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# Sidelights

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#### Mailing Address: P.O. Box 700

Edgewater, MD 21037-0400

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### MOBILE BAY

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251-490-2741

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

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Harahan, LA 70123

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### PORT EVERGLADES / MIAMI

#### Captain Paul Coan, President

pilgrimii@bellsouth.net

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

### TAMPA BAY

#### Captain Robert Holden, President

727-784-7595  
capholden@mastermariner.org

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

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Palm Harbor, FL 34683

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### SEATTLE / PACIFIC NORTHWEST

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

#### Mailing Address: PO Box 99392

Seattle, WA 98139

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360-798-9530  
mrpobre@aol.com

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

#### Mailing Address: 121 Hazel Dell View

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#### Captain David Boatner, President

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captboatner@mastermariner.org

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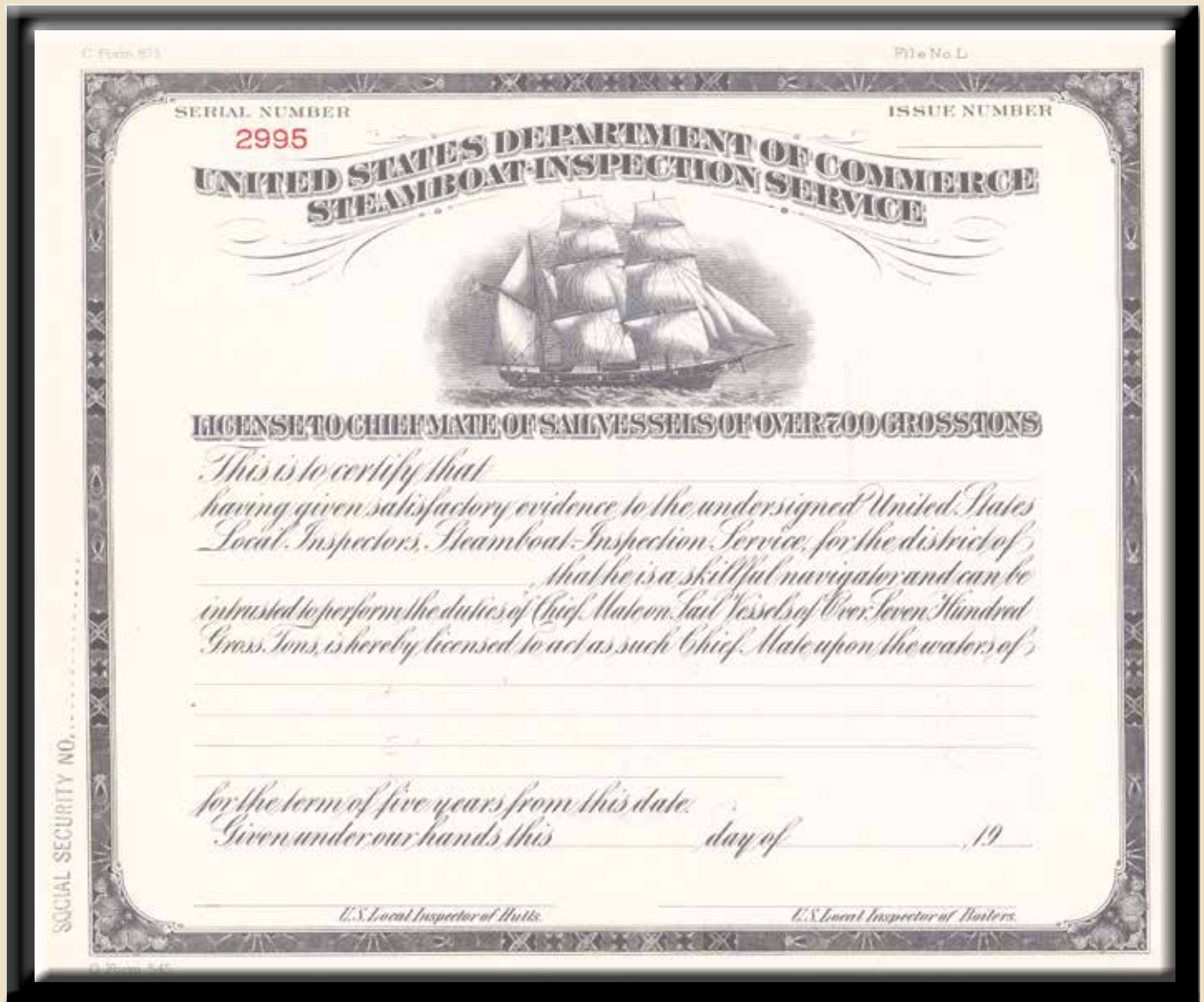
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# Steamboat Inspection Service License for Chief Mate Sail over 700 Tons



The above license is from the Steamboat Inspection Service which preceded the Bureau of Marine Inspection and Navigation licenses. As this is for “Chief Mate of Sail of Over 700 Gross Tons” it would be the equivalent of an unlimited tonnage license today. What waters the license covers, like Great Lakes or Oceans, would be filled in by the issuing inspector.

This is circa 1920 Contributed by Captain John Corso – CAMM #1681

# In This Issue



## ON THE COVER

New Memorial in North Carolina  
 PHOTO CREDIT USMM MONUMENT FUND  
 PHOTOGRAPHER, CHRISTINE PHUND

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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



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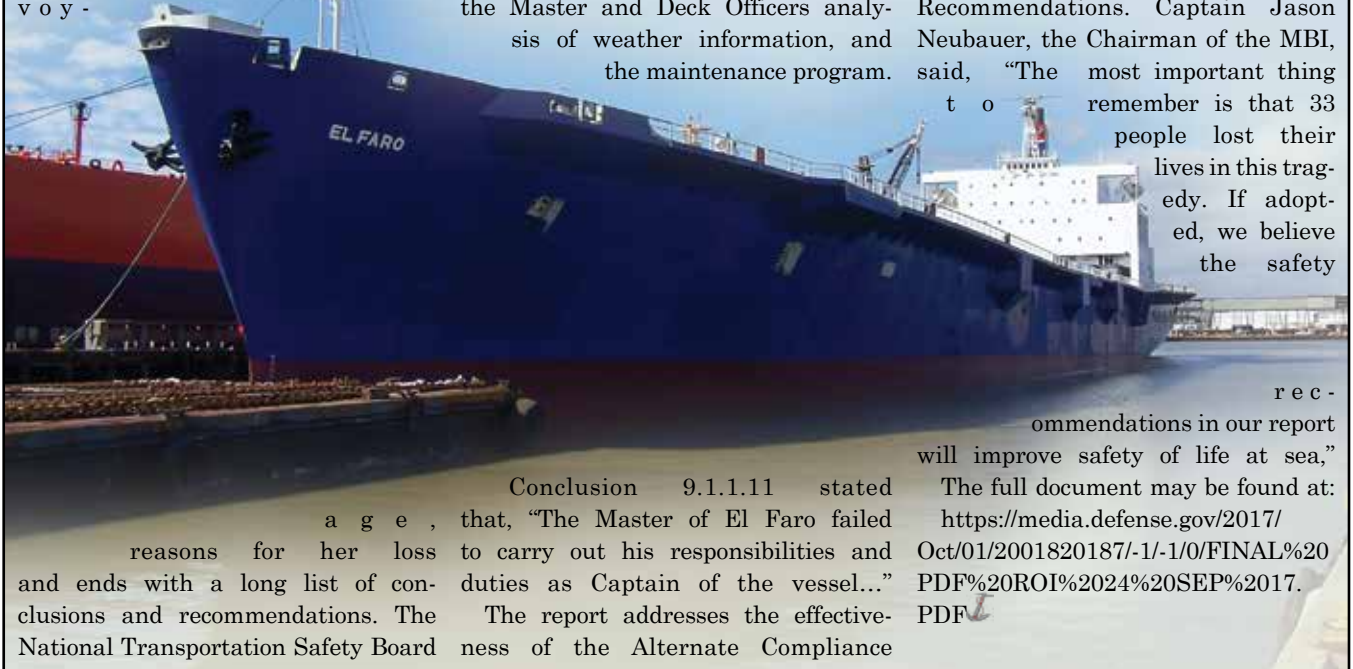
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# U.S Coast Guard releases Final Report on SS El Faro

