on the facility and their activities by Chapter Chaplain, Reverend Phillip Vandecook. Mike Colomb, a local Chapter Member and Baton Rouge Attorney, spoke about the 2006 Maritime Labor Convention and its effects on seafarers and the maritime industry.

## 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*

The LA/LB Chapter meets on the second Tuesday of the month at the Think Cafe on 5th Street in San Pedro. We normally have between 6 to 10 members

present. The food is great, and we usually have some lively discussions about maritime events and some debatable history (Sea Stories). We have chapter members who travel from as far north as Ventura and as far south as San Diego.

At our January meeting, there was more discussion about the problems with AIS overload, where the systems cannot keep track and display all of the AIS information in the area. Additionally, there was some discussion about the automated buoys, which call a ship by call sign warning of a close CPA. Used irresponsibly, this new technology can radically increase the workload on the watch officer transiting an area of saturated AIS transponders.

Also discussed was the issue of enclosed space entry. The industry trend of reducing costs by having crews enter enclosed spaces for inspection has actually increased the number of deaths in spite of rigorous training and procedures. The use of drones was discussed for inspection. Although some of our tanker officers expressed concern on whether the drones could be made intrinsically safe, there was an interest in having a video record as opposed to just a written tank inspection

report. Perhaps the industry can move forward with some of this new technology, which should reduce casualties due to failed enclosed space entry operations.

All members at the meeting expressed interest in the AGM taking place in San Diego this year. This year's theme "Who is Really in Command of the Ship?" is a very interesting question.

## North Pacific VP Report

*Captain Cal Hunziker, #2457-R*

Report not available.

## Columbia River

*Captain Bill Good, #1924-RU, Chapter Secretary*

Report not available.



*Captain Tuuli Messer-Bookman and husband Barry are winners of two raffle prizes at their first CAMM Seattle meeting*

## Seattle PNW

Captain Doug Subcleff, #2329-RU, Chapter Secretary

### December Meeting

The meeting was called to order by Chapter President, Captain RJ Klein. A moment of silence and 8 bells were rung for recently departed member, Captain Byron Joyce.

North Pacific VP and ISMFA VP Captain Cal Hunziker reported on the topic of autonomous ships and the IMO's four levels of identification, ranging from some automated ops with full crew on board, to fully autonomous control with no crew on board. This subject will continue to be a hot topic as the technology continues to evolve and the need to ensure safe operation remains paramount.

Chapter VP, Captain Chuck Lund reported on a number of maritime news stories, including the recently published fatigue assessment study about Panama Canal tugboat captains. The study was commissioned by the International Transport Workers' Federation on behalf of the union representing tugboat captains. Serious health and safety concerns were raised by this study.

Drinks were on the house for all guests. This was made possible by Treasurer, Captain Moore and his metic-

ulous accounting practices. Holiday chocolates were courtesy of Mrs. Jackie Moore. She has hand-crafted many delicious table-treats for our special occasion luncheons throughout the year.

The meeting concluded with a review of 2018 meetings and accomplishments. Captain Klein thanked everyone for their participation throughout the year. He stated that while he is often the face of the Chapter, none of the accomplishments would be possible without the dedication and support of the Chapter Officers and the core members who regularly attend meetings and volunteer to help with our activities. The CAMM Seattle PNW Chapter has had an excellent history since its start in 1980, and this past year was no exception.

### January meeting

Chapter President, Captain RJ Klein, opened the meeting with a warm welcome to new Chapter Member, Captain Tuuli Messer-Bookman (#3293) and her husband Barry. They recently moved to Gig Harbor from California, after her December 2018 retirement from the California Maritime Academy faculty. Captain Messer-Bookman's maritime credentials are impressive. She is a 1986 graduate of United States Merchant Marine Academy, has a law

degree from University of San Francisco, sailed 8 years merchant marine, holds unlimited master's license, worked as instructor for 24 years at CMA, including the lead instruction for license preparation, wrote 3 maritime-related books, and continues to work as a maritime consultant and expert witness.

After the Officer's Reports, Captain Chuck Lund's presentation on the history of global alliances between container lines was very informative. He presented a PowerPoint which showed the details of the development of the major alliances, including 2M (+H), Ocean Alliance, and THE Alliance. These top three alliances represent about 80% of the container trade and operate about 95% of the total capacity on East-West trade, making them also known as 4th generation, "strategic alliances."

Our thanks to Captain Lund for sharing his research project on this global topic. For those with further interest in this subject, the International Transport Forum published a paper in 2018: "The Impact of Alliances on Container Shipping." It can be read online at: <https://www.itf-oecd.org/sites/default/files/docs/impact-alliances-container-shipping.pdf>



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## Are Ships and Crew Properly Equipped to Fight a Fire at Sea?

Major requirements and proper stowage aboard fires aboard a ship. Slots available for DGs are limited. According to the International Cargo Handling Coordination Association, nearly 40% of containers with DGs are incorrectly marked/labeled. (See: [https://www.agcs.allianz.com/assets/PDFs/Reports/AGCS\\_Safety\\_Shipping\\_Review\\_2017.pdf](https://www.agcs.allianz.com/assets/PDFs/Reports/AGCS_Safety_Shipping_Review_2017.pdf))

If one shipping company bans a particular type of DGs, shippers may move to a competitor or intentionally mislabel their cargo to ensure it is loaded. When the latter occurs, DGs are unknowingly being loaded and not properly stowed. It is easy to see how improperly stowed DGs can lead to an explosion or fire aboard ship.

The *Maersk Honam* disaster prompted Maersk into having NCB conduct random container checks in North America to determine whether shippers have inadequately packed, secured, or identified cargo. Additionally,

Maersk's vessels may no longer have DGs loaded adjacent to the engine rooms or the crew's quarters.

### Fire-fighting Onboard

Since the *Gjertrud Maersk* and her five sister ships (10,150 TEUs) came on line in 2005, cargo ships have nearly doubled in size - *CSCL Globe* (19,100 TEUs - 4 sisters) and *MSC Oscar* (19,200 TEUs - 3 sisters). Fifty more ships of over 18,000 TEUs are scheduled to be in service by the end of 2019. Yet, the minimum manning requirement is only 13 and a sophisticated computer system (though most ships operate with a 23-27-person crew). Can a crew of this size really be expected to bring a large fire under control?

The limited size of a crew aboard large container ships is of concern, but of equal

*Continued on page 18 >>>*

Courtesy  
Captain RJ Klein  
#1751

contribute to these fires, most notably; improperly declared dangerous goods (DG), distance from a port of refuge, salvage challenges and fire-fighting capabilities of the ship's crew. The last is often dependent upon what fire-fighting equipment is available on the ship.

Protection & Indemnity Clubs (insurers) are the driving force to find reasons and attempt to solve the problem. Their main focus is on cause and prevention. Identifying the source of the increase in fires and addressing the cause(s) in order to prevent a fire is laudable, but once a fire breaks out on a ship, it is the crew who must fight and contain the fire.

### Dangerous Goods

Improper shipping and labeling of dangerous/hazardous cargo is most likely the leading cause of container ship fires. The *Hyundai Fortune* fire was most probably caused by petroleum-based cleaning fluids stowed near the engine room. The shipper did not properly declare the cargo to *Hyundai Fortune*, undoubtedly to avoid the cost associated with transporting hazardous materials.

