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Sidelights

February 2020 Vol. 50, No 1

Published by the Council of American Master Mariners, Inc.



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



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Port Canaveral
Photo from Port Canaveral

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

PUBLICATION DEADLINES

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

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

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.



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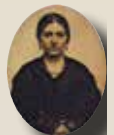


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The Green Flash – A Benefit of Going to Sea

By Captain RJ Klein

Typical Green Flash at sea.

PHOTO, SIDELIGHTS FILE/ADOBE STOCK

There is a lengthy explanation of the Green Flash in Bowditch, which most Navigators have read. Basically, as the light from the sun passes through the atmosphere, it is refracted and the amount of bending is slightly different for each color. At sunset and sunrise if the red, orange, and yellow colors are below the horizon and the blue and violet light is scattered, the upper rim of the green image is the only part seen. The phenomenon is not always visible as conditions must be suitable – mainly a clear sharp horizon, a temperature inversion and an alert observer.

In January, 1967 I made my first trip to sea as a cadet from the United States Merchant Marine Academy. The voyage was aboard the SS *Santa Maria* (my father wondered why I could be on a newer ship, given that the *Santa Maria* was one of Columbus' ships). The ship was a Grace Lines M-class ship that carried both cargo and 90 passengers. The run was from New York to Aruba, Columbia, through the Panama Canal, and down the west coast of South America as far south as Callao, Peru (Lima) and back.

In order to make celestial observations I was assigned to the 1600-2000 watch with the Second Mate. Just before sunset of my second bridge watch, the Second Mate told me that conditions were right for a "Green Flash." He instructed me on how to watch through the binoculars so as not to hurt my eyes while looking at

the sunset. This was done by using my fingers filters until the last instant before the sun slipped below the horizon – that is when I saw my first Green Flash.

It was good weather during most of the voyage and conditions were often ideal for observing a Green Flash. One evening the Second Mate and I were looking through our binoculars at the horizon awaiting a Green Flash when the Purser came on the bridge. The Purser asked what we were doing and the Second Mate told him what we were about. He thought a Green Flash cocktail hour would be just the thing for the passengers.

I was instructed to calculate when the Green Flash would occur the next evening and the Purser had the "Green Flash Cocktail Hour" published in the ship's newspaper. It gave an explanation and the time to observe the Green Flash. The Purser stayed on the bridge while I did my calculations and it was then that I learned a valuable lesson on bridge etiquette. The Purser saw a ship on the horizon and picked up the Second Mate's binoculars. The Second Mate unceremoniously snatched the binocular out of the Purser's hands and said, "Sir, you are brushing with my toothbrush." Lesson, don't touch another person's binoculars without permission.

The next evening, the possibility of seeing a Green Flash during the cocktail hour was thwarted when clouds formed on the horizon. Not to disappoint, the

Second Mate had anticipated this possibility and produced a large sign which read "Green Flash" and had lightning bolts around it. I was instructed to take the sign to the passenger lounge deck and standby. The Second Mate then made a public announcement directing the passengers' attention to the aft facing window so that they could witness the Green Flash. This was my cue to run past the windows holding up the Green Flash sign.

During my 40 years as sea, I have seen well over a hundred Green Flashes in all oceans (with the exception of the Arctic Ocean). In discussion with other mariners, several have said that they have never seen a Green Flash and even question its existence. It is very real and was always worth the effort of going to the bridge when it appeared likely that conditions would be right for a Green Flash. On several occasions, dark clouds appeared on the horizon just before sunset and a Green Flash was observed as the sun "set" behind a cloud. Seeing one at sunrise is more difficult, mainly because one must calculate exactly where to watch and at what time.

A Green Flash can be observed from shore, but there is something peaceful and humbling seeing one at sea. Marines, be attentive and don't miss one of nature's great shows. Each one is different in vividness of color and duration but the Green Flash is always superb entertainment at no cost. ↓



Captain Jeff Cowan
CAMM National
President
#3070-RU

Is It Time to Move the U.S. Merchant Marine to DOT?

Our next Annual General Meeting/Professional Development Conference (AGM/PCE)

will take place in Port Canaveral, May 6-8, 2020 at the Radisson Resort at the Port, Cape Canaveral, FL. The theme for this year's conference is "Applying Tomorrow's Technology to Today's Maritime Industry." The planning committee continues to contact speakers that will discuss a variety of topics in conjunction with the theme.

Perhaps more important is the proposed leadership change that will be on this year's ballot. The will of the membership will decide whether we move to a new leadership structure and members are encouraged to vote and return their ballot in time to be counted at the AGM. For the change to become effective it will take a two-thirds membership approval of the ballots return. To help you decide, I have asked to have the pro/con statements reprinted. Please refer to pages 20-25 for details on the AGM and PDC.

The US Merchant Marine Should be Under the DOT

I wrote to my Congressional Representative regarding dive boat Conception fire as this tragedy hit a little close to home, it could have been me and two sons aboard that boat.

In the letter I said, "In my view, it

is absolutely clear that more needs to be done to protect the lives and safety of passengers and crew on these small overnight vessels," I received a response from my Representative stating that they expect congressional hearings are only the beginning of our oversight efforts on the Conception tragedy.

I would suggest that in this case the United States Coast Guard (USCG) failed to follow National Transportation Safety Board (NTSB) safety recommendations regarding maritime safety. Perhaps it is time to move the Marine Safety functions away from the United States Coast Guard. The USCG is under the Department of Homeland Security. Shouldn't the movement of people and cargo over the water come under the Department of Transportation (DOT) the same as the Federal Aviation Administration (FAA), Federal Railroad Administration (FRA), and Federal Highway Administration (FHWA). The article by Captain Tuuli Messer-Bookman (*Sidelights*, October 2019) titled, "Why is Coast Guard on My Ship?" pointed out that the Posse Comitatus Act of 1878 prohibits the US Army (and now the Air Force, Navy and Marine Corps) from enforcing domestic law and policy. This law should be applied to the USCG, which would remove them from being judge, jury and enforcement officer of the US Merchant Marine.

Autonomous Vessels

Unmanned vessels are once again in the news. This time, an entity wants to have unmanned vessels equipped with remote controlled VHF radios. Thus, some far distant human could

call manned ships/boats in the vicinity of an unmanned vessel regarding Rules of the Road? I attended the Navigation Safety Advisory Committee (NAVSAC) meeting several years ago where this subject came up. It was met with great consternation especially when it was proposed that the unmanned vessel should have the right of way in some form. In my estimate this was a non-issue; on the high seas we are most concerned with human life and buoys or unmanned vessels should not take precedence over human life. The remedy cited at NAVSAC was to make the unmanned vessel the give way or burdened vessel. They would be required to take all way off, proceed with caution, and not use a VHF radio.

Currently, it is being debated whether to take away the ability of AIS buoys to communicate via VHF radio especially when attached to fishing nets. When traversing heavily trafficked areas, one does not need to hear from a nonliving entity via VHF radio. Such a practice clogs the communication channels and interferes with the safe transit of manned boats/ships. In other words, human life takes precedence.

Steady as she goes,

Jeff Cowan

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SECRETARY - TREASURER

Greetings CAMM Shipmates!

National Election & Restructure: Your Vote Matters!



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

2020 National Election

At the AGM in San Diego (2019) a new leadership structure plan was presented to

CAMM's Board of Governors (BOG) for consideration. The BOG voted to put the proposal to the membership for a vote in 2020 in connection with election for National Officers. Details were published in previous issues of *Sidelights*. A pro and con was presented on pages 22 and 23 in the December '19 issue of *Sidelights*.

The Constitution & Bylaws Committee has completed the extensive revision/amendments to the CAMM Constitution (Articles VII and VIII); and Bylaws (Articles III, IV, V, VIII) required to affect the proposed change. For the change to be approved it must pass by a 2/3 majority of returned ballots. The vote to approve or disapprove the change will be on the ballot which will be mailed to all CAMM members in early March.

Also, on the ballot will be two (2) slates of National Officers. Vote for both slates. Depending upon the outcome of vote on leadership restructuring, the appropriate slate of National Officers will be installed.

The ballot is a bit challenging and complex, to be sure, but members will receive instructions and information on how to properly fill out the ballot when the ballot is mailed. This could be a major leadership restructure for CAMM, so I urge all voting CAMM mem-

bers to review the issues carefully, complete your ballots, and mail them in as instructed. YOUR VOTE MATTERS!

Dues and Finance

The CAMM Budget Performance Report for the first quarter of FY 2020 has been submitted to the BOG for review and approval. Our revenues have exceeded estimates and our expenses are within budget. For copies of the report or questions about our budgeting, CAMM members may contact me by phone (951-767-3037) or email (captaschemeyer@mastermariner.org) to request information.

As of the end of January, over 60% of CAMM Members have paid their dues for 2020. That leaves nearly 40% unpaid. This includes 9% who are in arrears for 2019. A Second Notice has been sent out as a reminder. Dues and Raffle Tickets sales are our main source of generating funds to keep CAMM solvent. The missing revenue hampers our budget management and planning. It also makes it difficult to carry out CAMM's Mission Statement and curtails our ability to become better known in the Maritime Industry.

On the plus side, 50% of the CAMM members returning their dues notice (including dues-exempt Life and Honorary Members) are making additional donations. Our thanks to all those generous and loyal contributors in our CAMM ranks!

Membership

We had an exceptional year for bringing in new members, with the BOG approving 36 new members. Congratulations to the CAMM members who worked to bring in those new members.

In spite of this fine effort, our losses were greater than the gains. To keep CAMM viable, strong and growing, I

again appeal to each and every CAMM member to work on bringing in one new member this year. Keep in mind that membership into CAMM is not restricted to Ship Masters and Pilots. There are many ways a professional mariner can become an Associate Member. A CAMM membership application form (which list all the types of membership available) is on the inside back cover of each edition of *Sidelights*. Applicants may also apply online at: <http://application.mastermariner.org/start.aspx>.

CAMM Membership Roster/ Directory

CAMM's database has been updated to include phone numbers and email addresses on the CAMM Membership Roster/Directory. Previously, the roster showed only a mailing address. The purpose of the CAMM Membership Roster is to provide members with a tool for networking, fellowship, and communication among fellow CAMM Members.

Concerns were raised given today's apprehension over privacy issues. First and foremost, CAMM does not sell its data base information to ANYONE nor does it distribute personal information to other organizations. Only four National Officers have access to the entire data base. After seeking legal advice, it was decided to allow CAMM member the option of having his/her contact information withheld from publication in the CAMM membership Roster. Any CAMM member who chooses this option will be listed as follows:

Name CAMM #

Contact Info Withheld by Request

To allow for this option, an email was sent to all members in January with

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What Will You Do?



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

As I sit and write this column, the year has begun with a bang. Specifically, an air-to-ground missile fired

from a drone over the Bagdad airport, which killed Iranian Major General Qasem Soleimani. In response, Iran fired a number of ballistic missiles at Iraqi/U.S. military bases in Iraq, and the U.S. Maritime Administration issued maritime advisories addressing the growing tension in the Persian Gulf region.

I gave a call to some friends in maritime labor, and asked if there had been any signal from the Department of Defense or the Maritime Administration about emergency activation of ships. All said that such knowledge was above their pay grade, but that it was the practice, when tensions rise, to remain close to the phones in case such a call comes.

Thirty years ago, it was another time. Because Jefferson County, Texas is the home for one of the three MARAD Reserve Fleets, ships were being pulled out from the fleet, shifted to a local topside repair yard after Iraq invaded Kuwait. Two things were different then. The merchant mariner's Z-card didn't expire, and there were no Coast Guard medical certificates.

This is how my friend, Jeff Riley, was able to sail as an AB on an activated grey ship during Desert Storm. Jeff had begun his maritime career during World

War II by sneaking into the Navy at the age of 17. Later, he shifted to the merchant marine, and shipped out with the National Maritime Union (NMU). He became an NMU patrolman, and established Port Arthur's Foc'sle Club with his wife. Every seafarer who called at Port Arthur from the 1960s - 1990s knew the Foc'sle Club very well.

Even though Jeff had not sailed for more than 10 years, when our nation needed U.S. merchant mariners to sail its activated reserve fleet, he was able to seamlessly go back to his AB billet because his Z-card had not expired, and he was not required to meet the present NMC medical standards. I know, as a regular patron at the Foc'sle Club, Jeff would never have been able to get his USCG medical credential.

This past summer, I met with a fellow Nautical Institute member for drinks at the Houston Marriott Downtown.

Things were brewing in the South China Sea because of China's expansionist policies, and North Korea continued its saber rattling. My friend had graduated from one of our merchant marine academies about 10 years before. He sailed for a number of years, and was now working for a Houston energy company in its maritime department.