The USCG Marine Board of Investigation (MBI) released its final report concerning the sinking of the SS El Faro on October 1, 2015. The 200-page report gives details of the vessel's voyage -

(NTSB) has conducted its own review of the El Faro and plans to finalize its conclusions on December 12. In their list of 34 conclusions (separated into six groups), MBI found fault with the company's marine operations, the Master and Deck Officers analysis of weather information, and the maintenance program.

Program (ACP) compliance and identified maintenance concerns. The report concluded with one (1) Enforcement Recommendation, four (4) Administrative Recommendations and thirty-four (34) Safety Recommendations. Captain Jason Neubauer, the Chairman of the MBI, said, "The most important thing to remember is that 33 people lost their lives in this tragedy. If adopted, we believe the safety



Conclusion 9.1.1.11 stated that, "The Master of El Faro failed to carry out his responsibilities and duties as Captain of the vessel..." The report addresses the effectiveness of the Alternate Compliance

Conclusion 9.1.1.11 stated that, "The Master of El Faro failed to carry out his responsibilities and duties as Captain of the vessel..." The report addresses the effectiveness of the Alternate Compliance

recommendations in our report will improve safety of life at sea." The full document may be found at: <https://media.defense.gov/2017/Oct/01/2001820187-1/-1/0/FINAL%20PDF%20ROI%2024%20SEP%2017.PDF>

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view

from  
the

# Bridge

## GET INVOLVED!



*Captain Jeff Cowan  
CAMM National  
President  
#3070-RU*

information concerning these events came to light in an article by Captain Kevin Eyer, USNR, (Collisions- Part I, II & III ,US Naval Institute publication; Proceedings- August 2017).

Captain Eyer noted that the Surface Warfare Division Officer School (SWOSDOC) was closed in 2003 as a cost saving measure (\$15 million) and supplanted by computer based training (CBT), which was found extremely inadequate. In 2012, the CBT was replaced with more traditional Basic and Advanced Division Officer Courses, which is taken before and after an officer's first tour. New USN Officers get abbreviated training and then take over bridge watches. In other words, closing the school saved \$15 million but fixing the USS Fitzgerald is slated to cost \$550 million (to say nothing of the loss of life). Does this make sense?

An associate in the UK with experience in the Royal Navy (RN) stated, "The RN brought in STCW in the early nineties for all Surface Warfare Officers, I believe and continues to do so today including Commanding Officers who have to do an equal course if they get Command of another

The last few months have been troubling in regard to loss of lives and damage sustained aboard our US Navy ships, USS Fitzgerald and USS McCain. More

### HR 1240 and HR 3125

I recently sent emails supporting HR 1240 and HR 3152. The Navy League website had a link with an elaborate letter in support of HR 1240, the "Energizing American Maritime Act" by Representative John Garamendi, (D-CA3). This link made it easy to generate an email letter and send it to pertinent Senators and Representatives.

To weigh in on HR 3152, the "Harbor Maintenance Trust Fund Reform Act of 2017", interested parties had to know or look up their representatives and send an email or letter. Fiscal year 2016 foresaw revenues from the Fund of \$1.9 billion but only \$900 million was slated for harbors. This bill requires all revenues to be spent on port maintenance but due to oversight in verbiage of the bill, some ports will not get compensatory funding. The Congressional representatives from the affected districts will not support bill. This should be an easy fix - is it too much to ask?

### Write Your Local Newspaper

A recent article concerning the reduction of smog emission in the ports of Port of Los Angeles/Long Beach recently appeared in the Ventura County Star (<https://www.usnews.com/news/best-states/california/articles/2017-07-19/la-long-beach-ports-release-14-billion-anti-smog-plan> ) The AP story had the headline "\$14B plan to reduce port smog released."

The article describes how the combined Port of Los Angeles/Long Beach will reduce emissions by 2030 by using emission free electric cargo handling

equipment and replacing cargo hauling diesel trucks with zero emission alternatives. The article further states, "The plan also would expand the use of trains to haul cargo from the ports and encourage the use of new technology to reduce smog from ships berthing there."

Upon reading the article, I felt compelled to write a Letter to the Editor. I informed the readership that, while these options are promising, there is no mention of emission reduction options for the vehicular traffic taking this cargo to its destinations. The article misses the opportunity to mention the most cost-effective method for reducing traffic and emissions when moving cargo from the port to its final destination. Move it via water! The US Maritime Administration (MARAD) study illustrates the significant fuel and emissions savings of waterborne traffic in moving one ton of cargo with one gallon of fuel: 514 miles on water versus 202 miles by rail and only 59 miles by truck. In other words: Short Sea Shipping. This proposal was obvious to me, but not the writer and certainly not the general public.

I suggested that, the ports of Los Angeles/Long Beach should be feeder ports for domestic shipping or "Short Sea" shipping serving the whole West Coast, which would reduce emissions and traffic. Also, an increase in demand for smaller ships would lead to employment opportunities for building, maintaining and operating the ship/boats. Let's give water transportation (Short Sea shipping) a chance!"

There is one gentleman, A.P. Stas Margaronis, working on this project.

*Continued page 10 >>>*

# New Members and Changed Membership Status

## Welcome Aboard

- # 3445-A Mr. **Harry Dean Perry**  
Currently Proprietor/Owner Pyramid Bulk Carriers  
Resides in Concord, CA  
Sponsored by Captain Liz Clark, # 997-L
- # 3446-RU Captain **Christopher Michael Menezes**  
Currently sailing as Master, MV FLORIDA  
Resides in Punta Verdra, FL  
Sponsored by Captain Manny Aschemeyer, # 1548-RU
- # 3447-AL Third Mate **Emmett Meyer**  
Currently seeking employment at aboard ship  
Resides in Seattle, WA  
Sponsored by: Captain/Professor Tuuli Messer-Bookman, # 3293-S
- # 3448-H Chaplain **Philip Hayes Vandreck**  
Currently the Port Chaplain for Global Maritime Ministries in New Orleans  
Resides in Gretna, LA  
Sponsored by Captain Ed Higgins, # 2872-RU
- # 3449-AL Third Mate **William Kyler McGraw**  
Currently working on deck as "AB" for Harvey Gulf International Marine,  
awaiting opening for 3/M position  
Resides in Fairplay, CO  
Sponsored by Captain Michael McCright, #2753-S.
- # 3450-RU Captain **Scott Arthur Lund**  
Recently Retired after 20 years as Master  
Resides in Jefferson, ME  
Sponsored by Captain Richard G. Spear, # 259-L
- # 3451-RU Captain **Matthew P. Bakis**  
Has sailed as Master. Currently sailing as Chief Mate on MV SEABULK TRADER  
Resides in Eastport, ME  
Sponsored by Captain Paul Coan, # 3021-RU
- # 3452-RP Captain **David Craig Flinn**  
Currently Chief Harbor Pilot for Port of Los Angeles  
Resides in Laguna Niguel, CA  
Sponsored by Captain Bent Christiansen, # 1591-RU
- # 3453-RU Captain **Jonathan Philip Olmsted**  
Currently sailing as Master on USNS PULLER  
Resides in San Rafael, CA  
Sponsored by Captain William Baldwin, # 2081-RU
- # 3454-RU Captain **Kevin Gerard Giffin**  
Currently sailing as Master, USNS ZEUS  
Resides in Sarasota, FL  
Sponsored by Captain George Sandberg (# 1919-RU)