It costs more to ship dangerous goods as special handling fees are added in order to meet more stringent packing



*The Hyundai Fortune ablaze off the coast of Yemen in March 2006.*

PHOTO COURTESY OF SEATRADE MARITIME NEWSLETTER





Ship	Incident
APL Vancouver	January 31, 2019: A fire occurred in the cargo hold just forward of the house while the ship was enroute from China to Singapore. Fire was brought under control by ships crew. No crew injuries were reported.
Yantian Express	January 3, 2019: In the North Atlantic while enroute to Halifax, CA a fire started in a container on deck. The crew could not subdue the fire and all 24 crew were safely evacuated. Salvage tugs fought the fire and the Captain and four other crew returned to the ship to assist the salvage experts.
Sincerity Ace	December 31, 2018: The car carrier caught fire approximately 2,000 miles Northwest of Hawaii. The 21 man crew could not bring the fire under control. 16 crew were rescued by the USCG, 5 are missing.
Maersk Honam	March 7, 2018: The container ship caught fire southeast of Oman enroute from Singapore to Suez. The fire was stopped at the superstructure; 22 of the 27 man crew members were evacuated, five died. The fire was brought under control by salvage tugs. Maersk Honam was less than a year old and was fitted with up-to date fire-fighting equipment.
MSC Daniela	June 1, 2017: A fire broke out on the 13,800 TEU container ship enroute to Colombo, Sri Lanka. The ship was on fire for more than a week off the coast.
Wan Hai 307	September 19, 2016: Fire in loaded containers in forward section on deck, anchored near of Lamma Island near Hong Kong
NNCI Arauco	September 1, 2016: A fire started alongside the dock in Hamburg during welding operations. 300 firefighters were deployed. The hold was sealed and flooded with CO <sub>2</sub> ; the effort was unsuccessful. Water was then used for flooding the hatch which was stopped before stability problems occurred. Finally, foam was used to bring the fire under control.
Maersk Karachi	May 13, 2016: A fire caused by welding operations needed more than 100 firefighters to control the blaze. Water monitors were needed to flood the hold in order to extinguish the fire.
MSC Flaminia	July 14, 2012: A series of explosions in a cargo hold was followed by a devastating fire. The incident occurred in the Mid-Atlantic while the vessel was enroute from Charleston, NC to Antwerp, Belgium. Three crew members were killed. The fire burned for six weeks.
Hyundai Fortune	March 21, 2006: Off the coast of Yemen, an explosion below deck caused a fire which engulfed the ship. All 27 crew members were rescued.

Fire >>> Cont'd from page 17

concern should be the fire-fighting equipment. Fire-fighting capabilities on board have not necessarily kept pace with the increasing size of ships. For example, CO2 systems installed on container ships have become ineffective as the gas may not be able to penetrate the walls of containers which neutralizes the effect of the CO2 (See *NNCI Arauco* incident, page 18). Currently, there are no alternatives to fighting a fire below deck.

On deck, the absence of natural fire compartments (excepting the containers) makes it difficult to contain a fire. Attempting to cool the decks and surrounding areas with water is nearly impossible due to a lack of suitable equipment.

P&I Clubs along with the International Union of Maritime Insurance (IUMI) and others have proposed that regulations be updated to better improve the fire-fighting equipment on ships. Water curtains which have been used in the past to separate sections of the ship could be one answer. Another would be a requirement for water cannons/monitors to be installed in order to cover the ship. Fire detectors on deck and/or container thermal monitoring systems could give crews early warning.

There are practical challenges involved with installing these systems and cost will be a primary concern. The cost of retro-fitting older vessels would be expensive. It could be three to five times higher than if the systems are designed into a new-build. It is expected that new-builds will adopt

stronger fire protection measures as part of their design.

## The Human Factor

Safety of Life at Sea (SOLAS) regulations include legal requirements that dictate which firefighting systems and equip-



Ships fire hoses rigged to control the fire aboard the APL Vancouver in January 2019.

PHOTO COURTESY OF APL



Ship's fixed monitors were used to subdue a fire aboard the Sea-Land Mariner, which was built in 1980. The fire occurred in April 1998 as a result of an explosion caused by mislabeled class 9 hazardous cargo and was brought under control by the ship and the USS Wasp. Note the difference in water pressure exerted by the monitors compared to that of the fire hoses used on the APL Vancouver.

PHOTO COURTESY OF U.S. DEPARTMENT OF DEFENSE

SOLAS regulations Chapter II-2, the minimum number of fireman's outfit required on board are as follows:

- 1) For vessels between 500-2500 tons minimum two sets are required.
- 2) For vessels between 2500-4000 tons minimum three sets are required.
- 3) For vessels 4000 tons and above minimum four sets are required.

In addition, two fireman's outfits shall be provided for tankers. One set contains Protective Clothing, Boots, Gloves, Helmets, Electric Safety Lamp and Axe. However, electric safety lamp and axe are not included in the unit.

One Complete fireman's outfit include following items: Self-contained Breathing Apparatus, Fireman Suit, Fireman Helmet, Fireman Rubber Boots, Explosion Proof Light, Fire Proof Lifeline, Fire Axe, and Fireman Safety Belt.

While the SOLAS Regulation spells out the number of Fireman's Outfits required, it does not stipulate that they must adequately fit the fire-fighter. As a result, most companies provide a one-size-fits-all outfit to satisfy the regulation. This is not practical when actually fighting a fire.

In April of 2017, Captain Allan Graveson, Senior National Secretary of Nautilus International, addressed the Council of American Master Mariners on ship's safety equipment (See July 2017 *Sidelights* - [http://mastermariner.org/assets/sidelights\\_july2017.pdf](http://mastermariner.org/assets/sidelights_july2017.pdf) ). In his presentation, Captain Graveson noted that "Seafarers are frequently exposed to ill-fitting and poor-quality equipment. This is particularly apparent when using fire suits, where one-size-fits-all, and helmets and harnesses are not fit for the individual designated to don them, be they male or female, large or small... usually, the minimum are carried... but frequently do not fit the assigned person on the muster list. Masters have no say on what FFE they find on-board, yet have the responsibility for those using them and those who depend on those using them."

Some shipping companies have recognized this problem and supplied their



*The MSC Flaminia on fire in the North Atlantic in 2012*

PHOTO COURTESY HAVARIE

vessel with more than the required amount of fireman suits, helmets, and boots in various sizes. The intent is to have enough sizes to properly outfit four crew members. Unfortunately, it has been reported that during one state port

control inspection, the inspector insisted that since there were ten (10) fireman suits, the ship had to have ten explosion proof lights, fire proof lifelines, fire axes, and fireman safety belts. This is not what the SOLAS regulations say and, if required, would discourage companies from providing additional suits, helmets, and boots to enable a proper fit.

At present, there are no requirements for a ship to have the equipment needed to refill oxygen bottles. Having extra bottles and the ability to refill same would be of great value in fighting a fire over an extended period of time.

As always, cost is one of the driving forces for upgrading and installing new equipment. Improved fire-fighting equipment, along with correct dangerous goods declaration and storage should greatly reduce the risk of fire. For Captains and crew, a sufficient number of fire-fighting suits, helmets and boots, to insure a proper fit, would go a long way in their commitment to fighting a fire aboard their ship. ⚓



*Having a properly fitting fireman's outfit improves the chances for a positive outcome when fighting an onboard fire.*

PHOTO COURTESY USCG



# Council of American Master Mariners

## Professional Development Conference and Annual General Meeting

April 24-26, 2019, San Diego, CA

### *Who Is Really in Command of the Ship?*

#### **Agenda**

##### Wed – April 24th

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

##### Thurs – April 25th

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

##### Fri – April 26th

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

##### Venue & Accommodations

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

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

To book that rate for the meeting dates, use this link (be sure to scroll down for the CAMM rate):  
[https://www.bestwestern.com/en\\_US/book/hotel-rooms.05326.html?groupId=9K9XB8A8](https://www.bestwestern.com/en_US/book/hotel-rooms.05326.html?groupId=9K9XB8A8)

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

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

**Registration and payments may also be made online at:  
[www.mastermariner.org/annual-meeting.html](http://www.mastermariner.org/annual-meeting.html)**



# Council of American Master Mariners

## 2019 Sponsorships



# Professional Development Conference & Annual General Meeting

### April 24-26, 2019 San Diego CA

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- Acknowledgments made from the lectern during all meetings
- Six (6) Tickets to the Thursday Night Social Event
- Six (6) Tickets to the Friday Night Closing Banquet

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- Acknowledgments made from the lectern during all meetings
- Inclusion of company promotional item in the Welcome Kit
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- Gold and Silver Sponsors – Send your promotional items after April 15 to Island Palms Hotel and Marina, Attn: Andrea Davis, 2051 Shelter Island Dr., San Diego, CA 92106

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- Company logo posted on CAMM’s website on the annual meeting web page and in *Sidelights*
- Company logo in all event-related materials
- Check website for Availability at: [www.mastermariner.org/Social Event Sponsor](http://www.mastermariner.org/SocialEventSponsor) - **\$1,000 – Two (2) Available**
- Logo/Banner display at event
- 4 Tickets to event

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

Logo/Banner displayed in suite. Please indicate your preference

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

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

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

- Thursday CAMM PDC
- Friday: CAMM AGM

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

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

##### Closing Banquet Table \$750

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

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

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30623 Chihuahua Valley Rd.  
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# Registration Form 2019 CAMM Conference