I asked him, "If there is a shooting war, and there is a major activation, would you leave your job, and return back to the merchant marine to serve your country?"

This question had been rattling around my mind. I have an active AB-Limited rating. All I need to go back to sea is take my union physical and renew my drug test. If I took a couple of short courses, my Tanker Assistant - DL and Tankerman PIC - Barge endorsements would become active. I could then ship on freighters, ATB's, or tankers. With the exception



The MV Cape Trinity preparing to load vehicles through her stern ramp. The Ro-Ro ship was built in 1977 and her hull is ice strengthened. She is an ROS-5 status ship, meaning she is able to be activated and ready for service in 5 days. The Capt Trinity (T-AKA-9711) is part of MARAD's Ready Reserve Force at Beaumont, TX.

PHOTO FROM WIKIMEDIA COMMONS



of being a bos'n, I could serve my country as a deck rating in any capacity.

In May, 2019, at the Navy League's annual Sea Air Space Conference in National Harbor, Maryland, Admiral Buzby, U.S. Maritime Administration administrator stated, "Manning-wise, we're about the same: we believe we have an 1,800 or so mariner shortfall for a prolonged sealift effort. But really things aren't going to get markedly better until we start getting more ships online and some newer ships online."

So, the personal question for me is, "When there starts to be a shooting war, and DoD and MARAD activates everything, and maritime labor is able to get everything going, what will I do six months later when there are no relief mariners to continue to man our US merchant ships? Will I have the courage to tell my bishop, "Bishop, my country needs me at this time, and I have to go?" Will I even have the courage to approach him, or will I just say, "Well, someone will come forward?"

This is not just my personal question. It should be the question for every one of us who holds merchant marine

credentials and licenses, whether they are active or in continuity. Will I leave my job with this energy company, this classification society, this shipping company, this maritime academy and go back to sea because my country and

my fellow citizen soldiers need me.

In 1990, at the age of 70, Jeff Riley, with a business and bad knees, did not hesitate to go back to help his country. For those of us on the beach, what will we do?

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Secretary >>> Cont'd from page 9

an opt-out form attached. For members without an email address on file, an opt-out form was mailed to their address of record. Thus far, only a handful of opt-out forms have been returned. I hope that this trend continues. It is beneficial to members to be able to contact fellow members and you are encouraged to allow your listing in the CAMM Membership Roster to be complete. If you should decide to opt-out, complete the form and mail, fax, or email it into me by April 1, 2020. If you have not received a form contact me by phone (951-767-3037) or email captaschemeyer@mastermariner.org

2020 AGM/PDC in Port Canaveral

Having decided on the venue for this

year's AGM/PDC (The Radisson Resort at the Port), the Planning Committee has begun lining up speakers for the PDC. Presenters will address the theme of the Conference, Applying Tomorrow's Technology in Today's Maritime Industry. The dates are May 6-9 – SO SAVE THE DATES NOW and plan to join your fellow CAMM members. A registration form and additional details are on pages 20-23 of this issue of *Sidelights*. The website will be updated as more information becomes available (<http://mastermariner.org/2020-annual-meeting.html>). Hope to see you all there. With Disney World and NASA's Kennedy Space Center nearby – you can make this into an extended vacation opportunity.

Thanks for your time and interest.

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

So until next time, Smooth Sailin' ...

Captain Manny Aschemeyer

Council Reports

1st Vice President Report:

Captain Joe Hartnett, #2193-RU

See Baltimore/Washington report.

2nd Vice President Report:

Position open

Report not available.

North Atlantic VP Report

Captain Frank Zabrocky, #1964-RU

Report not available.

New York Metro

Captain George Sandberg, #1919-RU

Chapter President

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

Baltimore/Washington Report

Captain Joe Hartnett, #2193-RP

Historical Ships

Our chapter would like to pass along information regarding the two historic vessels that are moored within Baltimore harbor. The Liberty ship, *John W. Brown* is one of only two fully operational Liberty ships that participated in World War II. The operators have been looking for a new berth within the port and appear to have found a long-term solution. Project Liberty Ship will partner with Marine Applied Physics Corp. (MAPC) to lease an 80-year-old 780 ft pier for 50 years on the site of the former Bethlehem Steel Fairfield Shipyard. This is the same facility that built and launched the vessel in 1942. It is estimated that the improvements to the pier would cost between \$10 million and \$18 million and take approximately two years to complete. The groups anticipate that a majority of the cost will be acquired through federal and state grants.

The *John W. Brown* recently transited down the Chesapeake Bay to the Colonna Shipyard in Norfolk for a 30 day dry-dock period. After leaving the

shipyard, the vessel will steam back to Baltimore and berth at a temporary site until the permanent home is completed.

are currently no long-term plans for the ship, but we would like to see the *Savannah* remain in the port of Baltimore.

Port of Baltimore Upgrade

The Port of Baltimore will see the arrival of double-stack container rail cars in the near future thanks to a



Single stack train emerging from the tunnel.

ARNOLD REINHOLD CREATIVE COMMONS ATTRIBUTION 2.0 GENERIC LICENSE.

Members of our chapter have volunteered aboard the vessel over the years and will gladly assist as needed in the future.

The second ship of note, the N/S *Savannah*, is a registered National Historic Landmark. She has been towed from Baltimore to the Philadelphia Ship Repair (Former Navy Ship Yard) for dry-docking. The nuclear-powered vessel's reactor has been deactivated and there is no nuclear fuel aboard. The vessel is expected to be in the shipyard for two months after which she will return to Baltimore. The *Savannah* has been used for the Port's Maritime Day celebration and our chapter members look forward to the annual celebration. There

Federal grant of \$125 million and an additional \$103 million from other sources. The height of the Howard Street tunnel, which is owned by CSX rail, has restricted container rail cars to single stack. The funding will move forward the expansion of the Howard Street Tunnel — a long-sought project which is expected to remove a freight bottleneck. The project will increase clearances through the century-old Howard Street tunnel and at 22 bridges between Baltimore and Philadelphia. This is welcome news to the port which has surpassed 10 million tons of cargo for the third consecutive year.

Ready Reserve Fleet Activation

A recent MARAD Turbo Activation

of the Ready Reserve Fleet included several vessels moored within the Port of Baltimore. This activation was the largest activation of the Reserve Fleet since the IRAQ activation in 2003. A majority of the vessels (23 of 28) called into service were able to crew up and depart for sea trials without delays. The average age of these Ready Reserve Force vessels is 43 years old and many have outdated propulsion plants, including some steam plants. Unfortunately, the number of licensed mariners and licensed steam engineers is rapidly declining. Members of our chapter received emails from several sources seeking mariners to crew the vessels and we were glad to see positive results for the Turbo Activation. However, the ability to sustain a long-term U.S. flag sealift operation remains questionable.

South Atlantic VP Report

Captain Manny Arosemena, #3028-RU

Report not available.

Port Everglades/Miami

Captain Paul Coan, #3021-RU,

Chapter President

Report not available.

Tampa Bay

Captain Ron Meiczinger, #1747-RU

Chapter Secretary/Treasurer

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 significant others are invited to join us. Lunch is \$20.00 per person. Please have exact amount or a check made payable to CAMM Tampa Bay Chapter.

Twenty members and guest were present for the December 10th luncheon of the Tampa Bay Chapter. The annual Christmas Luncheon was held the Red Room at the Columbia Restaurant in Ybor City. Ladies were guests of the chapter. No business was conducted as it was decided to have a social meeting



San Francisco Chapter Members and their wives enjoy their Holiday Luncheon at the La Strada Restaurant in American Canyon. On left: Ms Joni Teague, Ms Joann Carlson and Captain Nick Lewis. On Right: Captains Chriss Carlson, Larry Teague, and Klaus Niem.

during the Holiday Season.

Chapter President, Captain Holden made a presentation of a ships bell to Mr. George Guido, Manager of the Columbia Restaurant in appreciation of 30 years of excellent service to the chapter. The food and atmosphere at the Columbia Restaurant are outstanding and we have been fortunate to have this as our meeting place.

Gulf VP Report

Captain Augusta Roth, #2753-S

Report not available.

Mobile Bay

Captain Jerome "Rusty" Kilgore

Chapter President

Report not available.

New Orleans

CE Horace George, #3223-A,

Chapter Secretary

November

In addition to discussing CAMM's proposed organization structural change, Commander Peter Zauner, USCG New Orleans addressed the members. Commander Zauner gave an informative talk regarding the duties associated with his position. He is in charge of emergency planning and response in the NOLA Sector which includes much of the Gulf Area. The Q&A session added more detail to the workings of the USCG's

planning for maritime emergencies in the Gulf Area.

December

On December 11, the Chapter held its annual Christmas Luncheon at the Red Maple Restaurant in Gretna, LA. The restaurant is located on the west bank of the river, across from New Orleans and was a departure from our usual meeting place. The food was excellent and the 20 members found it a good way to start the Holiday Season. A raffle was held after the luncheon and winners received gifts in the Christmas spirit.

Our speaker was Ms. Amelia Pellegrin, Director of Sustainable Development for the Port of New Orleans. Her video presentation showed the growth of the Port of New Orleans and plans for the future expansion. The plans include the interaction with the adjoining Parishes and port areas.

January

The Chapters' first meeting of 2020 was on January 8 at our regular meeting place at the Port Ministry Center. Following the luncheon, members discussed plans for upcoming meetings. The Chapter intends to invite Mr. Drew Heaphy, the Director of the Board of the Port of St. Bernard to describe the development of the St. Bernard Port, the highways, and rail area, and its work with the Port of New Orleans.

Continued next page >>>

Council >>> Cont'd from page 13

Houston

Captain Michael McCright, #2753-S

Chapter President

Report not available.

South Pacific VP Report and San Francisco Bay Area Chapter Report

Captain Klaus "Nick" Niem, #2167-RU

On December 5, the San Francisco Chapter held their Christmas luncheon at the La Strada Restaurant in American Canyon. The December raffle was won by Captain Nick Lewis and after lunch members exchanged anecdotes, gifts and sea stories.

On December 9, I was invited by Captain Lewis to give a presentation to the graduating deck cadets class of 2020 about the interaction with superior officers and vessel crews in general, bridge management and passage planning. I touched on many basic seamanship skills for the deck officer. This included insight on the use of the Maneuvering Board H.O.2665-10, radar solutions, how to determine courses to steer to offset currents, how to plot hurricane avoidance, and how to interpret stresses for wire rope on running rigging on cargo booms and cranes.

I was able to provide some historical nautical paraphernalia including an original Pilot Chart for the Indian Ocean (August, 1947 which was viewed with some surprise), a Stadimeter used for convoy operations and a 1985 Tamaya navigational computer, programmed through the 21st century. I also reminded the Cadets that on any ship they sailed they should be safety conscious. If they see a safety hazard or violation, report it immediately – do not wait until the next safety meeting.

SFBA Chapter Members who are in arrears with their dues are reminder to please pay same.

Los Angeles/Long Beach

Captain Dave Boatner, #2162-RU

Chapter President

By Captain Manny Aschemeyer

"Dear all CAMM members. My name is Captain Michael Jessner. I am the new Los Angeles / Long Beach Harbor chapter president. I would like to thank Captain David Boatner for his service and dedication to this chapter for the past 16 years as president. I have some big shoes to fill.

I am currently sailing as Master on the M/V *President Cleveland* for APL Maritime Ltd. I graduated from Cal Maritime in 2003.

I have been working with CAMM National President Jeff Cowan, the Nautical Institute, and IFSMA on trying to solve the ever-growing problem of AIS and Chinese fishing buoys.

I would like to see my fellow younger colleagues take an interest in joining CAMM. Thanks to all the members of my chapter for their support of my new presidency."

Best regards,

Captain Michael Jessner

North Pacific VP Report

Captain Cal Hunziker, #2457-RU

Report not available.

Columbia River

Captain Bill Good, #1924-RU

Chapter Secretary

No report available.

Seattle PNW

Captain Doug Subcleff, #2329-RU

Chapter Secretary

At the December meeting, Seattle Chapter President Captain RJ Klein began with a welcome to attendees and the news that drinks were on the house at this annual Christmas meeting party. North Pacific Regional VP and IFSMA VP USA, Captain Cal Hunziker gave an update on IFSMA. The ongoing drug

smuggling issues in the Mexican port of Altamira has been reviewed by IFSMA but there are a lot of politics involved. AIS beacons used by fisherman are still cluttering up navigation screens and compromising navigational safety despite the regulations controlling what types to use. Difficulty of enforcement of the regulations are also recognized as an issue. The next meeting of IFSMA will be in London in February of 2020.

Treasurer Report: Captain Don Moore reported that a majority of Chapter members have already paid their 2020 dues. He is now finalizing restaurant contract details for 2020. Don is also working on the Chapter roster update.