- # 3455-RU Captain **Brent Acuff**  
Has sailed as Master  
Currently sailing as Chief Mate, MV SEABULK TRADER  
Resides in Hanahan, SC  
Sponsored by Captain Manny Aschemeyer, # 1548-RU
- # 3456 RU Captain **Donald Sprague**, Licensed Master Mariner  
Currently sailing as Master, MV EVERGREEN STATE  
Sponsored by Captain Manny Aschemeyer # 1548-RU

## Life Members

- # 2664-L (RU) Captain **Howarth V. Rowe**  
Joined in 1987  
Retired in 1987 after nearly 40 years at sea  
Resides in Gig Harbor, WA
- # 2828-L (RU) Captain **John B. Winterling**  
Joined in 1997  
Retired for over 20 years after nearly 50 years at sea.  
Resides in Mill Valley, CA
- # 1446-L (RU) Captain **Einar W. Strom**  
Joined in 1975  
Retired for over 20 years, after 40+ years at sea  
Resides in Ft. Lauderdale, FL
- # 1989-L (RU) Captain **Lloyd R. Haugh**  
Joined in 1980  
Began his seagoing career at 17 as Ordinary Seaman,  
Over 50 years at sea, 25 years as Master  
Resides Daytona Beach, FL
- # 3009-L (S) Captain **Robert Allee**  
Joined CAMM in 2003  
Retired as of 2016 after 35 years at sea  
Resides in Norfolk, VA

## Reinstated Members - Welcome Back!

- # 2793-RP Captain **Thomas L. Heberle**  
Currently President, Hawaii Pilots Association  
Resides in Honolulu, HI
- # 2793-RP Captain **Michael S. Prejean**  
Currently Self-Employed  
Resides in Houston, TX
- # 2097-RU Captain **John W. Murray**  
Currently Port Director and CEO, Port Canaveral Port Authority  
Resides in Indian Harbor Beach, FL



## Winds, water and prayers



by Father  
Sinclair Oubre  
CAMM Chaplain  
#3220-A

Tropical Storm Harvey rains. After I hung up, I looked outside and could see the flooded street, and water was five feet up the walk. At that point, I went back to bed, only to be awakened at 3:30 a.m. when the aquarium pump stopped running. The new silence indicated that the power had failed. I got up, looked out the door, and now the water was two-thirds up the walk, and I realized that water may be entering my house. I elevated some of my electronics, and got dressed in case I had to leave the house.

As I went back to bed, I prayed a rosary and asked Our Lady Star of the Sea to intercede for me, and if the house was to flood that I would be able to accept this new challenge. At 8:15 a.m., I awoke, and said to myself, "Time to step into water." But when my feet hit the floor, they were dry. I walked toward the front door, and was surprised, no water. Looking out the door, the water had stopped just at the top of my porch.

Harvey flooded many in our maritime community. One harbor tug captain and his wife had to abandon their home in their recreational boat once the flood waters rose. Eventually, the water reached the eaves of their house. In all, Southeast Texas received 53" - 60" of rain from August 25 thru August 29, and

It was 1:30 a.m., Tuesday morning when the phone rang. It was a friend calling to say that one of our local shrimping families had water coming into their home from

caused flooding in 90% of Port Arthur and 80% of Orange. Approximately 30% to 40% of the homes and businesses in these communities were flooded. The Captain of the Port had closed all three of our deep-sea ports. However, the Cape Texas, the Cape Taylor, the Cape Trinity, and two large US-flagged car carriers rode out the storm at the Port of Beaumont. All our harbor tugs were pushed into service to hold these vessels at the dock. They were fighting a 6 - 7 knot river current.

One harbor tug pilot called asking for prayers. He had been pushing for three days on one of the car carriers. He related that he had never

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*I ask all of you to continue to remember and pray for us in Texas and now for our brothers and sisters in Florida.*

---

been so scared in all his maritime career. He feared that the ship would break away, and then be driven down river to the Exxon-Mobil dock, and wreak havoc to the dock and Chiksan. (A marine loading arm, also known as a mechanical loading arm, loading arm, or MLA is a mechanical arm consisting of articulated steel pipes that connect a tankship such as an oil tanker or chemical tanker to a cargo terminal. Genericized trademarks such as Chiksan are often used to refer to marine loading arms).

The rivers and the bayous have receded now to flood stage, but there are still flooded areas in our community. At the same time, help is beginning to arrive. Besides the usual relief organizations like the Salvation Army,

Catholic Charities, the Red Cross, and FEMA, a trailer with supplies is arriving today from the US Merchant Marine Academy's Newman Center and the citizens of Rockaway Park, New York.

In addition, the US merchant marine has been activated to assist. According to a MARAD source, three of our training ships have been activated, the TS Kennedy, the TS Empire State VI, and the TS General Rudder. The Rudder will remain in Galveston, the Kennedy has been sent to Corpus Christi, and the TS Empire State VI is being sent to Key West, Florida. In addition, the SS Wright is sailing from Philadelphia to St. Thomas.

As an US merchant mariner, I take pride in the good work that has been done by our harbor tug crews, inland crews, and deep-sea crews. They stepped up to the plate, and prevented a difficult situation from spiraling out of control.

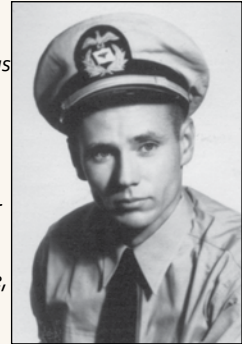
The one downer has been the Administration's quick Jones Act waiver. This is getting to be a standard response in times of emergency. Yet, it doesn't make a lot of sense. All of our local refineries were shut down. No could ships discharge until ports opened, or the facilities were repaired. So, where would a foreign flagged vessel load that an available Jones Act vessel could not, and where would that foreign flagged ship discharge that a Jones Act vessel could not? This cabotage waiver is more about optics, than shipping.