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 April 24		Thursday April 25			Friday April 26			
<b>PDC - AGM and Closing Dinner will be at Best Western Island Palms Hotel</b>	Golf Outing: Golf Course TBD \$75	CAMM Reception Hospitality Suit No Charge	Professional Development Conference (PDC) \$75	Guest Outing Trolley Harbor Side Tour W/Lunch \$50	Social Outing Harbor Cruise W/Dinner \$75	Guest Outing Trolley & Walking - Shopping tour - SD w/Lunch \$50	Annual General Meeting (AGM) \$75	Closing Dinner <b>Check Your Choice</b> \$75	<b>Total</b>
Primary Attendee								Grilled Sirloin <b>Steak</b>	
								Herb Grilled <b>Salmon</b>	
Guest								Grilled Sirloin <b>Steak</b>	
								Herb Grilled <b>Salmon</b>	
Guest								Grilled Sirloin <b>Steak</b>	
								Herb Grilled <b>Salmon</b>	
<b>Grand Total</b>									

Please check all that apply:

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

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Please return this form with check payable to "CAMM" **no later than April 15, 2019** to:  
 Captain Manny Aschemeyer, CAMM Conference, 30623 Chihuahua Valley Rd, Warner Springs, CA 92086-9220

\*Registration and payments may also be made online at:

[www.mastermariner.org/annual-meeting.html](http://www.mastermariner.org/annual-meeting.html)



# Keynote Speaker

## Rear Admiral Mark H. Buzby



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

## Featured Speakers

### Captain Michael J Kucharski, Esq.

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



### Erik Kravets



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

## Additional Speakers

**Mr. Steve Adler, Process and Safety Manager, Chevron Shipping Co.**

**Captain Keven Coulombe, active experienced Seagoing Master (if not at Sea)**

**Captain Paul Coan, active experienced Seagoing Master (if not at Sea)**



## MV Daniel K. Inouye Largest & Fastest U.S. Built Containership Arrives in Hawaii

The largest and fastest container ship ever constructed in the United States arrived in Honolulu on as part of its regular service connecting the U.S. mainland

complete a renewal of the company's Hawaii fleet, along with a terminal expansion and modernization project at its Sand Island facility in Honolulu. "All four new vessels have been designed by Matson specifically for its Hawaii service and incorporate a number of 'green ship technology'

and Hawaii. The ship, the MV *Daniel K. Inouye* is owned and operated by Matson, Inc., the leading U.S. flag carrier in the Pacific. The ship was christened at Aker Philadelphia Shipyard on June 30, 2018. It is the first of four new ships being built for Matson that will be introduced in its Jones Act Hawaii service over the next two years. The four new ships will com-

plete a renewal of the company's Hawaii fleet, along with a terminal expansion and modernization project at its Sand Island facility in Honolulu. "All four new vessels have been designed by Matson specifically for its Hawaii service and incorporate a number of 'green ship technology' features that will help protect the environment, including a more fuel efficient hull design, dual fuel engines that can be adapted to use liquefied natural gas (LNG), environmentally safe double hull fuel tanks and fresh water ballast systems," Matson said in a press release. "These new ships are the future for Hawaii's trade with the mainland, and they will bring a new level of efficiency and reliability to our service," said Matt Cox, chairman and chief executive officer.

MARAD Administrator, Mark H. Buzby issued the following statement concerning the MV *Daniel K. Inouye*:

I was honored to be present in South Philadelphia on June 30 to witness the christening of the largest container ship ever built in the United States. It was built by Philly Shipyards for shipping company, Matson, Inc., and was named for the former



Matson's new vessel MV Daniel K. Inouye making its first approach to Honolulu on its maiden voyage, November 28, 2018.

PHOTO: MATSON

Hawaii senator, war hero, and long-standing maritime champion *Daniel K. Inouye*.

At a time when the U.S. maritime industry is fighting to keep its place among international competitors, this event was a momentous occasion. Built for the Hawaii trade, the *Inouye* represents the blending of the most advanced technologies with proven American shipbuilding skills and was constructed, fittingly, in Philadelphia. Philadelphia has a 300-year legacy as a major center of maritime industrial commerce and serves as a vital economic engine for the entire region, including South Jersey, which is where I hail from.

Once merely an early colonial port settlement, Philadelphia was transformed by the maritime industry into one of the nation's largest cities boasting a formidable complex of shipping companies, terminals, port facilities, and private and public shipyards. In that founding generation, "American-built" and "American-crewed" ships meant freedom, independence, and economic and mili-

### Vessel Particulars

Name	<i>DANIEL K. INOUYE</i>
Vessel type	Container ship
Flag	United States (USA)
Call Sign	WDJ3192
IMO number	9719056
MMSI	369207000
Gross tonnage	48,409 tons
Deadweight	51,400 tons
LOA	850 feet (260 m)
Breadth	115 feet (35 m)
Capacity	3,600 TEU
Propeller	Dia. 26.6 ft. - Fixed Pitch
Engines	MAN Diesel, 2-stroke, 7 cylinders
Power	38,000 KW
Service Speed	23 Kts.
Owner/Operator	Matson
Keel Laid	2017
Christened	6/30/2018
Builder	Aker Philadelphia Shipyard Philadelphia, PA

Continued next page >>>



# A NOAA Holiday Salute to Donald Duck's Distant Cousin - December 2018

Disney's iconic cartoon family includes a lesser known eagle. Around the globe, the beloved characters of Walt Disney have become holiday icons as familiar as Santa and Rudolph. But you probably wouldn't know that NOAA has its own Disney icon, which, though not associated with a holiday, did much to lift the spirits of those who served in World War II.

*The Walt Disney Studio's inspired insignias, such as the U.S. Coast & Geodetic Survey Eagle designed for one of NOAA's predecessor agencies, raised the troops' spirits. By the end of World War II, Disney had completed more than 1,200 unit insignias. The company never charged a fee to the military.*

## A Sharp-eyed Surveyor

This Disney "character" of lesser fame but equal significance, is the U.S. Coast and Geodetic Survey (C&GS) Eagle. During World War II, The Walt Disney Studio actually designed an insignia for the C&GS – the predecessor of NOAA.

In Disney's design, an eagle stands atop a globe, busily carrying out a most important C&GS task — making paper nautical charts.

He wears a sailor's hat to signify the maritime nature of charting work and the uniforms worn by ships' officers and crew. In one wing, he holds a pencil with which to enter information on the chart he holds in place with his titanic talons. With the other, he supports a sextant, through which he peers with famously sharp eyes to carefully measure the angles between objects on shore with known positions. These measurements determined the position of the survey vessel in the water.

## C&GS's Role in the War

Throughout WWII, C&GS officers and civilians served in North Africa, Europe, and the Pacific in a variety of technical positions that included artillery surveyors, hydrographers, amphibious engineers, and reconnaissance surveyors

for the worldwide aeronautical charting effort. In Europe, C&GS artillery surveyors assured the success of the devastating tactic of "time-on-target," a method of coordinating various artillery batteries to concentrate their fire on a single point. In the Pacific, C&GS ships often operated in advance of fleet units.

C&GS amphibious engineers were regimental navigators for Army engineer shore and boat regiments that moved men and supplies during General Douglas MacArthur's innovative "leap-frog" strategy from New Guinea on up into the Philippines in 1944. Throughout the war, C&GS officers also traveled the world as reconnaissance surveyors for the Army Air Forces, pioneering many of today's civil air routes.

On the home front, C&GS chart makers provided close to 100 million charts and maps to the Allied Forces. These efforts included press runs of more than 1,800 target charts of such pivotal places as Ploesti and Hiroshima.

*Matson >>> from previous page*

tary successes for a young nation. That meaning has not changed to this day.

Philadelphia's growth and success continues with a number of important infrastructure upgrades, expansions and modernization projects. The Port of Philadelphia is implementing a phased \$300 million infrastructure improvement plan to strengthen its wharf, add new cranes, and upgrade and enlarge its terminal and warehouses.

America has a proud maritime history, but it has never been just about ships and ports. To me it's more about the American mariner; the men and women who have advanced the American way of life by serving at sea, and the men and women of the U.S. Merchant Marine. They are always among the first called to action to support and sustain our armed forces in national and international crises.