Secretary Report: Captain Doug Subcleff reported on the recent trip he and his wife made on the Black Ball Line ferry Coho. This U.S. flag vessel is on the Port Angeles / Victoria BC Canada run. The ship was built in 1959, and can carry 111 cars along with 1000 passengers. Doug thanked Captain John Cox, in attendance at the meeting, for his outstanding work as CEO of Black Ball. Captain Cox ensures that the Coho is kept in excellent condition, with an emphasis on safety, maintenance, and a well-trained crew. Captain Cox and Black Ball Line contribute to CAMM Seattle with raffle donations of Black Ball ferry tickets and Black Ball label 14 Knot Vodka!

Seagoing Report: Captain Bill Westrem, substituted for Sea-going VP Captain Andy Smith. Captain Westrem reported that he will soon return to sea on the President Eisenhower. He informed those present about the big crowd at the Veteran's Day ceremony held in the hangar at the USCG Air station, Port Angeles. The keynote speaker, RAdm Christopher "Scotty" Gray, US Navy, presented a quilt to the oldest veteran at the event: 96-year old World War II veteran William Payne, of the Merchant Marine. Captain Westrem noted that the Port



A good reason to attend the monthly CAMM meeting in Seattle. Captain Don Moore presents raffle winner Captain Cal Hunziker with a bottle of CAMM label wine. Cadet Joshua Smith drew the winning ticket for Captain Hunziker

PHOTO BY CAPTAIN DOUG SUBCLEFF

the Captain Calvin and Mrs. Elizabeth Hunziker scholarship award. Cadet Smith thanked Captain Hunziker for the award and then spoke about the history of Texas A&M Maritime Academy and his career plans. He intends to join the CAMM Cadet Chapter upon his return to Texas Maritime. Joshua also spoke about the plans to build new training ships for the maritime academies. The training ship General Rudder is the ship currently being used by Texas Maritime. It is 224 feet long and can only train about 50 cadets at a time. Funding has been approved to replace the 57-year old Empire State IV ship at New York Maritime with the first NSMV (National Security Multi Mission Vessel). The MSMVs are 524 feet long and can carry 600 cadets. Texas Maritime has not been prioritized to receive the

Angeles High School band played the Merchant Marine anthem: “Heave Ho My Lads Heave Ho”, a song he did not realize was so familiar to Kings Pointers.

Seagoing Report: Captain Bill Westrem substituted for Sea-going VP Captain Andy Smith. Captain Westrem reported that he will soon return to sea on the President Eisenhower. He spoke about the large crowd at the Veteran’s Day ceremony held in the hangar at the USCG Air station, Port Angeles. The keynote speaker, RAdm Christopher “Scotty” Gray, US Navy, presented a quilt to the oldest veteran at the event: 96-year old World War II veteran William Payne, of the Merchant Marine. Captain Westrem noted that the Port Angeles High School band played the Merchant Marine anthem: “Heave Ho

My Lads Heave Ho”, a song he did not realize was so familiar to USMMA grads!

After opening the January meeting, Captain Klein announced the latest issue of *Sidelights* (Dec 2019) has

updated information about the 2020 National meeting to be held at Port Canaveral, FL on May 6th to 8th. The theme is: Applying Tomorrow’s Technology in Today’s Maritime Industry.

Chapter Business: Captain Chuck Lund nominated Captain Jeff Cowan for the CAMM National First Vice

President position. The motion was seconded and approved.

Special Guest Q&A session: Captain Cal Hunziker introduced special guest Cadet Joshua Smith from Texas A&M Maritime Academy. He is the first recipient of

funding for the next one. Cadet Smith and Captain Hunziker (Texas A&M Class of 1970), would like to see more support for this by the U.S. Congress.

Positions Report

Captain Frank Zabrocky, #1964-RU
Positions Chairman

No report available.

Sidelights

Captain RJ Klein, #1964-RU
Sidelights Editor

Contributions for the April issue of *Sidelights* are due March 10. ↓

Wireless Remote Helm Control Approved by ABS & USCG

Boston-based Sea Machines Robotics, a leading developer of autonomous marine systems, announced in early January that the U.S. Coast Guard (USCG) and American

signals relayed from a crew member to the wheelhouse. Along with vessel maneuvering, the SM200 belt pack also enables wireless remote control of vessel equipment, including connection pins, pumps, winches, anchor windlasses and more. Michael G. Johnson, CEO, Sea Machines stated, "Today Sea Machines celebrates the confirmation that our SM200 system has been approved for use aboard ATBs by two of the most trusted bodies in the industry, ABS and the U.S. Coast Guard for their hard work in supporting the thorough review process and integrating the SM200 with their systems."

Sea Machines is also a leading developer of advanced perception and navigation assistance technology for a range of vessel types, including container ships. The company is currently testing its perception and situational awareness technology aboard one of A.P. Moller-Maersk's new-build ice-class container ships and has several other installations scheduled.



*Courtesy
Sea Machines*

Bureau of Shipping (ABS) had approved the company's SM200 commercial wireless helm for installation aboard a class of U.S. flag tugboats that support articulated tug-barge (ATB) sets. An industry first in wireless vessel control, the two bodies granted their approvals after an exhaustive review of Sea Machines' technology and the SM200's applications aboard the tugs. They deemed the system satisfactory for shipboard installation and trials. Sea Machines managed the review process in partnership with its dealer Rio Controls & Hydraulics, of Houston.

The SM200 introduces flexible control for mariners. The primary operator is no longer bound to a fixed control station as this system enables wireless helm and propulsion control. It will also allow for remote control of auxiliaries and payload equipment freeing mariners from the wheelhouse to conduct operations from a location that offers the greatest visibility and safety.

One significant advantage of using the SM200 aboard an ATB is connecting the tug in the barge notch. The remote helm control system empowers the operator to have a direct view of the task and be in full control of the tugboat and connecting pins. Conventional methods often rely on

Shane Fauchaux, president, Rio Hydraulics & Controls added, "The advanced technology that exists within Rio's steering and control systems integrated with the wireless, remote and/or the potential autonomy of the Sea Machines product suite not only allows Rio to offer customers the quality, durability and safety advantages of today's technology, but also the 24/7 service and support of over 100+ technicians across eight locations within the Rio group."

Sea Machines' SM Series of products, which includes both the SM200 and SM300, provides marine operators a new era of remote, task-driven, computer-guided vessel control, bringing advanced autonomy within reach for small- and large-scale operations. The controls are equipped with an intuitive joystick allowing an operator to remote-command manned or unmanned workboats within a 1-KM range. SM products are ideally suited for existing or new-build commercial vessels, including fireboats, commercial survey workboats, spill-response vessels, security/patrol/search-and-rescue craft, offshore wind support vessels, aquaculture workboats and others. The use of remote helm control can reduce risks to mariners in hazardous situations.

Remote Helm Control

This feature is particularly useful during the operations of fleeting, shifting and moving barges via tugboat. Often visibility from a wheelhouse can be impaired during these tasks due to high cargo loads and distance between operator and contact point. With the wireless remote helm, the mariner can move outside of the wheelhouse to whatever location gives him the best visibility. From there, he can safely and confidently control the vessel and load without relying on a remote spotter.

Remote Payload Control

Workboats have various types of payloads, including fire monitors, environmental sampling equipment, skimmers and more. The Sea Machines belt pack enables operators to activate equipment from a secondary vessel or an on-shore location, eliminating the need for a mariner to be in the wheelhouse. For ATB operators, this safety feature is especially helpful during the precision task of mating of an ATB's tug and barge. Using the wireless remote helm control, ATB operators are able to engage the connecting pins from the location with the best visibility, reducing the risk of damage to the pins from misalignment.

Reducing the Exposure of Crews to Hazards

Adding Sea Machines remote helm control to workboats working in hazardous conditions enables operators to reduce or remove crew from vessels. Always operated with a human in the loop, the remote-control vessels can be commanded safely from a mothership. This means oil spills can be surveyed, sampled and cleaned up with significantly reduced or eliminated risk to the health and well-being of mariners.

Faster Vessel Deployment

In an emergency, workboat operators often have to wait for crews to arrive before a response can begin. This delay can lead to deteriorating conditions on the scene, adding to the damages and cost of an incident. With remote helm controlled, vessels responders may be able to deploy response vessels - such as fireboats - immediately. Once on the scene, remote payload control would allow operators to activate water monitors and other equipment from a safe distance. Every second counts in an emergency on

the water, and remote helm control vessel technologies could enable vessel operators to activate response boats faster.

Force-Multiplier Effect

Those in the marine survey, dredging, or nuclear detection business know how time-consuming it is to manually execute grid patterns across large bodies of water via traditionally methods. With remote-control technology, mariners aboard a mothership can now remotely command unmanned daughter craft - a capability that generates a force-multiplier effect.

Reducing Human Error and Fatigue

Human error and fatigue are commonly cited as reasons for vessel incidents. Remote helm control technologies could allow a secondary operator, located aboard a second vessel or on-shore, to take over navigation or tasks while on-board mariners rest. Remotely controlled cameras and other sensors would ensure offsite operators have full situational awareness.

Deploying remote operations is ideal

for applications such as mothership/daughter ship arrangements, marine-spill response, firefighting, patrol and security, aquaculture and more. The SM300 or SM200 can be added to all types of workboats as a retrofit or as part of new-build specifications. Most vessels can be outfitted with a Sea Machines system in just a couple days.

Editor Note: Sea Machines is headquartered in the global tech hub of Boston and operating globally and is a leader in pioneering autonomous control and advanced perception systems for the marine industries. Learn more about Sea Machines at www.sea-machines.com. Houston-based Rio Controls & Hydraulics is a full-service engineering, manufacturing and service company that provides the steering, alarm, control and automation systems, as well as hydraulic service, repair and fabrication, for commercial marine vessels in Houston, New Orleans, New York, Port Arthur and Corpus Christi. Learn more about Rio at: www.riomarineinc.com/rio-controls-hydraulics

CROSSED THE FINAL BAR

CAPTAIN EUGENE A. OLSEN, #953-RU (L)

CAMM was recently informed that Captain Eugene A. Olsen, passed away on June 14, 2018 in Poughkeepsie, NY. He was 89. Born July 19, 1928, he was the son of the late Edward Olsen and Margaret McKiernan Olsen, he was born on July 19, 1928 in Jersey City, NJ.

Captain Olsen was a longtime resident of Pine Bush, NY. A US Navy Veteran, he served his country from 1954-1956 and reached the Rank of Lieutenant. Captain Olsen was a retired ship Captain who sailed for 38 years with American President Lines. He was a Free Mason and a member of The Council of American Master Mariners for over 50 years - joining the Council in 1965.

He is survived by his wife Jane and several nieces and nephews. Captain Olsen was buried at New Prospect Cemetery with Full Military Honors.

CAPTAIN DENNIS R. SHERWOOD

Captain Dennis R. Sherwood, a Sandy Hook Pilot, died on December 30, 2019. According to the pilot's association, the injuries occurred when he fell from an accommodation ladder while attempting to board the inbound ship, Maersk Kensington. After the fall, Captain Sherwood was evacuated to a medical facility on Staten Island where he succumbed to his injuries. The incident is under investigation the by U.S. Coast Guard.

Captain Sherwood was well known in the maritime community and CAMM wishes to add our condolences to the family. He was born and raised on Staten Island and was a Sandy Hook pilot for 35 years. Captain Sherwood is survived by his wife of 35 years, Marianne Sherwood, children, Kelly Sherwood, Dennis Sherwood, William Sherwood, and Alexis Sherwood, and siblings, Margaret Griswold and William Sherwood, both of Staten Island.



Why Are Shipmasters in Disasters Hung by the Press?

Cartner on the International Law of the Shipmaster



For CAMM Members
Prologue by Captain
John A. C. Cartner

Cartner on the International Law of the Shipmaster (2020) is being published this year. I am honored by the publisher,

by the eponymous title, and am serializing the new book in *Sidelights*. It will appear in future issues starting in April. The series will be in condensed chapters exclusively for my fellow CAMM Members. The International Law of the Shipmaster (2009), Lloyds Press (London) will remain available because the new book complements but does not supersede it.

Shipmaster law titles have a goodly Anglo-American history. Henry VIII of England published *The Judgment of the Sea, of Masters, of Mariners, and Merchants, and All Their Doings* in 1551 which was a literal translation of the French version which had arisen from the Roles of Oleron of the 12th century in Aquitaine, and later published under the guise of those laws in England as arising at the time of Richard I. Charles Molloy, a barrister of the Middle Temple, first published in 1676 (running to nine editions through 1778) *De Jure Maritimo Et Navali: or a Treatise Of Affairs Maritime And Of Commerce*. It was originally derived from Gerald Malynes' book *Consuetudo vel Lex Mercatoria* on Bills of Exchange first published in 1622. That book was a rework of a treatise of John Marius, Notary, *Advice Concerning Bills of Exchange*. Molloy's

book was superseded in 1802 by Charles Abbott (1762-1832), later Chief Justice and Baron Tenderden *On Merchants, Ships and Seamen* (last published in its 14th edition prior to World War I).