It is now two weeks after Tropical Storm Harvey caused historic flooding in Texas. We are beginning to shift from emergency response to long term recovery. It will be a long haul, but through prayer, solidarity, and hope, we can come back even better. Most of all, I ask all of you to continue to remember and pray for us in Texas and now for our brothers and sisters in Florida. J

# CROSS'D THE FINAL BAR

## CAPTAIN DONALD A. PENNEY, 1926-2017

Captain Donald A. Penney (Camm #2119-RU) was born in Tinley Park, Illinois on 29 March 1926 and passed away on 28 December 2016. He enlisted in the U.S. Navy in 1943 when he was 17 years old and participated in the Normandy landings as well as in the Pacific area. While attending college, he was employed in all unlicensed ratings in the Deck Department of the Merchant Marine. Upon receiving his license, he then sailed in all licensed deck ranks with United States Lines. He first sailed as Master of the SS Pioneer Mist in 1969. He last sailed as Master of the SS American Merchant, retiring in 1986. Following retirement, he was employed by Sealand Services for 10 years as a stability consultant and vessel planner. Donald was predeceased by his wife and friend of 69 years, Beverly, his eldest daughter Pamela Penney Tawney (Joe), and his brother Lee Penney of Apalachin, NY. He is survived by his daughters Dianna Penney Rei (Joe) and Donna Lynn Penney; grandchildren Denyse Graham Raynor (Adam), Candace Graham Robinson (Van), Lisa Rei Lockwood, and Rebecca Rei Herren (Glenn); as well as great grandchildren McKenzie, Victoria, Mitchell, Sophia, Steven, Jacob, Graham, Victoria, Elizabeth, Dylan, Emily, Reily, and grand dog Mia. Memorial donations may be made, in Captain Penney's name, to The Seaman's Church Institute, 118 Export Street, Port Newark, NJ 07114, (973) 589-5828.



## CAPTAIN KENNETH (MILT) GRAHM (Camm #1538-RU)

Kenneth Milton Graham died on May 31, 2017 at Queen of the Valley Hospital in Napa, California. He was 83. Ken, or Milt, as he was known to many of his friends and family, was born in San Mateo, California on August 7, 1933 and attended Sequoia High School in Redwood City. Ken graduated from the California Maritime Academy in Vallejo in 1954. Ken served for two years in the United States Navy before beginning a long and distinguished career as a Master Mariner and Harbor Pilot. Ken and his loving wife of 57 years, Naidene, were married on September 10, 1960 and had three children, Kenneth Jr., Alyce and Joseph. After his Naval Service Ken worked 15 years for Standard Oil, advancing from Third Mate to Master. Ken worked as a Pilot for the San Diego Harbor Pilots for seven years and then became a Pilot at the Port of Long Beach. He was President of Jacobsen Pilot service in Long Beach, where he worked for 19 years, until his retirement in 1997. After Ken retired, Ken and Naidene shared their time between their homes in Palm Desert, California and Napa, California. Ken spent much of his retirement years actively involved in the Napa Valley Yacht Club where he served as Commodore in 2013. He is survived by his loving wife of 57 years, Naidene Burns Graham, his brother and his sister in law King and Kathy Graham, his son and daughter-in-law Kenneth and Heather Graham, his daughter and son-in-law Alyce and Peter Eisele, his son Joseph Graham, and his grandchildren Eloise Marie Graham, Naidene Sylvia Eisele, Lillian Valentine Graham and Andrew Jack Eisele. A memorial service will be held this summer in Napa, California, to celebrate Ken's life. He will be forever missed by his loving family and large network of friends, colleagues and neighbors.

View >>>cont'd from page 7

Information about his company can be found at: <http://santamariashippingllc.com>. If this can be explored on the West Coast, it can also be investigated for Gulf and East Coasts.

When articles appear in your local newspaper concerning a maritime issue, it may be your chance to set the record straight or add insight to the topic. One of the goals of CAMM is to educate the public about the US Merchant Marine, which is why I took the time to write to the Ventura County Star. I cannot do it alone – as Master Mariners our voices count. An email is simple but the impact significant. Drop a letter, take a stand and make a difference

Steady as she goes,

Jeff Cowan!

## Protect Your License & Your Livelihood

U.S.C.G.–licensed deck & engineering officers and state and federal pilots face a variety of risks which could trigger license Suspension and Revocation (S&R) actions and their related legal expenses.

Don't take a risk you can't afford to lose. Let MOPS Marine License Insurance protect your credentials, financial security and professional reputation for one very affordable annual premium.

Call MOPS today at 800-782-8902 x3608, or visit [www.mopsmarinelicenseinsurance.com](http://www.mopsmarinelicenseinsurance.com) for a free, no-obligation premium quote. 



FROM THE DESK OF THE NATIONAL

# SECRETARY - TREASURER

## Greetings CAMM Shipmates



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

### DUES REPORT

The final quarter of FY 2017 ended September 30. We still have a sizable number of members who have not paid 2017 dues.

foreign Master Mariners (AF). Do your part to keep CAMM growing!

We have not diluted the Master Mariners within our ranks by expanding the CAMM Associate Membership categories. Licensed Master Mariners (active or retired) compose over 90% of the current CAMM membership. CAMM's Constitution restricts the number of Associate Members to no more than 20% of total membership. Associate Members make up only 7.5% of our total membership.

and Captain Nick Lewis (CAMM # 3034-RU). In addition to answering questions from cadets about the maritime industry and the opportunities available, we will encourage those who qualify to join CAMM as Associate-Cadet members (AC). This will strengthen our base for the establishment of a new CAMM Cadet Chapter at Cal Maritime. We will look forward to seeing some officers and members from the CAMM San Francisco Bay Chapter.

### FINANCIAL REPORT

For FY 2017, our revenues exceeded estimates. The Joint Conference with IFSMA exceeded our budgeted estimates. We have been able to defer some payments until FY 2018 and all outstanding bills should be paid in full by late October/early November. I will have a detailed and comprehensive FY 2017 Year-End Budget Performance Report completed by early October. It will be presented to the BoG for review and approval. Meantime, I did mail out a copy of the CAMM Budget Performance Report for FY 2017 (YTD through the end of August) and a copy of the Proposed Budget for FY 2018 (which began on October 1st) to all CAMM members along with their annual dues notices. *NOTE: Active CAMM members wanting a current copy of our budget can contact me at: [captmanny41@gmail.com](mailto:captmanny41@gmail.com) or phone (951) 767-3037.*

### CAREER FAIRS AT CAL MARITIME

CAMM will have an information booth at the Fall Career Fair at California Maritime Academy on October 24th. Assisting me will be CAMM Members (and Faculty Advisors) Professor/Captain Tuuli Messer-Bookman (CAMM # 3293-S),

### 2017 MARITIME SECURITY CONFERENCE (WEST) – TACOMA, WA

CAMM has been participating in these important conferences for several years now, as part of an agreement with Neak Media (organizers and facilitators). We have bartered with free advertising space in *SIDELIGHTS*, in exchange for complimentary booth space and registrations at the conference.

### 2018 AGM/PDC in Galveston, TX

The CAMM Chapter in Houston/Galveston will host the 2018 AGM/PDC meetings and events. Early information can be found on page 20 and additional information will be posted in future editions of *Sidelights*. Save the dates now – May 2-5, 2018.

Thanks for your time and interest. I appreciate your continued support for CAMM, your encouragements, ideas, and financial help. Working together, we can make CAMM better, bigger, and BEST for the future.