## The Eagle Peers On

Disney's C&GS Eagle remains a beloved NOAA icon. It was painted on the smoke stack of a survey ship and the nose of a survey aircraft, carved on the front door of a house, and emblazoned on t-shirts, caps, patches, and a U.S. Postal Service first day cover. ↴

Those same mariners will breathe life into this new ship and sail her confidently and competently for years to come.

Compared to the 22,000+ Twenty-foot equivalent units (TEU, or 'containers') mega-container ships that are currently in service, the 3,600 TEU *Daniel K. Inouye* may seem small. However, the dedicated service that she will provide to the people of Hawaii and the West Coast will be priceless. A 50,000-ton ship is still a huge piece of machinery, and standing on *Inouye's* deck I could see the thousands of man hours it took to design, engineer and construct her. And at a time when flying the U.S. flag is often more costly than a foreign flag, I saw the critical jobs it provided the shipyard workers who built her and the mariners who will take her to sea. ↴

## Pat Hartle Receives Coveted Northwest Seaport's 2018 Maritime Heritage Hero Award



*Pat Hartle with the 2018 Northwest Seaport Heritage Hero Award*

On December 13th, CAMM Associate member (#3325) and Seattle Chapter member, Pat Hartle, was presented with Northwest Seaport's 2018 Maritime Heritage Hero Award. The award was presented at a special evening ceremony on the historic steam ferry, Virginia V. It was given to Pat in recognition of her decades of dedicated service to the cause of maritime heritage in the Northwest. CAMM Seattle was well represented at the event by Captain RJ Klein, Captain Chuck & Debbie Lund, and Captain John and Jean Cox.

Pat is a previous recipient of CAMM Seattle's Maritime Person of the Year. She

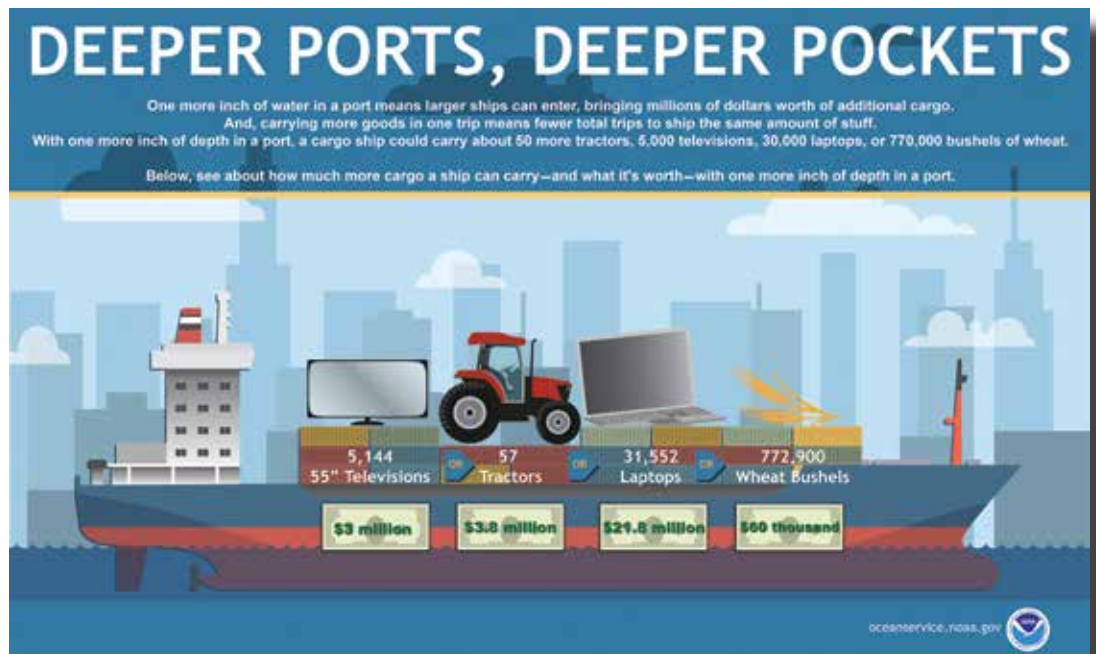
has been an outstanding maritime advocate in the Pacific Northwest, a tireless volunteer for many organizations, including the Propeller Club of Seattle, Puget

Sound Maritime, Center for Wooden Boats and CAMM Seattle Chapter. The Award was well deserved and Northwest Seaport was delighted to honor her.

**I was not born for lighted halls,  
Or the gay revel's round;  
My music is where Ocean calls,  
And echoing rocks resound:  
The wandering sailor's life of glee,  
That only is the life for me!**

***From: My Bounding Bark -- Anonymous***

## How Much is an Inch of Water Worth?



Courtesy  
National Oceanic  
and Atmospheric  
Administration

NOA illustration of how much more cargo (and its value) a ship can carry with an additional inch of water.

Our nation's ports are the lifelines of our economy.

In 2017, foreign trades through U.S. ports were valued at \$1.6 trillion—\$527 billion in exports and \$1.1 trillion in imports were moved by ships. The National Ocean Service (NOS) is in the business of making sure that mariners, and the goods they are transporting, make it to their destinations safely and quickly. Just as airplane pilots need to know current weather and ground conditions, ship captains need to know exactly what's going on in the water and in the air.

NOS monitoring systems supply mariners with the real-time data they need, providing information such as water levels, wind and current speeds and directions, and water temperature. Accurate data provided by NOS are crucial to making decisions regarding ship draft and cargo loads. In the absence of this information, mariners would need to be much more conservative in their draft estimates, or risk additional maritime accidents. Even a slight decrease in the depth of a waterway will require a ship to reduce the amount of cargo it is carrying.

What does an extra inch of water mean in terms of carrying capacity and dollar amounts? NOS has calculated that one

more inch of water in a port means larger ships can enter, bringing millions of dollars worth of additional cargo. With one additional inch of water depth in a port, a cargo ship could carry about 50 more tractors, 5,000 televisions, 30,000 laptops, or 770,000 bushels of wheat.

The actual amount of cargo a ship can carry is dependent on the type of ship and its TPI (Tons per Inch). According to Captain John Betz, a Los Angeles Pilot (CAMM #2333), a typical car carrier has a TPI of 120 LT (Long Tons – 2240lbs). An additional inch of water translates to 88 Toyota Priuses or 54 Mercedes-Benz S600's. A Panamax Containership, at 105 TPI would be able to load and additional five containers at 20 tons each, while a very large containership like the *Emma Maersk* (TPI 429) could add more than twenty containers. Tankers, with an average TPI of 160, could carry an additional 13,000 barrels of crude oil. More water means more cargo and translates into fewer trips needed to transport goods. Carrying more cargo on a single trip means fewer voyages are needed to transport cargo. That is good for the safety of our waterways, it's good for the envi-

ronment, and, because it saves money, it's good for your wallet. In 2017, the Port of Los Angeles/Long Beach increased the draft for incoming ships from 65 feet to 66 feet as a direct result of NOAA's Precision Navigation Project. They have a future goal of a 69-foot draft. It is projected that at 69 feet the need for lightering of tankers would be eliminated.

The increase was made possible, in part, by expanding the physical observation infrastructure at the port, including forecasts for wave and swell conditions from the National Weather Service, water level data from the Center for Operational Oceanographic Products and Services, wave buoy data from the U.S. Integrated Ocean Observing System, shoreline data from the National Geodetic Survey, and high-resolution bathymetry from the Office of Coast Survey. The project showcases how NOAA supports the increasingly complex decisions mariners make as they navigate ever-larger ships through U.S. ports, especially decisions related to underkeel clearance. This flagship project integrates private-sector innovation and NOAA data streams for safe navigation of deep-draft ships. *J*

## Improper Use of AIS Makes Safe Navigation Difficult

**Captain Michael Jessner, an active ship Master sailing on container ships in the Far East recently presented a paper entitled AIS vs. OICNW (Automatic Identification System vs. Officer In Charge of the Navigation Watch).**

*By Captain  
Michael Jessner  
#3396-RU*

Most AIS units have a capacity of 200 - 300 ID's (contacts/targets) and symbol of all AIS targets on ECDIS are Triangles.

AISs are found on commercial vessels, pleasure craft, fishing boats, navigational buoys, and just recently fishing buoys. AIS on fishing buoys are causing Watch Officers a lot of grief when transiting the China Seas. These Chinese fishing buoys will call a vessel by Call Sign or position, and state that the "vessel is near buoys, please keep clear." Chinese fishing boats will also call vessels by name and demand that a vessel change course to what is best for them and their nets, even if it puts said ship on a collision course with another ship.