In 1802, Abbott wrote, "It is impossible to frame any set of general rules adapted to enforce the performance of the civil obligations of a [commander]. . ." Abbott chose his words carefully. An obligation is the relationship between two persons, one of whom can take judicial action to compel the other to do or not do a certain act. It includes the right of one and the duty of the other. It usually emphasizes the right then the duty. Duty is emphasized here largely as a matter of maritime custom

The shipmaster's duties are well-definable.... The first duty is to oneself.

which emphasizes duty rather than right.

I took up the challenge of Abbott's hypothesis in my new book and have come up with nine principal duties of the shipmaster. They are fairly mutually exclusive, although interactive among each other, and exhaustive of all duties. This is the first time the duties have been so stated and related and I believe it furthers the profession by so doing. Its first utility is being able to systematically evaluate shipmaster behaviors for proactive training and for retroactive analyses of errors made in the exercise of the command privilege of the master's license and shipmaster appointment.

I will write one or two sections of the series in *Sidelights* summarizing each of the duties. I will then apply them to some infamous shipmaster cases in history, such as Captain Thomas FitzStephen of *The White Ship* (1120), Captain William H. Van Schaick of *General Slocum* (1904), Captain Edward J. Smith of *Titanic* (1912), Captain William Warms of *Morro Castle* (1930), Captain Pastrengo Rugiati of *Torrey Canyon* (1967), Captain David Lewry of *Herald of Free Enterprise* (1987), Captain Joseph Hazelwood of *Exxon Valdez* (1989), Captain Yiannis Avranas of *Oceanos* (1991), Captain Avo Piht of *Estonia* (1994), Captain Apostolos Mangouras of *Prestige* (2002), Captain Francesco Schettino of *Costa Concordia* (2012), Captain Lee Joon Suk of *SEWOL* (2014), Captain Michael Davidson of *El Faro* (2015), and others. I will offer an explanation of why shipmasters in disasters are hung by the press – deservedly or not. There but for the grace of God go any of us. These men stand in contrast to other masters in other trades such as Sir Francis Drake, Henry Hudson, Samuel Champlain, John Paul Jones, Paolo da Gama – each a shipmaster well-known in history for less noticed disastrous deeds of seamanship but for far greater deeds of finding and exploiting foreign lands and populations. Explorer-shipmasters are treated much better than shipmasters who were not.

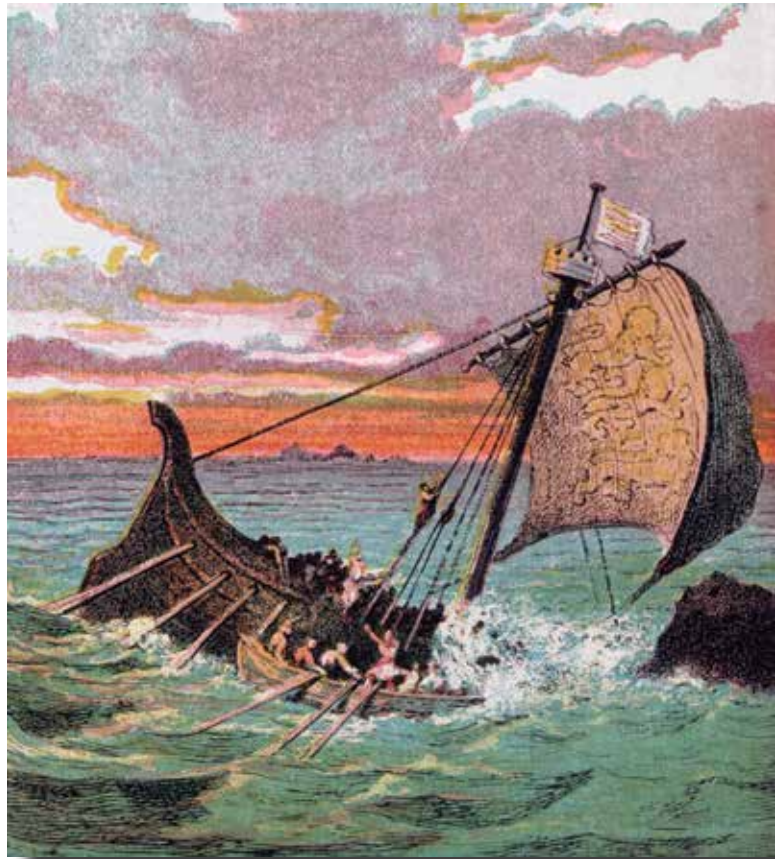
The shipmaster's duties are well-definable and are interactive with each other.

- The first duty is to oneself. It is arguably the first and foremost duty because a shipmaster is not fit unless he meets the elements of the duty.



- The second duty is to private authority. That authority is to the owner to whom the licensed master owes his being an appointed shipmaster. The agency between owner and shipmaster is substantial and extensive and no other book devotes as much to it as my new one.
- The third duty is to the vessel's registry state. The licensed master, as shipmaster, carries the warrant of the registry state to enforce the laws of the state aboard. Taken with his appointment as shipmaster, the commander is competent commercial and registry state authority afloat. The Maritime Labor Convention 2006 (in force in 2013) language establishes the concept well and for the first time.
- The fourth duty is to the cargo. The owner is the cargo owner's agent and the shipmaster in turn is the owner's agent or subagent to the cargo owners. He must accept and lade and carry and discharge it safely.
- The fifth duty is to the vessel. This is a technical and operational duty which only the shipmaster can be charged with in operations although the owner has substantial duties here also.
- The sixth duty is to lives – aboard and nearby.
- The seventh duty is to prosecute the voyage economically and safely.
- The eighth duty is the avoidance of undue risk to himself, the owner, the registry state, the cargo, the vessel, the voyage and maritime venture, the lives affected and the environment.
- The ninth duty is to the environment.

Although simply stated, they are rooted in conventions, domestic laws, customs and an industry which has a written record four thousand years old. The first recorded shipmaster by name was three



The Wreck of the White Ship. On 25 November 1120, enroute from Barfleur, Normandy to England its port side struck a submerged rock called Quillebœuf. Of approximately 300 sailors and passengers aboard (including William Adelin heir to the throne of England) only one survived.

SOURCE PUBLIC DOMAIN, FROM PICTURES OF ENGLISH HISTORY, BY JOSEPH MARTIN KROHEIM 1868

millennia ago, Odysseus. From his line we have all sprung, many successfully and some not so successful. From those in trade came naval commanding officers. The book is the first ever to bring the duties in law in one place succinctly and

understandably and relate them to their pasts. My hope is that it will be useful to my CAMM friends and colleagues.

Fraternally yours,
John A C Cartner

“If one does not know to which port one is sailing, no wind is favorable.”

Lucius Annaeus Seneca



2020 Annual General Meeting and Professional Development Conference



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

Applying Tomorrow's Technology in Today's Maritime Industry

AGM-PDC Sponsors



CAP'N MANNY
& ASSOCIATES



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Captain Chris Edyvean

E.N. Bisso Canaveral, Inc.



Registration Form 2020 CAMM AGM/PDC Port Canaveral, FL



Name: _____ CAMM Membership No.: _____

Address _____ City: _____ State: _____ Zip: _____

Best Contact Phone: _____ Alternate Phone: _____

Email address: _____

Name for Name Tag: _____ CAMM Chapter Affiliation: _____

Arrival Date: _____ Departure Date: _____

Name Guest 1: _____ Name Guest 2: _____

Events - Mark the boxes of events you plan to attend

	Wednesday May 6		Thursday May 7			Friday May 8			
PDC - AGM and Closing Dinner will be at Radisson Resort at the Port Port Canaveral, FL	Golf Outing: At Cocoa Beach CG Golf/cart/lunch/sleeve of balls \$70	CAMM Welcome Reception No Charge	Professional Development Conference (PDC) \$75	Guest Outing Cocoa Village Tour & Shopping W/Lunch \$50	Port Canaveral Reception and Dinner in \$65	Guest Outing Cape Canaveral Lighthouses and Space Flight Tour W/Lunch \$50	Annual General Meeting (AGM) \$75	Closing Dinner and Reception Check Your Choice \$75	Total
Primary Attendee								<input type="checkbox"/> Flame Grilled Sirloin Steak <input type="checkbox"/> Grilled Mahi-Mahi	
Guest								<input type="checkbox"/> Flame Grilled Sirloin Steak <input type="checkbox"/> Grilled Mahi-Mahi	
Guest								<input type="checkbox"/> Flame Grilled Sirloin Steak <input type="checkbox"/> Grilled Mahi-Mahi	
Grand Total									

Please check all that apply:

I require special needs and/or assistance (please explain - e.g. dietary, ADA, etc.):

Please return this form with check payable to "CAMM" **no later than April 15, 2020 to:**

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



Council of American Master Mariners

2020 Sponsorships



Professional Development Conference & Annual General Meeting

May 6-8, 2020 Port Canaveral, FL

Meeting Sponsorships

Platinum – \$5,000

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

Gold – \$3,000

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

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

Bronze - \$1,000

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

Master Mariner - \$500

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

Contributor - \$100

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

Other Sponsorships

These Sponsorships include:

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

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

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

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

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

- Thursday CAMM PDC
- Friday: CAMM AGM

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

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

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

Closing Banquet Table \$750

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

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

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Dedicated to supporting and strengthening the American Merchant Marine

Venue & Accommodations

Radisson Resort At the Port
871 Astronaut Blvd.
Capt Canaveral, FL 32920

\$152 /night +tax
Standard Room
Book by April 6
Includes breakfast for 2 & parking
Link to book at CAMM rate:
<http://bit.ly/CAMM2020>

Wednesdays May 6

Golf Outing
Welcome Reception

Thursday, May 7

Professional Development Conference
Featured Speakers to address theme of conference.

Guest Outing Cocoa Village
Tour w/Shopping & Lunch

Evening Social Event
Port Canaveral
Reception & Dinner

Friday, May 8

Annual General Meeting
Guest Outing – Cape Canaveral
Lighthouses and Space
Flight Tour w/Lunch

Closing Dinner
Keynote Speaker

Event Chairperson

Captain Manny Arosemena
captarosemena@mastermariner.org

Sponsors

Sponsorships Available
See page 21 for details

Applying Tomorrow's Technology in Today's Maritime Industry

*CAMM Annual General Meeting and Professional Development Conference
May 6-8, 2020 Port Canaveral, FL*

Professional Development Conference

Topics:

Tomorrow's VTS Today – More Than Just Traffic Control
Sustainability in Shipping for the Next Decade
Space Technology in the Maritime
LNG – Tomorrow's fuel or Bridge Fuel
Autonomous Ships

Annual General Meeting

Council business
Positions Review
Election of Officers
Vote on Leadership Structural Change

Closing Dinner

Keynote Speaker

Congressman Brian Mast

FL 18th District

Congressman Brian Mast is a Member of the House Committee on Transportation and Infrastructure and sits on the subcommittee for Coast Guard and Maritime Transportation. The subcommittee has jurisdiction over the United States Coast Guard, including its duties, organization, functions, and powers. Within the Committee's broader maritime transportation jurisdiction, the Subcommittee has jurisdiction over the regulation of vessels and seamen; international conventions related to the safety of life at sea; and the regulation of ocean shipping, domestic cabotage, and the merchant marine, except as it relates to national defense.