So, until next time, Smooth Sailer' ... Respectfully,

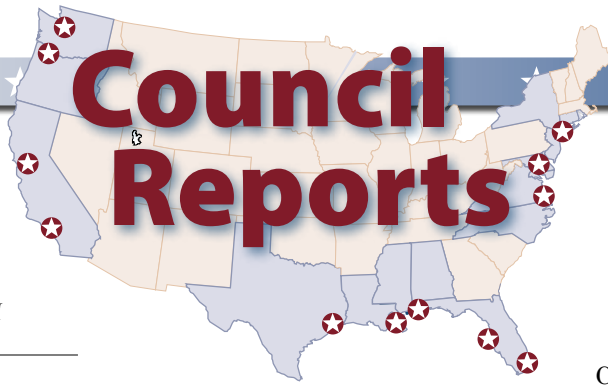
Captain. Manny Aschemeyer # 1548-RU  
National Secretary/Treasurer for CAMM

### MEMBERSHIP

The CAMM Membership Roster remains static. We had an exceptional year for bringing in new members - 40 over the past 12 months - congratulations to CAMM members who brought in new members. While we have managed to tread water the last few years, our goal is to increase membership. To keep CAMM viable and strong for the future, I appeal to each and every CAMM member to bring in one new member before the end of the year. A Membership Application form is available on page 39. Applicants can also apply online at: <http://application.mastermariner.org/start.aspx>.

When considering new members, keep in mind that in addition to deep sea Masters, we have room for growth in the other membership categories. In addition to licensed master mariners (limited and unlimited tonnage) and working pilots, we can accept membership applications for Associate Members. These include Maritime Professionals and educators working ashore in the maritime industry (A), Licensed Deck Offices (AL), Cadets/Midshipmen from a state or federal maritime academy (AC), and

# Council Reports



## View and Positions Report

*Captain Frank Zabrocky, #1964-RU*  
*Positions Chairman*

Report not available.

## Sidelights and CAMM Media Report

*Captain RJ Klein, Sidelights Editor*

*Sidelights* and the CAMM Website ([www.mastermariner.org](http://www.mastermariner.org)) continue to be our best promotional tools. Besides being sent to our membership, Masters of US Flag ships and key members of Congress receive *Sidelights*. With the Jones Act under constant attack, CAMM President Captain Jeff Cowan understands the importance of educating the public and Congress of issues concerning the US Merchant Marine. Sending copies of *Sidelights* to key Congressional Leaders enables them to hear from experts in the maritime industry and to learn of CAMM's views and positions.

Our last issue took longer than usual to print due to the number of reports and articles submitted from our joint meeting with the International Federation of Ships Masters Association (IFSMA). Please continue to meet our requested deadline for submissions so *Sidelights* can publish on its scheduled dates.

Website: The new design for CAMM's website has been completed – [www.mastermariner.org](http://www.mastermariner.org). We expect the updated site to be much easier to edit and maintain. More people will be involved in keeping the website current and the informational pages updated. During the update, we added a colored logo which will be used going forward. The Blue and Black Logos will also be maintained. Members can contact me for any questions or concerns at [webmaster@mastermariner.org](mailto:webmaster@mastermariner.org).

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

*Captain Joe Hartnett, #2193-RF*

Our chapter is pleased to report that



New CAMM website.

the stranded ship M/V Union Bienvenido has been sold to Eurotankers, Inc., and has been renamed the M/V Asphalt Trader. The remaining six crew members were sent home after being aboard the stranded ship for almost nine months. The M/V Asphalt Trader sailed down the Chesapeake Bay on August 8. We would like to thank all of the members of the maritime community in the Port of Baltimore who assisted this vessel and her crew while she was stranded in Baltimore.

Members of our chapter participated in the Propeller Club Golf outing at the Chartwell Golf and Country Club. Our chapter sponsored a hole at the tournament, unfortunately, we did not bring home any trophies.

Chapter members participated in the annual Propeller Club of Baltimore Crab Feast on August 10. I had the opportunity to meet several maritime representatives including Captain Sam Yokomizo (Japan Captains Association). We discussed the common concerns of our organizations and agreed to keep in touch and work together in the future. Our next event within the port will be the Baltimore Maritime Exchange Port Party. This annual event is well attended by all maritime stakeholders within the port and an excellent opportunity for members of our chapter to promote our organization

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

*Captain Paul Moloney, #1829-RU*

Report not available

## North Atlantic VP Report

*Captain Frank Zabrocky, #1964-RU*

Report not available.

## New York Metro

*Captain George Sandberg, #1919-RU*

*Chapter President*

Report not available.



CAMM 1st Vice President, Captain Joe Hartnett and Japan Captains' Association NYC Correspondent, Captain Sam Yokomizo, (Seated) enjoy some crab at the Propeller Club of Baltimore's annual Crab Feast.

## Baltimore/Washington Report

Captain Joe Hartnett, #2193-RP

See 1<sup>st</sup> Vice President report.

## South Atlantic VP Report

Captain Liz Clark, #997-RU,

Report not available.

## Port Everglades/Miami

Captain Paul Coan, #3021-RU,

Chapter President

Report not available.

## Tampa Bay

Captain Ron Meiczinger, #1747-RU,

Chapter Secretary

We hope everyone survived the hurricanes. The Chapter will resume meetings on October 10. 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, Florida (except July, August and September).

Our last meeting before the summer break was held June 13 at the Columbia Restaurant in Ybor City. There were 12 members and 5 guests in attendance. We continue to look for speakers for our meetings. A motion was made and passed to invite wives and guests to our meetings.

The meeting schedule for the remainder of 2017 is as follows: October 10, November 14, December 12 – our annual Christmas Lunch with the Ladies and other guests.

## Gulf VP Report

Captain Michael McCright, #2753-S

See Houston report.

## Mobile Bay

Captain Jerome "Rusty" Kilgore, Chapter

President

Report not available.

## New Orleans

CE Horace George, #3223-A,

Chapter Secretary

Report received too late for insertion into this issue.

## Houston

Captain Michael McCright, #2753-S

The Houston/Galveston Chapter of CAMM and the Texas A&M University at Galveston (TAMUG) Student Chapter met on September 05, from 1130 to 1400 hrs. The meeting was held in the private dining room, on TAMUG campus.

The scheduled guest speaker Captain Walker (TAMUG '82) sent regrets as he was in hurricane recovery mode with family and friends. Captain Michael J. McCright stepped up and spoke about a very successful operation by Patriot Shipping. Captain McCright referenced the SS Cape Florida Hurricane Rita Activation in Orange, TX. The ship was activated at the last moment with five different unions involved. A five-day job became an extended assignment of more than 50 days.

The Patriot-operated SS Cape Florida was valiant in her efforts to keep the ship from the wrath of Rita. Three tugs helped keep the vessel close to the dock as the destructive weather provided some tense moments. In January 2006, the city of Beaumont and US Department of Transportation, Maritime Administration, honored the Southeast Texas maritime industry for its response to Hurricanes Rita and Katrina. During this event, MARAD presented awards to several ships, tugs and their operators, including the SS Cape Florida, for their role in hurricane relief in Texas, Louisiana and Mississippi.

## South Pacific VP Report and San Francisco Bay Area Chapter Report

Captain Klaus "Nick" Niem, #2167-RU

On September 5, the San Francisco Chapter resumed its meetings after a two month summer hiatus. US Coast Guard Lieutenant Commander Frank Strom was our guest speaker.