Below is an actual photo of a portion of the ECDIS presentation as seen on the screen by the Watch Officer. This was taken on a ship enroute from Busan to Shanghai.

The proposed course change in Figure 1 seems like the best course to avoid the large cluster of AIS targets (triangles)...or is it?

Figure 2 shows the course correction 60 minutes later. After making a course change based on original information, the ship is now surrounded by targets with more along the intended course line. Where to GO? Which target is the fishing boat? Answer - *Don't know*. As original AIS contacts were disappearing as the ship moved away from them, new closer contacts appeared. There

were only a handful of vessels' names associated with the hundreds of AIS targets. In this case, good visibility allowed the Watch Officer to see and identify approximately 20 fishing boats. Unfortunately, visibility is often restricted in the China Seas.

With AIS, all vessels and buoys are displayed on the ECDIS as a Triangle and there is a limited capacity for the number of contacts that the AIS can process and display. A fishing boat may be one of the targets with a vector, but the small vectors are masked by all the AIS symbols. This makes it very difficult for the Watch Officer to plan ahead.

One proposal is that AIS could have different categories for cargo ships, fishing boats, sailboats, restricted vessels, and fishing buoys. These would translate on the ECDIS as different symbols (squares, circles, stars, etc.) and the fishing buoys

could be smaller symbols. This would enable the Watch Officer to maneuver the ship into a safe area. It would also decrease their stress levels. Another advantage would be the need to call out the Captain and additional officers and lookouts. This would help the ship meet STCW rest hours requirements.

*Disclaimer: The views expressed herein are those of the presenter/author and do not necessarily reflect the views of the employer or other entity. All images contained herein are for illustrative purposes only.*

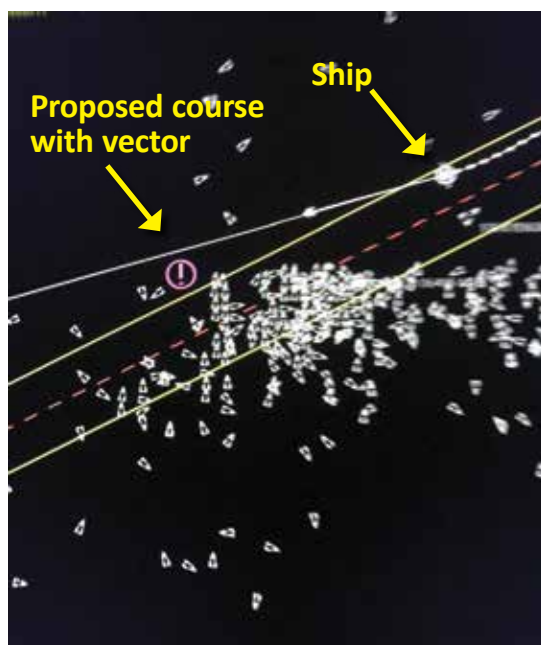


Figure 1. Ship Vector – 30 mins and 17 kts.



Figure 2 Ship's position and vector 60 minutes after course change.



By Laura Kovary  
Camm #2354-

## AIS Becomes a Hazard to Navigation in the East China Sea

Automatic Identification Systems (AIS) are causing problems for mariners transiting waters where there are high concentrations of fishing vessels, particularly in the East China Sea. The issue is not the fault of the AIS but the inappropriate use of the technology. Local fisherman discovered that by putting AIS transponders on their fishing nets, large ships would change course for the nets, thinking they were vessels. Fishermen have even been so bold as to contact the ships on the VHF radio and tell the bridge watch team what course they should steer in order to avoid the fishing nets.

equipment identifies these as vessels and it is only able to track a couple of hundred at a time. When there are hundreds in use on fishing nets, the ECDIS cannot distinguish which are vessels and which are nets, so they all appear as vessels. As the ship changes course, the ECDIS drops the targets that it no longer sees as dangerous allowing for acquisition of other targets on the new track, which are not visible before the change of course.

In an article from June of this year, posted on a blog by Sailing Vessel Crystal Blues, it is mentioned that this has been an ongoing issue in the coastal waters off Cape Hatteras. The blog states that AIS was created as a safety system for vessels to identify ships to each other. This, in turn, allows for better communication and clarification of meeting and passing information. AIS was never intended as a tracking device for unmanned craft, buoys, or fishing nets.

There are limitations with equipment which precipitate this issue; however, the major concern is with the lack of international laws to prohibit the use of AIS transponders. The IMO needs to take a stand on this issue and prohibit the use of AIS on anything other than a vessel. One solution could be designating AIS symbols for vessels and others for fishing nets, buoys, and other gear such as long lines, hydrographic survey or dredge equipment. This would allow the prudent mariner to differentiate between ships and other floating gear allowing for a reasonable assessment of a close-quarters situation.

Captain Mike Jessner, a Captain for American President Lines, is working to shed light on this issue and to solicit international support in order to change the status quo and outlaw the use of vessel units on fishing nets. Captain Jessner has seen first-hand how these AIS buoys overload the ship's equipment. On a recent transit between Shanghai, China and Busan, Korea, Captain Jessner photographed the ship's ECDIS with hundreds of targets on the screen from broad on the port bow to broad on the starboard bow. It appeared that traffic was clear off the starboard beam and out further on the starboard bow; however, when he changed course, hundreds of AIS targets appeared on his new course line. The

As quoted from the U.S. Coast Guard's Frequently Asked Questions website, "Commercial self-propelled fishing vessels of 65 feet or more in length are subject to AIS carriage requirements...

fishing industry vessels (i.e. fishing processors, tenders, and vessels as defined in 46 U.S.C. 2101) may use lower-cost AIS Class B units in lieu of Class A devices." It is clearly stated that although "there are no outright prohibitions to use AIS...as a marker...it is not permissible to do so with equipment intended for use on vessels, (i.e. AIS Class A or B devices), for lifesaving (i.e. AIS SART, MOB AIS, EPIRB AIS), or with devices that are not FCC certified and licensed." Therefore, at least in U.S. waters, the use of these devices on anything other than the vessel itself, is prohibited.

The IMO has acknowledged the use of radar enhanced Aids to Navigation by assigning symbols to these Aids (IMO Annex MSC.1/Circ.1473). To date, there is no symbol assigned to commercially or privately launched or anchored buoys or equipment. There is a growing need for oversight for the utilization of AIS on floating gear. The IMO is the logical entity to step up and regulate the use, and stop the misuse, of AIS equipment. It would be wise to also engage the United Nations Conference on Trade and Development (UNCTAD), the Food and Agriculture Organization, the United Nations Environment Program (UNEP), and the World Trade Organization because of their work with fishing, and fisheries, worldwide.

In a 2018 paper by The Food and Agricultural Organization of the United Nations, (The State of World Fisheries and Aquaculture; Meeting the Sustainable Development Goals, page 157), AIS is referenced as an emerging Information