Lalonde "Spirit of the Sea Award"
Introduction of 2020-2022 National Officers
Cash Raffle Drawing
Recognitions

Wednesday Golf Outing



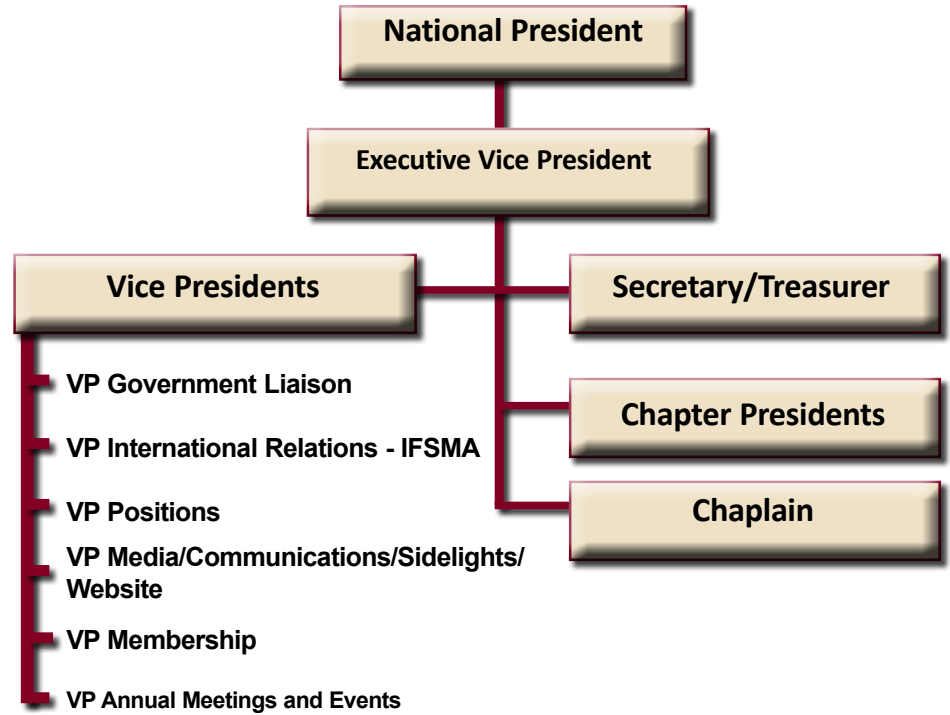
Golf Outing is at
Cocoa Beach Country Club



Time for a Change –

Move to Task-Based Leadership Structure

Task-Based



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

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

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

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

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

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

Our Constitution and By-Laws offer

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

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

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



Retain Current Leadership Structure

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

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

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

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

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

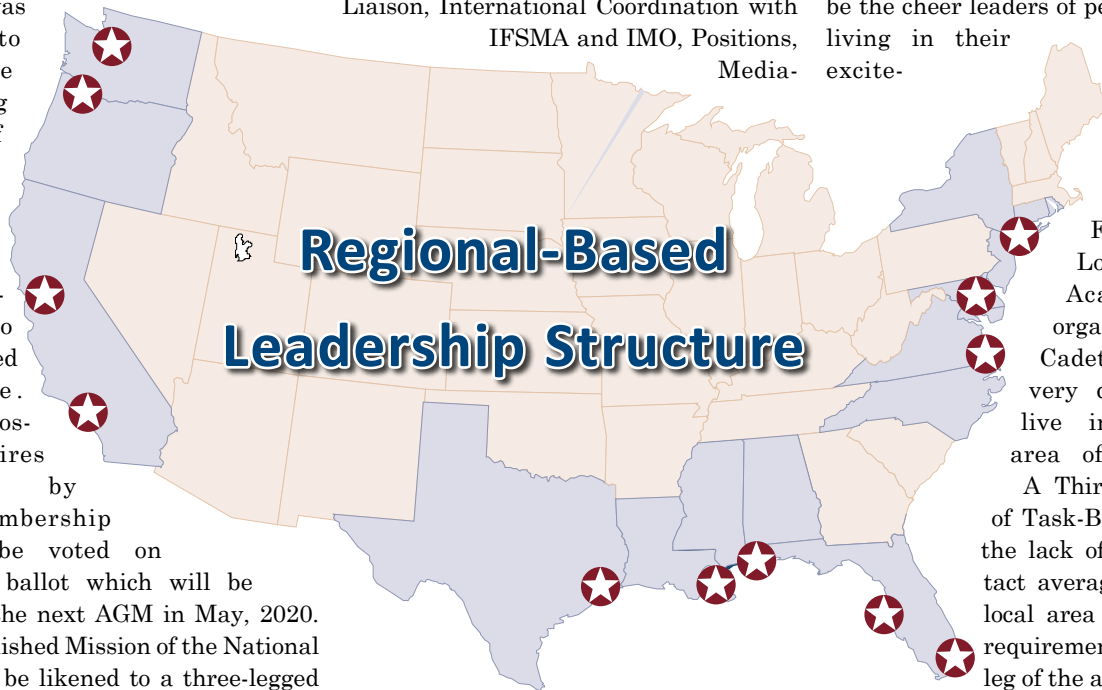
also in better position to be aware of new member possibilities in their home area.

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

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

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

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



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

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

Women of CAMM



by Captain
Manny Aschemeyer,
1548-RU

In a special edition of their Proceedings, the U.S. Coast Guard honored 32 women who had excelled in the maritime industry, both afloat and ashore. These women

Captain Lynn Korwatch (#2089-RU): Captain Korwatch was one of three women to graduate from California Maritime in 1976 (In 1973, Cal Maritime Academy became the first maritime academy to accept women). In 1988 she became the first American woman to command a large United States flagged commercial vessel, the Matson container ship SS *Mau*i. Captain Korwatch then came ashore with Matson Navigation Co. and worked her way up to become General Manager of Marine Operations. In September, 2000 she was appointed Executive Director for the Marine Exchange of the San Francisco Bay Region, a post she continues to hold.

overcome the challenges, adversities and in some cases, hostility, as they entered a male dominated industry. They demonstrated courage, resolve, and persistence and achieved success which opened opportunities for other women. In the December issue of *Sidelights* (pages 24-25) we featured seven female CAMM members who had been honored in Proceedings as being "Pioneers & Prodigies" in their careers.

In their introduction of the Special Edition, Proceedings stated that, "While this special issue highlights well-deserved recognition for the women included herein, we know there are many others deserving of recognition that we weren't able to include. They, too, are hard-working and doing their jobs - not for recognition, but only to make our maritime industry better and stronger. And we are grateful for their contributions they make each and every day!"

With that disclaimer in mind, I became intrigued and decided to research our CAMM membership records for female members who, like many included among the women listed the Proceedings article, could be considered Pioneers & Prodigies. Here are some of our members who "make our maritime industry better and stronger."

Captain Korwatch serves as Chair of the SF Bay Area Harbor Safety Committee, sits on the SF Bay Conservation & Development Commission (Seaport Advisory Committee), was appointed by Governor Brown to California's OSPR Agency, is a member on the Northern California Area Maritime Security Committee, serves on NOAA's CENCOOS Council, and is a past president of the Marine Information Services of North America (MISNA).

The U.S. Navy League and Propeller Club of the Golden Gate have honored her as their "Woman of the Year." Captain Korwatch received the Women in Transportation's "Glass Ceiling" Award and in 2010 was honored by Cal Maritime as one of their "Distinguished Alumni."

Captain Laura Kovary (#2354-S): A 1978 Graduate of Cal Maritime, Captain Kovary sailed tankers, freighters, container ships, and passenger vessels. She earned her Master's Degree in Maritime Management at Maine Maritime Academy and then pursued a career ashore. Captain Kovary is a Proprietor and Principal at Environmental Maritime Services which provides consulting services to the oil & maritime industries. She is the Lead Instructor for the Maritime and



Mary Patten, first woman to command a U.S. flag ocean ship. In 1856, Mary Patten took command of the Neptune's Car when the Captain, Joshua Patten, (her husband) was incapacitated off Cape Horn. Captain Mary Patten learned, navigated the ship, put down a mutiny, nursed her husband back to health, and sailed in to San Francisco Bay without a pilot - she was 19 and pregnant. Her voyage was the subject of several books and the hospital and the U.S. Merchant Marine Academy is named after her.

PHOTO: PUBLIC DOMAIN VIA WIKIMEDIA

Environmental Training Trust and teaches Global Supply Change Management at UCLA, and at CSU Long Beach.

Captain Kovary has taught at two state maritime academies and was Port Superintendent (7 years) at BP Shipping. She was Acting Division Chief for the California State Lands Commission (Marine Facilities Division) where she championed biological testing of ballast water and coordinated the revisions to the state's Marine Oil Terminal Maintenance Standard (MOTEMS).

Captain Holly Beth Cooper (#2376-RP): Captain Cooper graduated from Texas A&M Maritime Academy at Galveston in 1982. For the next 12 years she sailed in all deck officer capacities including Master. In 1994, she became the first woman to be accepted into the Houston Pilots Association's pilot apprentice program and became a fully qualified First Class Pilot for the Houston Ship Channel in 1994. Captain Cooper continues working as a Houston Ship Pilot. She is also a First Class Pilot in San Francisco and Valdez, Alaska.

In her spare time, Captain Cooper qualified for an FAA Private Pilot's License. She and her husband, Denton Wood, are Owners of Alaskan Air

Charters. They operate a Bush Pilot company flying Skyvans and other type aircraft into remote areas of Alaska. Their son, Dylan Wood, is attending TAMUG and is an airplane pilot.

Captain Tracey Gunnlaugsson (#2694-S16): Captain Gunnlaugsson graduated from the United States Merchant Marine Academy at Kings Point, NY in 1991. She began her career with Exxon Shipping Co. as Third Mate. While shipping with Exxon she sailed as Chief Mate and obtained her 1600-ton Master's License. She transitioned ashore with Exxon and progressed through several leadership roles to senior management.

In 2016, Captain Gunnlaugsson became the first female CEO of SeaRiver Maritime, Inc. and International Marine Transportations, Ltd. SeaRiver manages Exxon's U.S. flag tankers and International Maritime Transportation manages a world-wide chartered fleet of 650 tankers and barges. Captain Gunnlaugsson was promoted at Exxon Mobil Corporation as a Corporate Vice President and Chief Human Resources Officer. She has served on the Executive Committees for the Oil Companies Marine International Forum (OCMIF), the International Tanker Owners Pollution Federation, Ltd., and on the Board of Directors for the USCG Foundation.

Captain Sherri Hickman (# 2871-RP): A 1985 graduate of Maine Maritime Academy, Captain Hickman quickly attained her unlimited Master's License sailing in various U.S.-flag ships. In 1994, Captain Hickman along with Captain Cooper became the first women voted into the Houston Pilots. Captain Hickman is a First Class Pilot in the Houston Ship Channel and for over 20 years has piloted ships in the Houston Ship Channel.

Early in 2018, Captain Hickman was the Pilot on the ATB *Liberty*. As soon as she heard the name of the vessel, Captain Hickman knew exactly who was on that ATB. Her daughter, Coronado was third mate on the *Liberty*. Coronado had followed in her mother's wake and attended Maine Maritime Academy, graduating in

2016. Coronado had transited the Houston Ship Channel a dozen times over but never with her mother as Pilot. *Liberty's* Captain, John Carraway, informed the pilot that, rather than him, he would like for Third Officer Coronado to work with the pilot and "maneuver off dock together."

Captain Tina Vanderploeg

(#3002-RU): A 1992 graduate of Maine Maritime Academy, Captain Vanderploeg comes from seafaring family. Her parents met while shipping together on Moore-McCormick Lines' passenger ship *SS Brazil*. It was always her dream to go to sea. She grew up visiting the ports and ships with her father as captain and was able to take a few coastwise trips with him. Her CAMM membership was sponsored by her father, Captain Harold Vanderploeg (#1180-RU), a retired Master Mariner with Moore-McCormick Lines.

Captain Vanderploeg began her career as Third Mate with Military Sealift Command on tankers and SL-7's (high speed container ships). She then sailed for Maersk Line, Ltd. on Maritime Prepositioning Ships and 14 years on LMSR's (Large Medium Speed Ro-Ro ships). Captain Vanderploeg, become the first female Captain of an LMSR class ship, the USNS *Bob Hope*. The AMO Union cited her as being "The Youngest Woman in the U.S. Merchant Fleet to earn an Unlimited Master Mariner's License."

Captain Vanderploeg retired from MSC in 2014 and started Mobile Maritime Training, LLC. Her company provides safety, physical security and firearms training to U.S. Merchant Mariners at maritime facilities and on their vessels. She is a Lieutenant Commander



Captain Myrtle (Molly) Kool. First female licensed Master Mariner in North America. She earned her Master Mariner's papers on April 19, 1939 upon graduation from the Merchant Marine Institution in Yarmouth, Nova Scotia, CA Merchant Marine.

PHOTO: PUBLIC DOMAIN VIA WIKIMEDIA

in the Merchant Marine Individual Ready Reserve Group, USNR. Captain Vanderploeg completed the National Transportation Safety Board (NTSB) Accident Investigation course and currently serves as a Maritime Accident Investigator for The New Jersey Maritime Pilot and Docking Pilot Commission. She was recently honored by the Boston Marine Society for her achievements as a woman in the Maritime Industry

Captain Augusta D. Roth (#3116-S): A 1996 graduate of Texas A&M Maritime Academy at Galveston (TUGMA), Captain Roth earned an MBA from Phoenix University in 2008. She is currently the Maritime Transportation Department Head at TUGMA, where she oversees the deck department professional training for 350-400 cadets. She oversaw the creation and implementation of International Maritime Organization's STCW, US Coast Guard, and MARAD regulatory requirements at the Academy.