Ms. Davyne Bradley was our guest of honor. On behalf of CAMM, we were pleased to present Davyne with a plaque for her dedication to CAMM National as the *Sidelights* layout and IP person. The inscription

on the plaque reads as follows:



*Captain Klaus Niem and Davyne Bradley*

*Council of American Master  
Mariners Special Recognition*

*Ms. Davyne Bradley*

*For Your Outstanding Service and  
Visionary Guidance in elevating the  
Public Image of Our Organization.*

*Presented with Appreciation  
and Gratitude*

*September 2017*

Davyne was also made an Honorary Member of CAMM and presented with a framed Certificate of Membership.

After the presentation, LT CMDR Strom spoke about the Inspection Agency of the USCG. He stated that the USCG will inspect fishing vessels if requested. He also noted that there are 400 vessels in the San Francisco Bay Area subject to inspection. The USCG has 12 inspectors who perform approximately 1000 inspections annually. LT CMDR Strom said that any vessel, foreign or domestic, engaged in drilling in US waters are subject to inspection. He informed us that the Gulf of Mexico used to have seven USCG districts but, due to budgetary restrictions, they are now under one District.

The San Francisco Chapter continues its efforts to establish a CAMM Chapter in Hawaii. Next meeting will be on Oct. 3 at the Nantucket Restaurant with LT Kurt Walker USCG and Captain. Scott Page in attendance.

## Los Angeles/Long Beach

Captain Dave Boatner, #2162-RU, Chapter  
President

The LA/LB Chapter of CAMM meets for lunch at noon on the second



LTDC Strom, USCG

Tuesday of the month (except August) at the Think Cafe in San Pedro.

Eleven Members attended the October meeting including CAMM's National President and National Secretary/Treasurer. We discussed the US CG Marine Bureau of Investigation (MBI) report regarding the El Faro, and the problems the US Navy seems to be having with Surface Warfare Officer training.

Questions were raised about the MBI report from the Marine Electric sinking and its relationship to the issues regarding the El Faro. This is particularly relevant, as there seems to be some similarities with regard to the condition of the vessels and the adequacy of the inspections by ABS and the USCG.

There was a general agreement that US Navy officers charged with watch officer duties be STCW certified as they are in some other navies. There was a good article published by a US Navy officer who spent time on a Royal Navy ship. He believed his RN counterparts were much better trained and better prepared to act as vessel watch officers. The LA/LB CAMM chapter can see no reason why our naval officers should have a lower level of training than their contemporaries in other navies. The consensus was that our Navy should

be the best in the world but until the Surface Warfare Officers are perceived as the heart of the Navy and receive adequate training, these regrettable events will continue.



First Row (LtoR): Bent Christiansen, Joe Itson, Mark Tighe, Jack Guest, Paul Nielsen. Second Row (LtoR): Manny Aschemeyer, David Behr, Mike Jessner, David Boatner, Brett Cowan, Jeff Cowan

The chapter is blessed with some younger actively sailing members and we hope more officers will join in the future.

## North Pacific VP Report

Captain Cal Hunziker, #2457-R

Both chapters are doing well. Seattle continues their monthly meetings in Bellevue at McCormick & Schmick's on the second Thursday of the month. The October meeting will honor Seattle's Maritime Person of the Year. The Columbia River chapter meets the second Friday of each month at 1200. Meetings are held at the Jantzen Beach Bar & Grill in Portland, OR.

In Puget Sound, the combined ports of Seattle and Tacoma reported a 6 percent increase in container imports year to date, and while exports were down slightly, empty containers have been heading west to Asia in anticipation of the holiday flood of merchandise. Also increasing is log exports which are up 101 percent year to date.

On the Northwest Seaport Alliance agenda is a look at the Greenhouse Gas resolution for both ports. The Pacific Merchant Shipping Association in Southern California is protesting the ports of LA and Long Beach's attempts to revise their Greenhouse Gas regulations. The PMSA states that the ports need to provide proof that the shippers spending tens of billions on new technology will actually show a benefit in the future.

On the Columbia, a tanker the Argent Cosmos grounded and was

refloated without pollution and the USCG medevacked a sailor from a foreign cargo ship located 175 miles offshore after he received burns to his legs and arms from a burst steam pipe.

## Columbia River

Captain Bill Good, #1924-RU,

Chapter Secretary

Report not available.

## Seattle PNW

Captain Doug Subcleff, #2329-RU,

Chapter Secretary

On June 14, a total of 23 CAMM members and guests boarded the California Maritime Academy's training ship, Golden Bear, for a luncheon meeting in the Officers' Mess. This special "field trip" meeting was arranged by Chapter Treasurer, Captain Donald Moore, and was hosted by the Golden Bear's skipper, Captain Harry Bolton (CAMM #2692). The ship was in Seattle for a few days, near the end of the first Summer Cruise, with an itinerary that included stops in Long Beach, El Salvador and Hawaii. Captain Bolton spoke to our group about the ongoing evolution of CMA's curriculum and how this state maritime school's administration continues to maintain emphasis on tradition and disciplined training, thereby keeping CMA consistently ranked as one of the top colleges in the West. Captain Bolton also introduced CMA cadet, Celeste Larsen, who is the grand-daughter of one of our esteemed CAMM members, Captain John File,



a former President of the Seattle Chapter. A number of Celeste's family, including her grandmother, Linnea File, were also at this shipboard luncheon. Captain Bolton also expressed his admiration to CAMM member, Captain John Cox, for his excellence in role modeling leadership techniques to Harry when he first sailed with him at the age of 18. This was a very worthwhile field trip to see the ship, with a total of 235 cadets and 54 officers and staff on board, and to hear about the future shipyard renovation plans to further upgrade this unique training vessel.

On July 13, 14 people attended our Chapter meeting held at our new regular location, McCormick & Schmick's Seafood restaurant in Bellevue. Our guest speaker was Samantha Petersen, first place winner of the 2017 Youth Maritime Training Activities Scholarship (YMTA) competition. Samantha was the recipient of the CAMM Seattle-sponsored, \$5,000 award. She will be using this for tuition assistance when she attends California Maritime Academy, starting this Fall. Samantha spoke about her family history of working for the USCG, including her father, Craig. At the conclusion of her talk, she asked two questions of our group: 1) In light of the decline of US Flag shipping, what did we think her employment prospects would be? And 2) What is our opinion of the concept of autonomous shipping? Needless to say, we had plenty of advice and opinions on those questions. We wish Samantha well with her studies and her career, and in the words of Captain Bill Bundren, his advice to her: "Stay the Course!"

At the August 10 meeting, 12 members attended the Chapter meeting. Chapter Vice President, Captain Chuck Lund, presented a slide show about the largest construction vessel in the world: PIONEERING SPIRIT. This unique ship was built for the single lift installation or removal of large oil & gas platforms, as well as



Above Chapter Officers L to R: Captains Doug Subcleff, Don Moore, Kevin Coulombe, Chuck Lund, RJ Klein. Captain Harry Boulton, Master of the T/S Golden Below Bear shares a sea story with his mentor Captain Jack Cox as Pat Hartle (far right) applauds in appreciation.



installation of large undersea pipelines. The ship has crew accommodations for 571, a GT of 403,342, and is currently laying down twin pipelines in the Black Sea. PIONEERING SPIRIT will be installing 3 platforms in the North Sea in 2018/2019.