*Continued next page >>>*

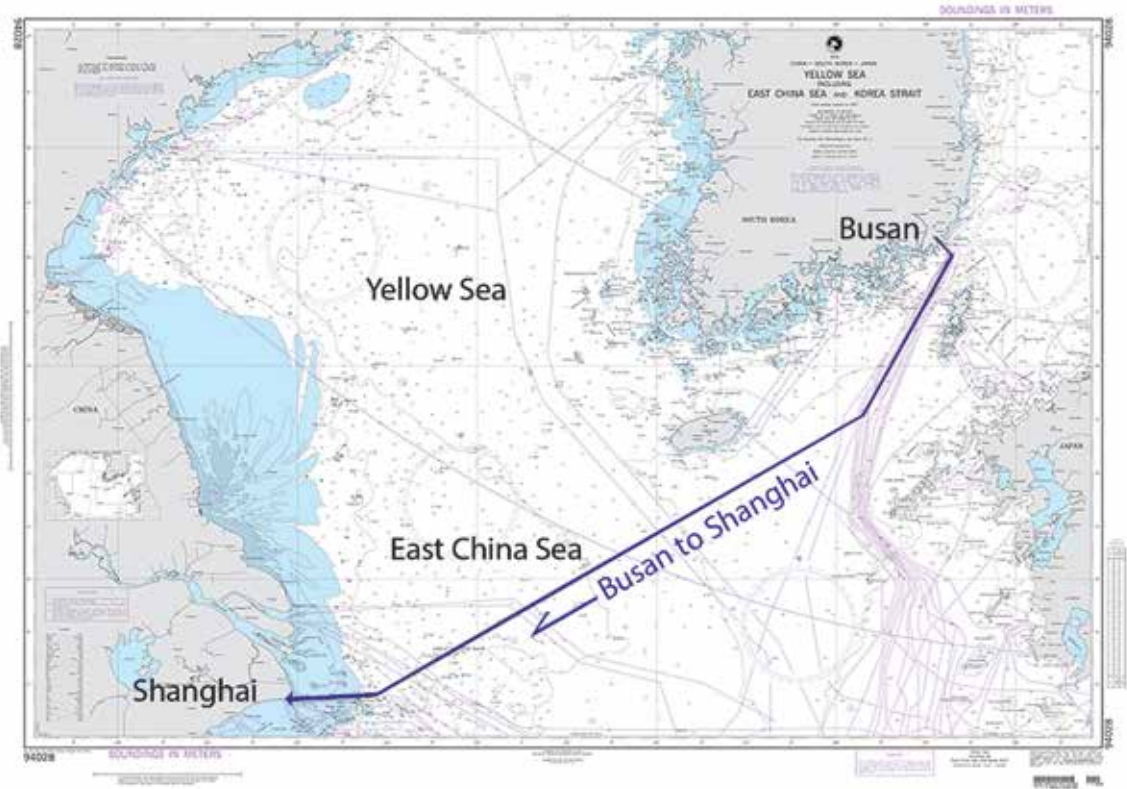


and Communication Technology (ICT) in fishing and aquaculture. Stating that ICT can “facilitate safety at sea, spatial planning, co-management and social networking” they recognize how technology is changing commercial fishing on all levels, without full knowledge of the repercussions this may bring. The paper also refers to “Electronic beacons, optionally combined with automatic identification systems (AIS) or vessel monitoring systems (VMS)...as safety devices” and as providing information on vessel location.

Although they are not sanctioning the use of AIS transponders for nets, there is a lack of discussion of the dangers of utilizing more than one transponder per operation.

ABALOBI, an information-management system and mobile application, utilizes Global Positioning System (GPS) to help monitor and control fishing through VMS (on larger vessels), as well as smaller tracking devices such as SPOT trackers. This app, although introduced for sustainability and tracking through the supply chain, also has a tab regarding safety at sea. This would be another avenue to educate the fishing industry on the dangers of AIS transponders (<http://abalobi.info/app-suite/#fisher>) on anything other than vessels.

If we are to see more unmanned ships in the future, this needs to be rectified. What would an unmanned ship approaching a literal “sea” of AIS targets do without a professional mariner



Typical route from Busan to Shaghai across the East China Sea

NGA CHART # 98009 NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY (NGA)

in charge to properly assess the situation? Ships would be changing course to avoid fishing nets, only to be “faced” with a whole new set of AIS targets on the new course. Shipowners may find their unmanned vessels turning circles in order to avoid what the automated equipment deems to be dangerous, but may only be crab pots or fishing buoys.

The shipping industry needs to be aware of the risks and advocate for regulations to stem this current tide of attaching AIS transponders to anything that floats. Until there are regulations, and other options available for

the tracking of fishing nets and buoys, this unsafe practice will continue. *Laura Kovary holds an Unlimited Tonnage Master’s License and sailed onboard tankers, freighters, container, and passenger ships. She is currently an Instructor for UCLA Extension, CSULB’s Center for International Trade and Transportation, and the Maritime & Environmental Training Trust. Her company, Environmental Maritime Services, provides training and consulting on environmental, safety, compliance, port security, and auditing services including ISO and TMSA audits [www.envmaritime.com](http://www.envmaritime.com)*

## If Nobody Entered Enclosed Spaces...

The **MARITIME EXECUTIVE**  
INTELLECTUAL CAPITAL FOR EXECUTIVES

By Howard  
Nightingale,  
reprinted with  
permission

It may be stating the obvious, but it is also an infallible truth. If human beings and enclosed spaces are potentially fatally incompatible, the engineer-

ing solution to the problem is to keep the two elements separated as far as practicable.

How many times have the phrases “routine inspection” or “planned maintenance inspection” been inserted on the “Entry into an Enclosed Space” forms on vessels throughout the world on a six monthly or annual cycle? To what ends? If, during the inspection, anything untoward is identified by ship’s staff, inevitably the next step will be yet another inspection by the vessel superintendent or a class surveyor, inducing yet more interaction between humans and enclosed spaces.

If the external areas of a vessel’s hull can be inspected on a two and a half year or even a five-year cycle, then surely confined spaces can be inspected at the same frequency? Obviously if there were other indications of defects then an inspection could be carried out, but that would not be routine and the number of such inspections would be a fraction of the current world-wide routine inspection program.

There are other aspects concerning confined space entry that if changed would help prevent further deaths in confined spaces. Is the space fit for purpose? Or to put it more accurately, are the access and egress points on the enclosed space fit for purpose? What may look like reasonable accessibility on the ship’s plans can be

totally impractical once pumps, brackets and pipe runs have been added later in the construction of a vessel or during any subsequent modifications. Apart from the simple inaccessibility of certain access points, vessels are still being constructed with enclosed spaces that only have a single access/egress point.

How is it possible to maintain continuous mechanical ventilation, a box frequently required to be ticked on the confined space entry permit, if the vent ducting has to be removed to allow access for the personnel entering the space or to pass items into or out of the confined space? If a minimum of two manholes cannot be incorporated into a confined space, then a single manhole with a separate, smaller, utility access point for ventilation and lighting cables would be an improvement.

Another scenario is where the crew have to enter one enclosed space to gain access to the manholes for another enclosed space. This situation is not acceptable and should be engineered out during the design and construction phases, instead of leaving it to the ships’ crew to overcome the design shortfalls and sort it out.

### Crewing Matters

A dedicated responsible and accountable person in charge of tank entry operations would be a real asset, but this cannot be another paper exercise where some already fully employed officer or senior crew member is given yet another hat to wear.

So this brings our attention to crewing numbers and the ability of ships’ crews



Crew Member entering an enclosed space

PHOTO FROM THE MARITIME EXECUTIVE

to safely fulfill all their roles within their increasing workload. It is our opinion that crewing numbers have been reduced too far. Too often the unrealistic numbers appearing on “Safe Manning Certificates” are being taken as the operational crewing levels by vessel owners and operators inducing high workloads which must then be contained within the “Hours of Rest.”

Workloads for all ranks of the marine crew on virtually every vessel have increased in recent years (we only have to mention ISPS,) and yet the numbers of crew have either remained constant or even decreased. Regardless of automation and computerization, there are still a large number of tasks on vessels that need experienced personnel and boots on the ground. Far too often when planning a routine tank inspection on board ship with available personnel, the first order of business is to rob Peter to pay Paul. Is it any wonder shortfalls in safety standards are occurring?

*Howard Nightingale is Maritime Advisor for CHIRP Maritime. The opinions expressed herein are the author’s and not necessarily those of The Maritime Executive or Sidelights.*



Staff Report

## Electric Powered Barges Coming to Europe



Port Liner's all electric barge – note the two trucks on the bow.

IMAGES COURTESY OF PORT LINER/OMEGA ARCHITECTS

Port Liner in the Netherlands is building a series of fully electric emission-free container barges for operation between Antwerp, Amsterdam and Rotterdam. They intend to launch a fleet of barges capable of carrying between 200 and 280 twenty feet containers. The barges will fit beneath the bridges of the inland waterways of the Netherlands and Belgium and eventually service up to 17 inland terminals in the region. It is expected that the first vessels will complete their maiden voyage later this year.

Ton van Meegen, CEO of Port Liner, has stated that the barges would be the first in the world to be powered by carbon-neutral batteries. The battery power system will be carried in a container on the barge and the power boxes will be changed out as needed. This will eliminate the need to attempt to charge the batteries while the barge is at the terminal. The power

boxes will be charged ashore by energy provider Eneco which uses solar power, wind power and other renewables to produce its electricity. Mr. van Meegen also noted that the battery power box could allow them to retrofit existing barges.