Before joining the faculty at TUGMA in 2001, Captain Roth worked offshore at Skaugen Petrotrans as a Mooring Master lightering VLCCs to daughter ships for the transport of petroleum products into Gulf ports. She has continued her out-

Continued next page >>>

CAMM Women >>> Cont'd from page 25

reach to the maritime industry by sailing during breaks aboard the various training ships and harbor tugs to keep her Merchant Mariner Credentials current.

Captain Roth is actively involved with maritime regulatory policies by participating in the Merchant Marine Personnel Advisory Committee (MERPAC) and the IMO-HTW (Human element, Training and Watchkeeping) sub-committee. She serves on the board of the Sea Aggie Former Student Network as Campus Liaison and is the Gulf Coast Regional Vice-President for CAMM.

Chief Officer Alexandra Marie Hagerty (# 3480-AL): Chief Officer Hagerty graduated from New York Maritime College (SUNY) in 2012. She is currently the Chief Officer on the USNS *Bowditch*, an oceanographic survey vessel that creates 3D charts of the ocean floor with scientists from Stennis Space Center and the Naval Oceanography Operations Command. The vessel conducts most of its work in Southeast Asia. The *Bowditch* has other female crew members in key positions and Chief Officer Hagerty loves working on a ship with these female role models. Her previous assignment aboard the USNS *Henson* was the first 4,000+ gross tonnage vessel to have an all-female deck crew. Captain Kristin Mangold is an excellent role model for young women coming into the maritime industry.

Prior to attending SUNY Maritime, Chief Officer Hagerty interned with Tall Ships America in Newport, Rhode Island. She continued interning on Tall Ships and other sailing vessels in both France and Denmark until her enrollment at SUNY. After graduation, she worked on heavy lift vessels, car carriers, LMSR's and other government contract vessels with Military Sealift Command.

Chief Officer Hagerty has created the Alexandra Hagerty Women's Maritime

Foundation which gives scholarships to high school students who have been admitted to an American Maritime Academy with an emphasis on women and minorities. Chief Officer Hagerty represents North America on the Younger Member's Council of the Nautical Institute. The Council is newly formed and held their first conference at the Nautical Institute in London. Chief Officer Hagerty was the only female seafarer in attendance. She is an Associate Fellow of the Nautical Institute, a member of the Society of Fellows, Tall Ships America, an Aspen Rotary Club, Women in Shipping and International Trade Association (WISTA) USA, and is the Female Ambassador for SUNY Maritime College in Colorado.

Chief Officer Hagerty received an Institute of Chartered Shipbrokers scholarship from WISTA and is studying to become a Chartered Shipbroker. She is on target to obtain her unlimited Master Mariner's license this year.

Captain Margaret Reasoner (# 3481-S16): A1984 graduate from California Maritime Academy, Captain Reasoner had a successful career at Crowley Maritime Corp. from Cadet to Captain and from Port Captain to Director of Marine Personnel. At Crowley, she was Captain of their first all-female crewed tug, and was Crowley's first female Port Captain. During her time as Port Captain, Captain Reasoner put together crewing groups into one Marine Personnel Department for Crowley and implemented a wellness program with Crowley crews, AMO and SIU. Captain Reasoner has made a difference to help improve and shape the future of our industry by working with the Cal Maritime Academy Alumni Association, Propeller Club, and International Maritime Center.

Captain Reasoner adds: "I have been truly blessed throughout my career!

Aside from the day to day giving back, I hope I have honored my Father with the book He gave me to write as well as through my Port Chaplaincy work." She is a certified Port Chaplain, and has published a book: *A Sailor's Sunrise-Meditations for Mariners 90 Days on Contract-* www.sailorsunrise.com.

In 2014 Captain Reasoner joined Patriot Contract Services as Director of Labor & Operations where she is responsible for 22 vessels, their captains and crews. She is also the chairperson of the USCG Merchant Mariner Medical Advisory Committee.

Captain Jill Paige Friedman (# 3508-RU): Captain Friedman is a rarity in today's maritime industry; she is a "Hawsepiper". She began going to sea at age 6 on commercial fishing boats operated by her father. Later on, at age 13, she began working in the galley aboard commercial sport fishing boats. When she tried to enter into the commercial fishing as more than a galley person, she was blocked by the "men only" culture.

Graduating High School in 1998, Captain Friedman attended Brazosport College in Texas where she studied for her AB/QMED ticket under their two-year Ocean & Marine Technology Program. She obtained her AB's certification and graduated from Brazosport. She quickly earned her 1600-ton Master's License and Second Mate's unlimited license while shipping with various Offshore Support Vessels (OSV) companies. She left the OSVs to ship deep sea with SeaRiver Maritime, first as AB and then Third Mate. She recognized that advancement at SeaRiver would be slow and decided to leave in order to advance her seagoing career.

Continued on page 31>>>

New Container Firefighting System



VIKING Life Saving Company

VIKING Life Saving Equipment has perfected a new means of fighting fires in containers aboard ship. The alarming rise in the number of container fires has brought

calls for urgent action from the International Union of Marine Insurance (IUMI), with stakeholders urged to encourage IMO to strengthen fire protection and review firefighting equipment onboard existing ships. Fighting a fire high up in the stack from the deck is often ineffective, with containers dowsed on the outside while materials inside continue to burn. As ship sizes have increased, so have stack heights.

Container firefighting across the V.Ships Hamburg container ship fleet has been entrusted to the HydroPen™ system, after VIKING Life-Saving Equipment secured a contract to protect over 40 ships against one of the industry's fastest growing safety hazards.

The HydroPen™ system is based on an innovative drilling and spraying machine that allows deck crew to fight fires successfully high up in the stack. Developed by Rosenby Engineering and distributed exclusively by VIKING, the HydroPen unit is attached to existing ship hoses and raised by a single crew member using a telescopic lift. Powered by water pressure alone, the HydroPen drills through the container door before switching to spray mode to extinguish the fire with water, foam or CO2.

VIKING will deliver 88 HydroPen systems to 45 V.Ships Hamburg container ships by February 2020. One unit will be positioned astern and the other towards the bow to enable rapid response.

“For V.Ships, new technologies that support safety excellence are always welcome, while keeping customers ahead of the competition through innovation is one of our core values,” says Franck Kayser, Group Managing Director, V.Ships Ship Management. “HydroPen is an easy to use but ground-breaking

system that addresses a specific industry concern. Its adoption fleetwide aligns with our ‘safety first’ commitment.”

“Securing an order of this magnitude from one of the leading ship management companies in the world is a major vindication of the work behind bringing the HydroPen system to market,” says Lasse Boesen, Product Manager Trade, VIKING. “Several of the most recent container fires have occurred on very large ships. These ships can only call at a limited number of ports, making it critical that container fires are dealt with on board.



The VIKING HydroPen device in place.



The VIKING HydroPen in action.

The feedback that we are getting on HydroPen is that the system's true value comes from its being so easy to use.”

“We continuously seek to offer the very latest technologies to our maritime customers and in the HydroPen we believe we have a solution that will quickly become a ‘must-have’ to address a serious and widespread issue,” says Benny Carlsen, VIKING Senior Vice President. The HydroPen has already seen service, after a pilot system was used to extinguish a real fire at sea. ↴

Why Are Life Jackets Orange?



By Captain Tuuli
Messer-Bookman
#3293-S

The ubiquitous “international orange” color and its use on lifesaving equipment is a relatively recent innovation. Per traditional color theory, orange is considered “opposite” to blue, the



Partially flooded with ice-cold seawater, Titanic’s Collapsible Boat D approaches RMS Carpathia at 7:15 am on 15 April 1912. Note the white life jackets.

PHOTO TAKEN BY PASSENGER ABOARD THE CARPATHIA, PUBLIC DOMAIN

highest contrasting value. (Other theories put yellow opposite blue.) The federal government standardized several colors in the 1950s, primarily to define colors for military vendors who manufactured everything from navy gray paint to khaki uniforms. International orange is defined by Federal Standard 595, as color #FS 12197. There are some gentle variations between engineering, aeronautical, and maritime oranges, but the colors each have strict formulae and are largely indistinguishable unless viewed side by side.

It wasn’t until 1962 that international orange became the mandated color for life jackets and lifesaving appliances. Prior to then, life jackets were often white, as was the case with the cork lifejackets used on the RMS Titanic. Thus, it was difficult for the rescuing ships to locate survivors as the lifejackets were not as visible as other colors would have been. Prior to 1962, even the military used non-contrasting colors for lifesaving appliances, and still does in some applications!

Why Were the Regulations Changed?

Despite the thousands of lives lost due to the almost invisibility of white, grey or blue life jackets against a blue, grey or white-capped sea, the requirement that life jackets be orange was inspired

by a single, bizarre, violent incident off the Florida coast in 1961. In the winter of 1961, Dr. Arthur Duperrault, with his wife Jean and three children (Brian 14, Terry Jo 11, and Renee 7) chartered the 60’ ketch Bluebelle for a round-trip from Ft. Lauderdale to the Bahamas. The Bluebelle was captained by Julian Harvey, a handsome, athletic, decorated war pilot and his (sixth) wife Mary, a pretty, vivacious stewardess, whom he had married four months earlier.

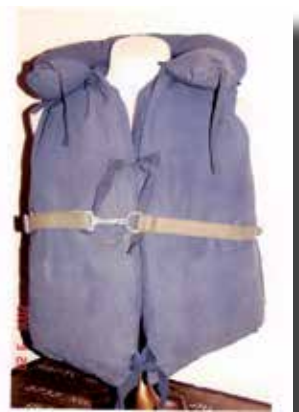
One evening, during the trip back to Florida, Captain Harvey murdered his new bride, presumably to collect on her life insurance policy. The Duperrault’s middle child, Terry Jo, was awakened by screams to find the bloody bodies of her mother, brother and Harvey’s wife Mary scattered about the deck. (It is speculated that Dr. Duperrault,, his wife, Brian, and Renee saw the murder, and in a panic, Harvey murdered them all.) After the murders, Harvey prepared a dingy for himself and opened seacocks to scuttle the Bluebelle. As the boat began to sink, the dinghy began to drift away, forcing Harvey to jump in after it, leaving little Terry Jo to go down with the boat.

Terrified, Terry Jo noticed a cork life float tied to the cabin top and was able to

untie it and get it launched just before the Bluebelle sank out from under her. She was adrift for four days, wearing nothing more than the light sleeping clothes she had on when the boat sank. After four days adrift, she was

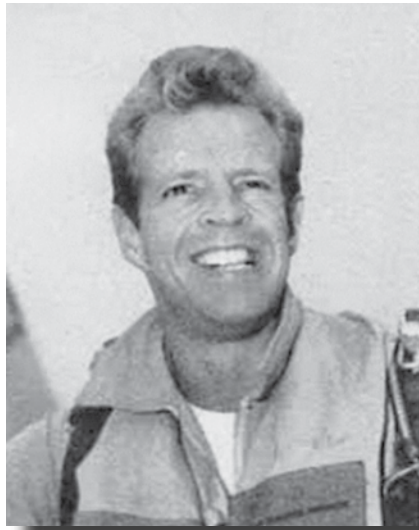
rescued by a passing Greek freighter, the Captain Theo – she was on the brink of death from exposure and dehydration. The raft was white!

Harvey was picked up after only one day adrift. At the time he was discovered, the body of 7 year-old Renee Duperrault was on his lap. During the Coast Guard investigation, Harvey explained that a terrible squall had dismasted the Bluebelle and



US Navy life jackets in WWII were blue/gray? Imagine searching for someone wearing that lifejacket in the North Atlantic

PHOTO FROM USMILITARIAFORUM/EBAY



Captain Julian Harvey, Captain of the Bluebelle
PHOTO FROM WWW.FINDAGRAVE.COM

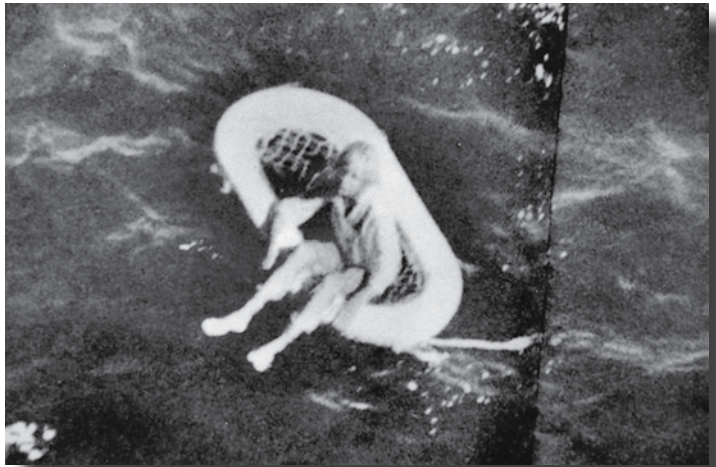


Photo of Terry Jo by unnamed crewman of the Greek freighter Captain Theo
PHOTO FROM CBS NEWS - FAIR USE

that the mast had penetrated a fuel tank, causing a massive fire. He had done all he could, but nothing could save the boat and everyone went down with the boat when it sank. He had found the child floating face-down in the water and said he did his best to revive her, to no avail.