On September 14, a total of 15 attended the Chapter meeting. We did not have a scheduled guest speaker but welcomed back Captain Kevin Coulombe, our seagoing Vice-President. He talked about his last trip, which he will not be forgetting for a long, long time! He spoke about license recertification, firefighting class in Baltimore, a news-making ship evacuation in Charleston, and concluded with a very descriptive summary of his own medical evacuation to a hospital in Oman. Needless to say, Kevin's recollection of this experience was quite interesting, and, as he said, he would not wish

this on anyone. He is happy that the medical procedures in a foreign setting and the transportation challenges all worked out. He was particularly grateful to finally return safely home.

Kevin's presence at the meeting was also very timely, in that the Seattle PNW Chapter Officer elections were officially held and he, once again, will be our Seagoing Vice President. The other officers are: President Captain RJ Klein; Vice President Captain Chuck Lun; Treasurer Captain Donald Moore; and Secretary Captain Doug Subcleff.

The October meeting will be our annual Recognition Day luncheon and the presentation of a check from the golf event proceeds to Puget Sound Maritime for the benefit of YMTA. Mr. John Foster, lead maritime instructor at Ballard Maritime Academy will be our 2017 Maritime Person of the Year. *J*

## Attributes of the professional ship's Master

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*The vast majority of ship's Captains are responsible, competent and equitable stewards of the considerable authority granted them while temporarily aboard their vessel. Some though, are not. This précis is a reminder to the majority of the slim demarcation between success and failure in the maritime arena.*

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**SAFETY:** The sine qua non of the mariner — the most essential responsibility of the Master. They set the tone and accept no compromises. Safety of the vessel and precious human occupants is, without question, their fundamental task. The intensity of safety awareness and compliance flows directly from the top.

**NAVIGATION:** The prudent Master demands from the watch and himself or herself a backup to every fix, even though it be as simple as a depth or DR cross check. This is especially true for electronic navigation. The Master is a strong proponent of the simple art of dead reckoning and, when in piloting waters, the Fathometer becomes their best friend.

**KNOWLEDGE:** Through knowledge, comes the wherewithal to make the tough decision correctly. The smart Captain seeks constantly to improve and to broaden personal knowledge, knowing full well that the alternative will ultimately result in the decline of their professional persona and effectiveness on the deck plates.

**JUDGMENT:** Most of the Master's paycheck accrues from the consistent exercise of sound judgment. A good Master knows when to give and when to push — when to take the considered risk and when to back off. The Captain is mindful of economic responsibilities to the company and of the need for accountability to the laws of the sea.

**COMPLACENCY:** The seas are calm, the sun shining and the plant is hum-

ming. The Captain is aware though, that to relax underway invites disaster for, in a flash, a sailor can fall into the sea, a fire can spark, the seas lash out. Generations of mariners have failed to pay the admission price of eternal vigilance only to ante up at the day of reckoning.

**PERSONAL:** The Master Mariner leads and comports by personal example with an undiluted dose of honesty and integrity to the task at hand. He/she does not demand of others, what they themselves do not practice. Visible to the ship and crew, the bilges included, the Captain is seen as one they can trust and rely upon when the going gets tough.

**RESPECT:** The Master is most respectful of the wants, fears and concerns of the crew. The success or failure of the vessel rests on the strength of the weakest link and that all hands will be essential at one point or another. He/she takes care of the team, but never coddles or condones mediocre performance. Too, a Captain seeks to reward those who put forth an above and beyond professional effort. Until proven otherwise, the Captain has a deeply held respect for those entrusted to their care.

**STANDARDS:** The standards of the professional mariner have changed little over several generations. Sometimes though, the standards, well known as they may be, are simply ignored and tragedy prevails. Too often, sadly, there is an imperceptible erosion of our willingness to

meet generally acceptable professional standards and to hold accountable those Masters who fail to measure up.

**WEATHER:** In spite of large ships, remarkably accurate weather tools and a generally well trained bridge team, too much major damage and loss of life is the result of weather related causes. The smart Master is ever vigilant for the anomalies and destructiveness of nature's weather. It is never taken for granted, but rather seeks all the tools upon which decisions will be based.

**DRILLS:** There are drills and there are drills. The ordinary Master accepts the minimum requirements. A professional Master though, is mindful of the necessity to enhance the realism of the weekly drill routine, to imbue into every soul the automatic response to the unknown and the fact that it only takes one person to lose the emergency battle. Rather than a chore, drills are an opportunity to reinforce the need for every crew member to do their duty and do it well. Compromises are unacceptable.

**LOOKOUT:** How secure we have become in our warm enclaves of soft electronics, constant radar and navigation by computer. Nonetheless, collision at sea happens and all too often. A thorough lookout by caring eyes, is de rigueur in the maritime arena. No matter the technology, the eyeball will one day, save the day and the Master Mariner knows it.

**PRIORITIES:** A smart Captain knows

*Continued next page >>>*



# Rear Admiral Mark Buzby takes helm of Maritime Administration

U.S. Transportation Secretary Elaine Chao has sworn in Rear Adm. Mark H. Buzby (USN, Ret.) as the Administrator of the Maritime Administration.

Prior to his appointment, Buzby served as president of the National Defense Transportation Association, a global association of transportation and logistics professionals. Prior to his retirement from the U.S. Navy in 2013, Buzby served as the Commander of the Military Sealift Command (MSC) from 2009 to 2013.

“Our maritime industry is facing unprecedented challenges in our increasingly globalized world,” said USDOT Secretary Elaine L. Chao. “Administrator Buzby’s extensive naval and maritime background will serve as a tremendous asset to the Maritime Administration.”

As Maritime Administrator, Buzby will lead an agency tasked with promoting the use of waterborne transportation and its seamless integration with other segments of the transportation system; and the development and maintenance of an adequate, well-balanced U.S. merchant marine, sufficient to carry a substantial portion of the Nation’s waterborne commerce, and capable of service in time of war or national emergency. The Maritime Administration also oversees the U.S. Merchant Marine Academy.

“I grew up on the water, piloting vessels from the time I was nine years old, and have a lifelong love for the sea,” Admiral Buzby said. “It is one of the great honors of my life to serve as Maritime Administrator, and to start working to grow and revitalize the U.S. Merchant Marine, and ensure our nation continues its maritime leadership.”

Buzby is a career Naval officer with over 34 years of service and an extensive background in maritime transportation, having served on the staffs of the Sixth Fleet, the U.S. Fleet Forces Command, the Navy staff, and the Joint Staff.

Buzby served as the Commander of the Military Sealift Command (MSC) from October 2009 to March 2013 prior to his retirement from the Navy in 2013. MSC is the provider of ocean transportation for the Department of Defense, operating approximately 120 ships daily around the globe.

During his career, Buzby commanded destroyer USS CARNEY (DDG 64), Destroyer Squadron THIRTY-ONE, Surface Warfare Officers School Command, and Joint Task Force GUANTANAMO BAY.

Buzby graduated from U.S. Merchant Marine Academy in 1979, earning Bachelor of Science in Nautical Science



USDOT Secretary Elaine L. Chao swears in Rear Adm. Mark H. Buzby, USN, Ret. as the Administrator of the Maritime Administration, August 16, 2017.