Using electricity as a source for propulsion is not new. A German inventor, Moritz von Jacobi, developed the first

electric boat in 1839 in St Petersburg, Russia. It was a 24-foot (7.3 meter) boat which carried 14 passengers at 3 miles per hour (4.8 km/h). It was exhibited to Emperor Nicholas I of Russia on the Neva River. The countries of Denmark, Sweden, Norway, and China are all currently operating all electric ferries.



Artist conception of a Port Liner all electric barge.



## Rogue Waves Are Real

The University of Oxford has confirmed what mariners have known for years – rogue waves are real. In late January, the News & Events page of Oxford University (UK) posted that a team of researchers based at the Universities of Oxford and Edinburgh had recreated, for the first time, the famous Draupner freak wave. The New Year's Day Wave was one of the first confirmed observations of a freak/rogue wave in the ocean. Measurements of the wave were observed on January 1, 1995 on the Draupner Oil Platform in the North Sea. In an area with significant wave height of approximately 12 meters (39 ft), a freak wave with a height of 25.6 meters (84 ft) occurred.

Freak waves are unexpectedly large in comparison to surrounding waves. They are difficult to predict, often appearing suddenly without warning, and are commonly attributed as probable causes for maritime catastrophes.

Dr Mark McAllister at the University of Oxford's Department of Engineering Science stated, "The measurement of the Draupner wave in 1995 was a seminal observation initiating many years of research into the physics of freak waves and shifting their standing from mere folklore to a credible real-world phenomenon. By recreating the Draupner wave in the lab we have moved one step closer to understanding the potential mechanisms of this phenomenon."

They successfully achieved this reconstruction by creating the wave using two smaller wave groups and varying the crossing angle – the angle at which the two groups travel (often logged by Deck Officers as a confused or cross sea). It was the crossing angle between the two smaller groups that proved critical to the successful reconstruction. The researchers found it was only possible to reproduce the freak wave when the crossing angle between the two



*The Great Wave off Kanagawa by the Japanese artist Katsushika Hokusai. The enormous wave threatens three fishing boats and towers over Mount Fuji.*

groups was approximately 120 degrees.

To the researchers' amazement, the wave they created bore an uncanny resemblance to 'The Great Wave off Kanagawa' – also known as 'The Great Wave' – a woodblock print published in the early 1800s by the Japanese artist Katsushika Hokusai. Hokusai's image depicts an enormous wave threatening three fishing boats and towers over Mount Fuji which appears in the background. Hokusai's wave is believed to depict a freak, or 'rogue', wave. The laboratory-created freak wave also bears strong resemblances to photographs of freak waves in the ocean.

Experiments were carried out in the Flow Wave Ocean Energy Research facility at the University of Edinburgh. The research was led by Dr Mark McAllister and Professor Ton van den Bremer at the University of Oxford, in collaboration with Dr Sam Draycott at the University of Edinburgh. The project

built upon work previously carried out at the University of Oxford by Professors Thomas Adcock and Paul Taylor.

The researchers hope that this study will lay the groundwork for being able to predict these potentially catastrophic and hugely damaging waves that occur suddenly in the ocean without warning. When waves are not crossing, wave breaking limits the height that a wave can achieve. However, when waves cross at large angles, wave breaking behavior changes and no longer limits the height a wave can achieve in the same manner.

Information from the University of Oxford's News & Events webpage.

Read the full article: <http://www.ox.ac.uk/news/2019-01-23-famous-freak-wave-recreated-lab-mirrors-hokusai%E2%80%99s-%E2%80%98great-wave%E2%80%99>

Watch video of the recreated wave at: <https://youtu.be/QWWe9PMuVng>.

## IFSMA Addresses CAMM's Concern of Abuse of AIS at IMO



by Captain  
Calvin Huntziker

The Sixth session of the Sub-Committee on Navigation, Communications, Search and Rescue (NCSR) was held at IMO Head-quarters, January 16 - 25. The Secretary General opened the Meeting and

his full opening and closing remarks can be found at: <http://www.imo.org/en/MediaCentre/SecretaryGeneral/Secretary-GeneralsSpeechesToMeetings>.

Three work groups (WG1, WG2, & WG3) and an Expert Group (EG) were formed. There were several agenda items of interest to CAMM and IFSMA.

### Agenda Item 7 Guidelines on standardized modes of operation, S-mode, WG1.

The Nautical Institute and Comité International Radio-Maritime (CIRM) proposed that, "Where appropriate and practical, a brief explanation of the purpose of an icon should be easily obtainable by the user." This was supported and forwarded to the WG for inclusion in the Guidelines.

### Agenda Item 17 - Guidelines on harmonized aeronautical and maritime search and rescue procedures, including SAR training matters, WG3.

Two new search Patterns have been developed and will be sent to the SAR WG for consideration.

### Agenda Item 12.f – IALA – Differentiation between an Aid to Navigation, Mobile Aid to Navigation and Autonomous Maritime Radio Device.

This was assigned to WG2 but it was agreed that they would work in conjunction with WG1 on this agenda item in a combined meeting. Paul Owen agreed to attend WG1 on behalf of IFSMA to cover agenda Item 12.f which was importantly linked with IFSMA intervention in support of CAMM's AIS/AMRD (Automatic Identification System/Autonomous Maritime Radio Devices) report to IFSMA. The International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) and Comité International Radio-Maritime (CIRM) have both agreed to look after our interests in support of CAMM's concerns over AIS/AMRDs on fishing nets.

During the meeting, IFSMA intervened with the following comment:

Thank you Chair. IFSMA is in strong support of line taken by IALA in this Paper. IFSMA is increasingly being informed by its members that in recent years we have seen the enormous proliferation of AIS or AMRD on fishing buoys and nets in various parts of the world as well as the generation of false fishing vessels operating in the vicinity of these fishing buoys or nets which is not only causing confusion to the mariner, but increasingly causing dangerous situations which actually would not otherwise exist without AIS or AMRD. The use of these beacons needs to be controlled and better regulated. Whilst the confusion they cause can often be avoided by better use of raw radar and visual lookout, this is often not the case in poor weather and high clutter environments. This intervention was supported

by a number of delegations including China and France and will be taken into account at the Working Group. There will be a combined meeting of Working Group 1 and 2 to discuss this issue on Fri 18, 2019 – a good result!

Captain Owen also spoke to the chair of the Working Group who understood his intervention and will ensure it is taken into consideration. IFSMA Secretary General, Commodore Jim Scorer, will work with Captain George Quick (CAMM and ITF) to develop a paper for a new output at Maritime Safety Committee 101(MSC 101) in June 2019 if we can get a National Delegation to sponsor.



Captain Paul Owen



Commodore Jim Scorer

If not, IFSMA will issue an information paper to raise awareness of the issue. Additionally, IFSMA will coordinate a joint Paper with ITF on Proliferation of AIS and its further regulation for MSC101. A number of nations are considering co-sponsoring along with ICS, IALA, CIRM et. al. The use of AMRD will be significant to try and halt the unfettered explosion of AIS for use in areas for which it

was never intended, as being reported by Members of CAMM and others.

The NCSR Working Groups debated the final note in the paper which reads

“Note: For certain applications Group B AMRD can be elevated to Group A under different conditions and scenarios as determined by Administrations.” IFSMA supported the Canadian intervention against the note and stated that the mariner needs to know which AMRD to expect when entering an area. For administrations to unilaterally decide which devices to elevate to Group A is not satisfactory. Details of the Report are at NCSR 6/WP.4.

I wish to thank Commodore Jim Scorer with providing a concise report on IFSMA’s comments and observations at the IMO meetings. It should also be noted that IFSMA has thanked CAMM numerous times for bringing important issues to the fore. The involvement of CAMM has helped IFSMA in presenting the Master’s concerns to IMO. This input is valued at IMO and provides a real voice for Masters. ↴

## Report from WG1 relevant to this Agenda Item

Working Group 1 (Navigation) met with Working Group 2 (Communications) at 0900 on Friday, January 18, to jointly consider the question of AMRD. The problem identified, for example, is that these devices are often fitted by fishermen to their nets so they can more easily locate their nets later. The difficulty is that these AMRD devices are also being picked up by the ship’s navigational systems with the potential to cause considerable confusion in high density fishing areas. The matter was referred to IMO by the ITU-R Working Party 5B (see IMO Paper NCSR 6-12-9, in particular the final page of this document where it is intended to separate AMRD into two groups, A & B, where Group A devices would be visible to the mariner [ships] and Group B would not).