During one of Harvey's interviews, a Coastguardsman popped into the interview room with the wonderful news of Terry Jo's survival. Harvey was stunned, but then exclaimed, "Why that's wonderful!" and quickly excused himself. Harvey returned to his hotel, having registered using an alias, penned a quick note to a friend, then killed himself by slitting the veins in his thigh and throat with a razor blade.

Terry Jo, with maturity and presence beyond her years, explained there was no storm, no dismasting, and described

in great detail the crimes that Harvey had committed. As it turned out, Harvey was no stranger to violence, suspicious losses, and miraculous survivals. Two of Harvey's previous yachts had sunk under less than clear circumstances, both yielding generous insurance settlements. Harvey was also suspected of killing his third wife and her mother.

Harvey had miraculously emerged unscathed, a feat most investigators felt was only possible if he had been prepared for the impact, but they couldn't prove it.

The Master of the Greek freighter, Captain Stylianos Coutsodontis who rescued Terry Jo, described to the Coast Guard investigators the difficulty of seeing a white raft bobbing on a white-capped sea. As a result, the final Coast Guard report on the incident urged, . . . That consideration be given to amending the specifications for buoyant apparatus, life floats and life rafts (46 CFR 160.010, 160.018 and 160.027), to require that the body of such lifesaving equipment be painted or otherwise colored international orange. . . That consideration be given to amending the vessel inspection regulations to require that the body of buoyant apparatus, life rafts and life floats used on board vessels or artificial islands and fixed structures on

the outer continental shelf, be painted or otherwise colored international orange.

In 1962 these recommendations became law. That life jackets are orange is directly attributable to the observations of Captain Coutsodontis. And now you know why life jackets are orange!

Sources: USCG report on the Bluebelle Incident:

Investigating Officer, Miami Report MC-1385 of February 8, 1962 and "Alone - Orphaned on the Ocean" by Richard Logan, PhD and Tere Duperrault Fassbennder, Title Town Publishing, Green Bay, WI 2010



Type 1 USCG approved PDF, Life Jacket

Women in CAMM >>> Cont'd from page 28

Captain Friedman moved to Oceaneering, Inc. as Second Mate and Dynamic Positioning Officer aboard OSVs. She was often the only female aboard, but was lucky to have some excellent role models that inspired and encouraged her. From 2007 - 2019 she worked for a variety of OSV companies, including C-Mar, Alliance, CalDive, Helix Energy, and Pacific Breeze. As a

Master (unlimited) and Chief Mate with a DPO rating she is currently working in the Gulf as relief Master/Mate/DPO on OSVs. Captain Friedman teaches-part time at San Jacinto Maritime College and Lamar State College as an instructor for STCW courses. Editor's Note: An excellent source of information for Women in the Maritime Industry is at: <https://womenoffshore.org/>





The Greg Mortimer in the Antarctic.

PHOTO COURTESY AURORA EXPEDITIONS

X-bow

The Ulstein X-Bow, the iconic wave-piercing bow design for offshore and specialty vessels, is making its debut in an expedition cruise ship. The *Greg Mortimer*, the first Chinese-built expedition cruise ship, arrived in Argentina in late October, 2019 and prepared to make her maiden voyage to Antarctica. She is the first in a series of ten for Florida shipowner SunStone Ships, the first vessel of her kind with an X-Bow and the first dedicated vessel for longtime cruise organizer Aurora Expeditions. Her hull incorporates the patented bow design in order to improve her seakeeping performance, which will be useful for the Antarctic market. The 120-passenger ship will be making regular crossings of the Drake Passage between Cape Horn and the South Shetland Islands, an area well-known for heavy seas.

According to Aurora, the X-Bow will make the voyage easier for the *Mortimer's* passengers by reducing slamming and

wave-induced vibrations. The fore-ship has a wave-piercing shape above the waterline, so it rises less when it hits a wave and falls less on the other side. Expected operational benefits include lower acceleration levels, lower pitch response, less spray on deck, lower speed loss and lower fuel consumption in heavy weather. About 100 vessels with X-Bow designs are in operation or construction today, according to Ulstein, primarily in the offshore sector.

“Being an offshore specialist means that the vessels we design must be robust and handle very tough weather in some of the world’s harshest ocean areas,” said Tore Ulstein, deputy CEO and COO Design & Solutions at Ulstein Group. “When Ulstein turned to the cruise industry, the cruise ship owners immediately saw the potential. The *Greg Mortimer* is the first cruise vessel with the X-BOW feature, but there are now several others under construction in China and Norway.”

On the *Mortimer's* delivery voyage from the China Merchants Heavy Industry (CMHI) yard to her home port of Ushuaia, Argentina, the X-Bow performed as promised, according to Captain Ulf-Peter Lindstrøm. Even in 25 to 30 foot waves, she maintained a steady speed of 12-13 knots, just one knot less than her normal cruising speed. “It’s a totally different experience! In big seas, I kept waiting for the slamming, but it never came. You don’t feel the sea, you have to relearn how to interpret the vessel behaviour. Other ships can only keep half the speed,” said Captain Lindstrøm, a 40-year veteran of the shipping industry.

Several sister ships for SunStone are under construction at CMHI. Ulstein is also building two X-Bow polar expedition cruise ships for Lindblad Expeditions, with hull construction at the CRIST yard in Gdynia, Poland and outfitting at the Ulstein Verft yard in Norway. ↴

Maritime Autonomous Surface Ships and STCW on 2020 Agenda

"I will be attending the Executive Council meeting of IFSMA electronically in mid-February. I will report out on the meetings highlights in the next issue of Sidelights. Below is the Secretary General's report for January." - Captain Cal Hunziker



by Captain Cal
Hunziker

"We have come to the end of another very busy year for the IFSMA Secretariat. Not only have we been raising a number of issues at IMO, as you will have read during the year, but for the many meetings to which Paul and I are invited to prepare papers and raise new issues to achieve broader support at the IMO and in other international arenas. One of our biggest successes last year has been that we and other NGOs managed to get Maritime Anti-Corruption onto the IMO Agenda for the first time in the IMO's history and I am hopeful that this will start to bring about some real change around the world.

2020 is going to be a busy year as we complete the Regulatory Scoping Exercise for Maritime Autonomous Surface Ships (MASS) and start the actual work of going through the various regulations in detail and deciding what and how needs to be changed to support or regulate autonomous ships. This will need a lot of help from our Shipmasters so I will be calling for volunteers throughout the year to support Paul and me. The same will be true when we start to look at the STCW Convention which I hope is going to be subject to a complete review and change.

The other main issue that we will be raising at IMO is that of Criminalization of Shipmasters.

Here there are a number of ongoing cases around the world. Following significant lobbying by our newest member, the Maritime Transport Workers' Trade Union of Ukraine (MTWTU), to their National Administration, the Ukraine has proposed a paper raising this issue at the IMO and will be co-sponsored by IFSMA and the ITF. We are determined to highlight criminalization very robustly at the highest level and embarrass those nations involved if necessary.

Finally, I hope many of you have had the opportunity to spend time at homes with your families and loved ones over the recent festive period and for those of you at sea, keep safe. All of us at IFSMA wish you a very Happy New Year and a prosperous and safe year ahead." - Commodore Jim Scorer

Electric Tug e5 Powered by Battery and Hydrogen Fuel Cell

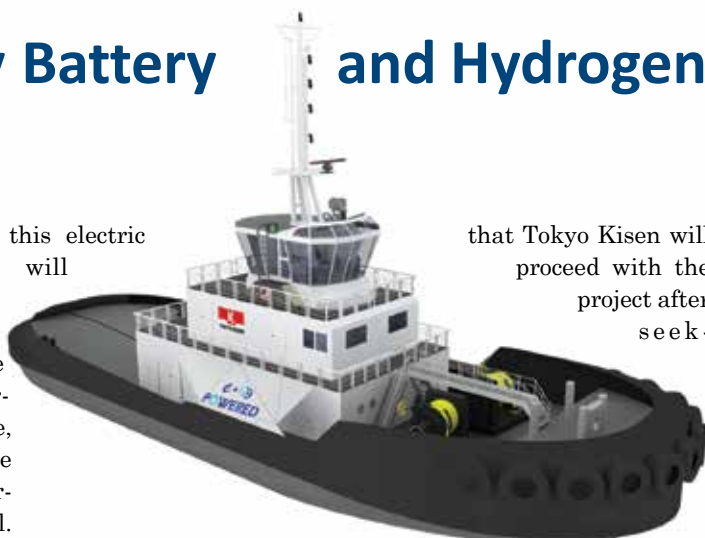
At the end of October, Tokyo Kisen Co Ltd and e5 Lab Inc. reported that they have jointly developed a new design concept known as the e5 Tug. It is designed to minimize the environmental footprint of this electric propulsion harbor tug which is powered by a large-capacity battery and a hydrogen fuel cell. The tug is equipped with a propulsion system running on what is known as the e5 powertrain platform, devised and planned by e5 Lab.

The e5 Tug utilizes a large-capacity battery system as a main power source and a hydrogen fuel cell and generator as the auxiliary power source. Harbor tugs require large-capacity power to function.

It is expected that this electric propulsion system will ensure sufficient bollard pull and continuous cruising time necessary for a harbor tug. Furthermore, CO2 emissions are minimized by incorporating the fuel cell.

This joint project uses the knowledge and experience of Tokyo Kisen as a tug operator while e5 Lab is undertaking concept planning and development, design, and project management. It is understood

that Tokyo Kisen will proceed with the project after seek-



The e5 electric tug powered by battery and hydrogen fuel cell.

PHOTO FROM E5 LAB INC. PRESS RELEASE

ing advice from the Ministry of Land, Class NK, and others for regulatory compliance

Continued page 35

The Quasi-Zenith Satellite System (QZSS)

Global navigation satellite system (GNSS) is a general term describing any satellite constellation that provides positioning, navigation, and timing (PNT) services on a global or regional basis. While GPS (U.S.) is the most prevalent GNSS, other nations are fielding, or have fielded, their own systems to provide complementary, independent PNT capability.

QZSS is a Regional Navigation Satellite System (RNSS) that is developed and operated by Japan. One of the important features of QZSS is its capability to send positioning signals that are highly compatible with the US GPS. To obtain stable positioning information, it is desirable to use more satellites, and using QZSS and GPS together greatly improves the environment of satellite positioning in Asia and Oceania. QZSS started its service in November 2018 with a four-satellite constellation. QZSS intends to add three more satellites and launch a service utilizing seven satellites after 2023.

System Description:

The current four satellite constellation consists of three QZO (Quasi-Zenith Orbit) satellites and one GEO (Geostationary Orbit) satellite. QZO is a type of IGSO (Inclined Geosynchronous Orbit) that has a slope of approximately 40 degrees from the equator and an elliptical orbit that moves away from the earth in the northern hemisphere and comes closer to the earth in the southern hemisphere. Its travel is an asymmetric figure-eight motion when viewed from the ground. The QZO satellite travels in the figure-eight motion in approximately 24 hours. A trajectory trace shows that the satellite remains within the Northern Hemisphere for approximately 13 hours and in the Southern Hemisphere for approximately 11 hours. It is capable of remaining in the skies

above Japan for a long period of time while the GEO satellite is located at 127° East longitude on the equator.

Coverage

QZSS is available for use in Asia and Oceania. The red lined mauve area shown on the chart, is the area where at least one satellite signal can be received from a high position (above the elevation angle of 60°). In this sector it is possible to receive a signal from a satellite that is always near the zenith. Outside this area, in an open sky environment such as the ocean, it is possible to receive sufficient signals with an elevation angle of 20 to 30°.