IMO Headquarters in London.

## Religious Affiliation Required on Crew List

In late October 2018, Captain Cal Huntziker received the following email from a CAMM member and an active ship Master.

*Today I commenced working on the crew list for \_\_\_\_\_ and opened the email to see if there were any changes I was not aware of. To my shock the prescribed crew list requires I declare the religious affiliation of each crew member. I have never seen this before: Anywhere.*

*I have notified the company of this. I intend to declare NIL for each and every member of my crew and make*

*as much an issue about it as possible, as I am fairly certain this is contrary to IMO regulation and guidance.*

Captain Huntziker immediately passed this information to CAMM President, Captain Jeff Cowan, and IFSMA General Secretary, Commodore Jim Scorer. IFSMA contacted IMO and the ITF (International Transport Workers Federation) on CAMM’s behalf requesting clarification concerning the requirement to list a crew member’s religion. Captain Huntziker received a reply from ITF via Commodore Scorer that said in part, “the maritime authorities do inform us that there was and there is no substan-

tial change from their side in regards the Clearance procedure, and that they have no trace that this matter is required.”

The Master informed Captain Huntziker that he successfully gained port clearance without entering any religious affiliation for any crew members. This issue has been put to rest, at least for the time being, but Captain Huntziker encourages Masters to contact CAMM with any similar issues or problems so that CAMM can quickly bring them to the attention of IMO and the international shipping community. Having quick access to IFSMA (and thereby IMO) is one of the advantages for active sailing Masters as members of CAMM. ↴



## Visions of the Future as Maritime Safety Committee Celebrates 100th Session



IMO Press Briefing

These were key takeaways from a special session (3 December) of IMO's Maritime Safety Committee, which is celebrating its 100th session.

Delegates were first treated to a song commemorating IMO's 70th anniversary (since the Convention establishing IMO was adopted in 1948) as well as the MSC 100 session. Then a specially-commissioned IMO video reminded representatives of IMO Member States, IGOS, NGOS and invited guests of the wide spectrum of work the Committee has done over six decades to enhance safety and security at sea, including navigation, cargoes, ship construction, seafarer training, search and rescue and communications and more.

IMO Secretary-General Kitack Lim outlined the history of the Committee, since it first met in 1959, then formed of just 14 Member States. Today the Committee consists of all IMO Member States. Mr. Lim said,

Thanks to the unwavering commitment to reduce the number of marine casualties and incidents, not least demonstrated by the efforts of this Committee throughout the years, and with the unique IMO spirit of cooperation that is perhaps particularly true for the work of this Committee, we have

come a long way in ensuring the safe and secure operation of international shipping. As we look towards the future of the MSC, a number of key issues are on the table before us. They will require our combined continuous efforts to reach sound, balanced and timely decisions, in order to continue the long and impressive record of this Committee's work over the past 100 sessions.



*Autonomous and remote-controlled ships are being trialed but for now Seafarers remain indispensable to safe shipping.*

PHOTOS FROM IMO AND FLICKER

### Autonomous Ships

Kevin Daffey, Director Ship Intelligence and Engineering & Technology, Commercial Marine, Rolls-Royce plc, kicked off the vision of the future with videos showing the trial – earlier the same day – of a fully autonomous ferry on a voyage between Parainen and Nauvo, Finland. The ferry navigated in fully autonomous mode and under remote control operation. Plenty of ships will continue to have people on board, he said, but marine engineers are opening the design envelope to make these ships more effective and more efficient.

Timo Koponen, Vice President, Processing Solutions, Wärtsilä Marine Business, showcased the remote control operation of an offshore vessel in August 2017. The OSV, sailing off the coast of Aberdeen, Scotland, was controlled remotely from San Diego, 8,000 km away, using standard bandwidth. And more recently, in 2018, the Norwegian hybrid powered car ferry *Folgefonn* underwent successful auto-docking/undocking/dock-to-dock tests. Automation, intelligent routing, voyage optimization and just-in-time operation had the potential to provide significant fuel savings and contribute to improved environ-

Continued next page >>>

# Seafarers, Technology and Automation - Managing Future Challenges

IMO Secretary-General Kitack Lim has highlighted the need to consider seafarer training and standards as shipping evolves, with increasing levels of technology and automation. Speaking at IMO Headquarters (15 January) at the launch of a new report “Transport 2040: Automation, Technology and Employment - the Future of Work”, Secretary-General Lim set out key questions that will require focus from all stakeholders: “How will the seafarer of the future manage the challenges related to an increasing level of technology and automation in maritime transport? How will the new technologies impact on the nature of jobs in the industry? What standards will seafarers be required to meet with respect to education, training and certification to qualify them for the jobs of the future?”

An important strategic direction for IMO is the integration of new and advancing technologies into the regulatory framework - balancing the benefits derived from new and advancing technologies against safety and security concerns, the impact on the environment and on international trade facili-

tation, the potential costs to the industry and their impact on personnel, both on board and ashore. “Member States and the industry need to anticipate the impact these changes may have and how they will be addressed,” Mr. Lim said.

The International Transport Workers’ Federation (ITF) and the World Maritime University (WMU) Transport 2040 report is the first-ever, independent and comprehensive assessment of how automation will affect the future of work in the transport industry, focusing on technological changes and automation in road, air, rail and maritime transport. The report concludes that the introduction of automation in global transport will be “evolutionary, rather than revolutionary,” and that “despite high levels of automation, qualified human resources with the right skill sets will still be needed in the foreseeable future”. Technological advances are inevitable, but will be gradual and vary by region. Workers will be affected in different ways based on their skill levels and the varying degrees of preparedness of different countries. Read more and download the report at:



<https://www.wmu.se/news/transport-2040-how-automation-and-technology-will-impact-future-work>

*Visions >>> Cont'd from page 36*

mental performance, Mr. Koponen said.

Are seafarers indispensable? This was the key question posed by Mr. Branko Berlan, Accredited Representative of the International Transport Workers Federation (ITF) to IMO. His message was that seafarers are still key to safe and secure ship operation. The accident/incident rate for international merchant ships is less than 5% of all ships per year, he pointed out. Seafarers are prepared for new technologies and automation, he said. “It is happening: it is not revolution,

it will not come tomorrow or next week; it is evolution,” he said. Seafarers are ready to accept technologies, if they are proved to be safer than what we have now.

In the debate that followed, delegates raised questions about search and rescue operations which might involve autonomous or remote controlled ships and how collision regulations would be complied with. Most believed that remote controlled or autonomous vessels would initially operate close to shore. The MSC is carrying out a regulatory scoping exercise

on to look at how the safe, secure and environmentally sound operation of Maritime Autonomous Surface Ships (MASS) may be introduced in IMO instruments.

Closing the special session, former MSC chair Tom Allan reminded delegates of their responsibility as the people involved in “probably the most important safety committee in the world” - when it comes to safety of life at sea. “Not only this session, but the next 100,” Mr. Allan said.



*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.

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



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



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



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





# Membership Application

The Council of American Master Mariners, Inc.

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

Birthplace (city, state, country): \_\_\_\_\_ DOB: \_\_\_\_\_

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

**Present Occupation:**

- At Sea: Position: \_\_\_\_\_ Vessel: \_\_\_\_\_ Company: \_\_\_\_\_
- Ashore: Position: \_\_\_\_\_ Vessel: \_\_\_\_\_ Company: \_\_\_\_\_
- Retired: Position: \_\_\_\_\_ Date: \_\_\_\_\_ Company: \_\_\_\_\_
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**Current USCG License:**

Type:	Limit:	Expiration:
Endorsements:	Limits:	

**Original USCG License:**

Type:	Date Obtained:
Place/Institution obtained:	

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

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

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

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

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

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

Please return this application with a copy of your Master's or Pilot's license, and a copy of your last discharge along with a \$115 check (\$75 annual dues + \$40 application fee) payable to: The Council of American Master Mariners, Inc. Mail to Captain George Zeluff, CAMM Membership Chair, 3774 Tennyson St., San Diego, CA. 92107-2410. Email: Captzeluff@us.mastermariner.org

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

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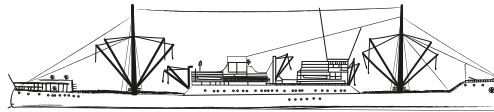
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