QZSS Services

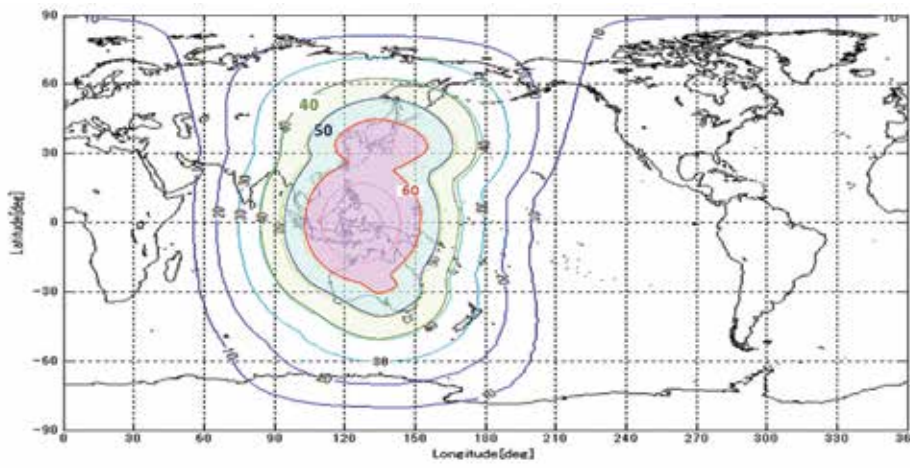
QZSS offers three types of services. The first is a GPS Complementary Service that transmits a signal with the same frequency as the GPS. The use of this service in conjunction with GPS increases the number of satellites used for positioning and makes it possible to arrange the satellite positions in a well-balanced way and achieve stable positioning. The positioning signals, sent from QZSS with a high



Path of the QZSS' four satellite constellation

elevation angle, can reduce errors due to multipaths such as reflection waves.

The second QZSS service is the GNSS Augmentation Service. The Satellite Based Augmented System (SBAS) is scheduled to be provided by QZSS in 2020. The augmentation service achieves high positioning accuracy by providing a signal that corrects the effect of



Coverage of the QZSS system in the Asia-Oceania region. The area outlined in red (mauve color), shows the area where at least one satellite signal can be received from a high position

PHOTOS FROM JAPAN GOVERNMENTWEBSITE ON THE QZSS SATELLITE SYSTEM

the ionosphere delay generated by satellite positioning and the clock error.

In QZSS, two types of augmentation signals are transmitted.

1) The centimeter level augmentation signal and sub-meter level augmentation signal. The centimeter level augmentation signal has a 6 cm horizontal and 12 cm vertical accuracy as a stationary body and a 12 cm horizontal and 24 cm vertical accuracy as a moving body. The service area is limited to Japanese land and coastal areas.

2) The other sub-meter level augmentation signal uses an L1 frequency and has an accuracy of one meter horizontally and two meters vertically. The service area is limited to areas around Japan.

The third service is the DC Report Service. Messages are transmitted by using the gap between the data of the sub-meter level positioning augmentation signal. Messages sent will include disaster information such as a tsunami warning and earthquake alert provided by the Japan Meteorological Agency.

Experimental signals of Dual-Frequency Multi Constellation (DFMC) SBAS are being examined for standardization by the International Civil Aviation Organization (ICAO). QZSS is being considered for use in a variety of fields including Autonomous Driving, control of robot farm machines, drones, positioning in offshore construction, along with other applications. In this

way QZSS contributes to the improvement of the satellite positioning environment in Asia and Oceania, and contributes to many users in a wide range of fields including the maritime sector.

Finally, for the purpose of promoting the maritime use of QZSS, Japan proposed the recognition of QZSS as a component of the WWRNS (World-Wide Radio Navigation System) during the IMO MSC 99 (Maritime Safety Committee, 99th session) in 2018. Deliberations will be held by NCSR (Sub-Committee on Navigation, Communications and Search and Rescue) for a period of two years

starting in 2020. Prior to this, in January 2019, a presentation by a Japanese delegation was held in NCSR 6 to increase the awareness and understanding of QZSS. In the presentation, the features of QZSS services and the information concerning the launch of QZSS services in November 2018 were reported.

Editor's Note: We thank the QZSS office in Japan for their assistance with provision in this article. For more information on the satellite service QZSS readers are invited to view the website: <https://qzss.go.jp/en/>

Electric Lifeboats for the Njord A Platform

Electric Lifeboats for the Njord A Platform

In December VIKING secured a contract from Kværner AS to deliver three VIKING Norsafe E-GES 52 electric free-fall lifeboats and compatible davits. This contract, part of the upgrade of Equinor's Njord A platform in the Norwegian Sea, initially called for diesel-powered lifeboats but was amended to specify VIKING Norsafe E-GES 52 units which are a significant advancement for electric propulsion. The electric lifeboat is powered by 3x25kW batteries contained in robust, waterproof cases with their own fire extinguishing systems and an electric motor complete with gearbox and ventilation system. The boat performs the launch phase of an evacuation at a higher sprint speed than lifeboats featuring diesel propulsion. This allows for the transporting of evacuees more quickly and safely away from the platform in case of an emergency.



The VIKING Norsafe E-GES electric lifeboat.
PHOTO BY VIKING NORSAFE

eTug >>> cont'd from page 33

agencies. After the final investment decision, Tokyo Kisen aims to launch the tug for commercial operations at Yokohama Port and Kawasaki Port in 2022.

The e5 Tug

The e5 Tug will be propelled by two 1500kW azimuth thrusters, will have a towing power of 50 tons and a service speed of 14 knots. The environmental performance of the tug's systems is expected to reduce CO2 emissions in all operational phases such as push/pull, transit and standby.

In an emergency, it may be possible

for the tug to function as a power supply from ship to shore. The tug's fully electrified powertrains can adapt to most suitable energy sources: lithium-ion battery, hydrogen fuel cell, all-solid-state battery, and LNG generators as technology progresses in the future. It will be possible to achieve zero emissions in combination with renewable energy.

About Tokyo Kisen and e5 Lab Inc Tokyo Kisen Co Ltd., headquartered in Yokohama, is a major tug company with the mission of supporting maritime safety. Since its founding in 1947, the company has been consistently engaged

in the operation of assisting navigational safety of ships throughout Tokyo Bay.

e5 Lab Inc, also headquartered in Tokyo, is a shipping systems provider based on the electrification and digitization of ships. With the mission of sustainable domestic shipping, e5Lab aims to create new added value by combining the latest technology and ideas, and solving problems of domestic shipping, thereby ensuring safe navigation. Currently the company is proceeding with a project aimed at completing an electric propulsion Tanker EV Tanker of the Asahi Tanker Co Ltd. in 2021.

Modernizing GMDSS



Search and rescue at sea depends on the integrated satellite and terrestrial radiocommunication communications system - the Global Maritime Distress and Safety System (GMDSS). GMDSS is mandatory under the International convention for the Safety of Life at Sea (SOLAS). IMO's Sub-Committee on Navigation, Communications and

Search and Rescue (NCSR 7) continues its work to review GMDSS requirements. The goal is to enable the use of modern communication systems in GMDSS, while removing requirements to carry obsolete systems. The aim is to finalize the review in 2021, for submission to the Maritime Safety Committee (MSC), so that SOLAS amendments can be adopt-

ed for entry into force in 2024. The Sub-Committee is set to complete its update of the International SafetyNET Services Manual. SafetyNET is an integral part of the GMDSS, providing an automatic direct-printing satellite-based service for the promulgation of safety information and warnings. Work on developing safety measures for non-SOLAS ships operating in polar waters will continue. The Polar Code is mandatory under SOLAS, but this generally excludes fishing vessels, pleasure yachts, smaller ships under 500 gross tons and vessels on domestic voyages. Proposed revisions to guidelines on places of refuge for ships in need of assistance will also be considered. The Sub-Committee will receive information on the Indian Regional Navigation Satellite System (IRNSS), with a view to

considering its recognition as a future component of the world-wide radio navigation system. Information will also be received on the Quasi-Zenith Satellite System (QZSS) (Japan) for development of performance standards for QZSS equipment and with a view to its future recognition. The Sub-Committee is expected to revise guidelines for vessel traffic services. The session will also review proposed amended ships' routing measures, discuss matters relating to the functioning and operation of the Long-Range Identification and Tracking (LRIT) and prepare liaison statements to the International Telecommunications Union.



Training Maritime Instructors for Safe Navigation in Polar Waters

Well-trained seafarers are essential to safe ship navigation in Polar waters and IMO played its part with a train the trainer course for maritime instructors in Valparaíso, Chile (November 18-22). The course was for maritime training institutions in South America responsible for training seafarers – with a focus on IMO's Polar Code. The course supported the participants develop competence-based training programs, updated existing programs and improved the use of relevant IMO model courses.

The code, when properly applied, is a powerful tool for safeguarding the envi-

ronment and protecting the lives of seafarers and passengers in the challenging polar regions. It entered into force in January 2017 – setting out mandatory standards covering the full range of design, construction, equipment, operational, training and environmental

protection matters that apply to ships operating in the inhospitable waters surrounding the two poles. More information about the Polar Code, including videos and infographics, can be found <http://www.imo.org/en/MediaCentre/HotTopics/polar/Pages/default.aspx>



IMO and WISTA Join Forces to Promote Diversity in the Maritime Industry

The Women's International Shipping and Trading Association Limited (WISTA) and IMO have signed a Memorandum of Understanding (MoU) on promoting greater diversity and inclusion through enhanced cooperation activities in the maritime field. These activities will lay the groundwork for further discussion on how a diverse workforce will be essential for a sustainable future.

Initiatives already under way include a study to collect and analyze data on the number of women employed in the maritime sector; developing a database of female experts in a wide range of maritime subjects available for speak-

ing engagements to make panels more diverse and supporting implementation of IMO Assembly Resolution A.1147(31) on Preserving the legacy of the World Maritime theme for 2019 and Achieving a Barrier-Free Working Environment for Women in the Maritime Sector.

A key part of the MoU is to strengthen cooperation and share best practices between the IMO-established regional Women In Maritime Associations (WIMAs) and WISTA (WISTA International). The MoU was signed by IMO Secretary-General Kitack Lim and WISTA International President Despina Panayiotou Theodosiou.



PHOTO COURTESY IMO

Following the event, a WISTA information session was organized at IMO Headquarters to raise awareness of the work of WISTA International and its regional/national branches and offer advice on how to join the Association.

Ship Stability Criteria - A Crucial Safety Concern

For a ship to be considered seaworthy and safe it must be designed to remain stable and afloat in all conditions, whether intact or damaged. Mandatory criteria and recommended provisions regarding intact stability are set out in IMO's 2008 Intact Stability (IS) Code. Now, advanced computer technology is enabling so-called "second generation" intact stability criteria to be developed, for a comprehensive safety assessment of ship dynamics in waves.

IMO's Sub-Committee on Ship Design and Construction (SDC 7), meeting at IMO Headquarters (3-7 February), worked to finalize a comprehensive set of interim guidelines on second generation intact stability criteria, including guidelines on vulnerability criteria, direct stability failure assessment and operational measures. The aim was to produce a set of guidelines for trial use. The session will develop associated explanatory notes. Additionally, the Sub-Committee endeavored to finalize draft amendments to the Revised Explanatory Notes to SOLAS chapter II-1 subdivision and damage

stability regulations.

Among other agenda items, the committee will likely finalize a draft new SOLAS chapter XV and a new draft International Code of Safety for Ships Carrying Industrial Personnel (IP Code). The Code will supplement existing IMO instruments, in order to facilitate safe carriage and safe transfer for industrial personnel employed in the offshore and energy sectors, such as for the construction,



PHOTO COURTESY IMO

tonnage not engaged in trade, operating in polar waters; and for safety measures for fishing vessels of 24 m in length and over. The latter will supplement the 2012 Cape Town Agreement, which will bring in a global regime of safety standards for fishing vessels when it comes into force.

Safety recommendations for non-SOLAS ships operating in Polar waters, not currently covered by the Polar Code, were also on the agenda. The Sub-Committee considered two sets of draft recommendations: for pleasure yachts above 300 gross



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

CAMM's issues are your issues

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

CAMM advances the professional profile of our industry

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

CAMM builds partnerships

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

Representation at IMO through IFSMA

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

CAMM is on your side

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

CAMM supports maritime education

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

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

Present Occupation:

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

Current USCG License:

Type:	Limit:	Expiration:
Endorsements:	Limits:	

Original USCG License:

Type:	Date Obtained:
Place/Institution obtained:	

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

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

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

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

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

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

Please return this application with a copy of your Master's or Pilot's license, and a copy of your last discharge along with a \$115 check (\$75 annual dues + \$40 application fee) payable to: The Council of American Master Mariners, Inc. Mail to Captain George N. Zeluff, Jr., Chair Membership Committee, 2907 Shelter Island Dr. #105-606, San Diego, Ca. 92106-2797. Email: Captzeluff@mastermariner.org

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

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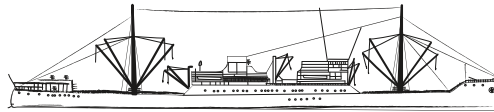
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