*Attributes >>> cont'd from page 16*

when to step onto the scene and lend a hand or dollop of his experience. Tough weather, insensitive traffic, a newly minted mate or a navigational quirk may indeed require attention by the caring Master. Never though, does the quasi-importance of competing priorities — personal needs, visitors, administrative — divert him from what is really important. ENJOYMENT: Most Masters enjoy the sea, the friendly camaraderie

and U.S. Coast Guard Third Mate License. He is a graduate of the Joint Forces Staff College and holds master’s degrees from the U.S. Naval War College and Salve Regina University. The position of Maritime Administrator at MARAD went unfilled since January following the departure of Paul “Chip” Jaenichen. Jaenichen was appointed to the Maritime Administrator role in July 2014 by President Obama, before which he served as Acting Maritime Administrator starting in June 2013. Jaenichen had been Deputy Maritime Administrator since July 2012.

and the vigorous challenge of the oceans. Sea stories are fundamental to the breed. Though not always appreciated at the time, the occasional stormy sea, people vagaries or breakdown of machinery, add to the spice. Those few who cannot rise to the occasional challenge or find little professional satisfaction in the world of the mariner, would be wise to seek a profession far from the arena of an unforgiving sea.

## 22 Axioms of ECDIS: Learned the hard way



by Captain  
Christian Hempstead

In the last issue of *Sidelights*, we touched on Captain Christian Hempstead's Axioms of ECDIS which he presented at the Joint Conference of the Council of American Master Mariners and the International Federation of Ships Masters Association in Baltimore, MD. Captain Hempstead stated that his 22 Axioms have been learned the hard way through experience as a navigator and as a professional trainer. Captain Hempstead said, "There can be little doubt that how we master ECDIS navigation is a competence unto itself. This competence should stand as an example of care and guidance for our junior officers, or anyone striving to integrate the digital with the analog."

While the Axiom in no particular order, he conceded that #1, "No One Setting Suits All Circumstances," really is number one. The ECDIS should reveal, at a glance, solutions to the most pressing navigational questions of the moment. Leaving an ECDIS undated for an extended period is a gross form of "anti-navigation." To put it in perspective for older Master Mariners, this would be akin to not cross checking your position on a paper chart, not correcting for set and drift, not comparing compasses, not monitoring the VHF, or neglecting the radar range and gain.

Several Axioms are closely related. For example, numbers two, three and four all deal with the "Killer" mouse. Here, one is reminded that you should not let ECDIS control your navigation. Axiom 4 - If It's Clickable, It Will Get Clicked - outlines how navigations will experiment with the menu choices. It is good to be curious, but the Axiom is really "try it, then put it back where it belongs."

Captain Hempstead's Axioms include ones detailing the need to properly train and become proficient on the ECDIS one is using aboard ship. Those using ECDIS need to have scheduled and structured practices (Axiom 5 & 9), become familiar with all the menus (Axiom 10), and be able to detect and resolve ambiguities (Axiom 16). The navigator is cautioned to check input sensors for accuracy (Axiom 15).

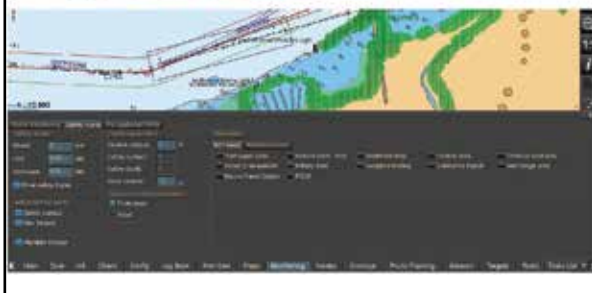
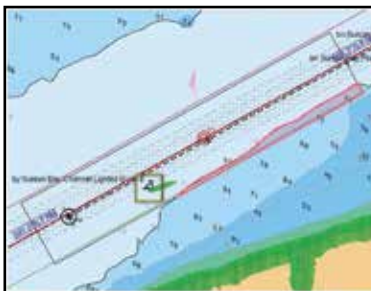
Axiom 12, "Move the Line, Check the Line," segues from Axiom 11 "Do as You Would on a Paper Chart." It is conceivable that in the near future, navigators will not have learned navigation or piloting on paper charts and will

not have the same foundation as present-day navigators. Therefore, Axiom 12 stresses the importance of taking the time to check and double check each leg of the route/voyage plan (or any alteration to the plan) for safety.

Captain Hempstead developed other Axioms to help the navigator better understand the complexities of using the ECDIS when underway. Axiom 13 touches on how to properly use ECDIS when editing your route. Axiom 14 explains the importance of managing turn radius at each waypoint to ensure your turn traverses safe water.

One that appears near the end of his list may bare extra attention; Axiom 18, "Enable Only the Alarms You Want to Hear." Captain Hempstead did not have sufficient time to properly expand on this Axiom during his presentation, but he shared a written version of his presentation with *Sidelights*. He wrote,

"Alarms (sound and display) and indicators (display without sound, also called warnings) are notoriously difficult to manage on ECDIS. Fortunately, this has changed with new ECDIS



### 18. Enable only the alarms you care about now



## Captain Hempstead's Axioms of ECDIS

1. No one setting suits all circumstances
2. The mouse will kill you
3. When in doubt, right click
4. If it's clickable, it will get clicked
5. Structure your practice to master the basics
6. Exercise the 7-second glance
7. Stick to the single-point query
8. Skilled use includes stepping back from the ECDIS
9. The problem of partial use
10. Make friends with every menu
11. Do as you would on a paper chart, and so much more
12. Move the line, check the line
13. Luckily, you cannot edit the route you're monitoring
14. Treat the ECDIS as if it were steering the vessel
15. Check all source sensors and connected devices
16. Detect and resolve ambiguities
17. The ECDIS display will have many readers
18. Enable only the alarms you want to hear
19. ECDIS is mostly about chart data
20. Procure, install, select, synchronize, and then load
21. Use ECDIS to create safety
22. Beware of distraction by training

is the full disregard of ECDIS alarms and indicators...The way to manage alarm fatigue is to enable only the alarms you want to react to. Consider a more perfect ECDIS world where the only two alarms occur when grounding is a few minutes away... and if a collision is a few minutes away... In that world, an ECDIS alarm would induce enough adrenaline in the OOW to take action. It seems reasonable that alarms for such events should be spoken phrases. It is a peculiar irony of electronic navigation that a device such as ECDIS meant to enhance safety through awareness actually has the potential to create complacency."

Next to Axiom #1, the most important Axiom may be Axiom 6 "Exercise the 7-Second Glance." The premise of this Axiom is that it is all too easy to become fixated on all the graphs being displayed on your ECDIS screen. Captain Hempstead compares the allure of the ECDIS to that of the "seductive singing of sirens..." The answer, give yourself seven seconds (or less) to obtain what you need from the ECDIS then step away. Axioms 7 and 8 give the navigator tools to accomplish the seven second glance. The best key to mastering the 7-second glance is to approach the screen with a single point query (Axiom 7).

To hear and see Captain Hempstead's entire presentation go to: <http://www.maritimetv.com/Events/camm2017/VideoId/2739/camm-2017-presentation-3-ecdis-training>

Captain Christian Hempstead is a Master Mariner. While sailing on US flag tankers as senior deck, he experienced the move to GPS and ECDIS navigation. Based on his experience in navigation and training Captain Hempstead contributed to the ECDIS training requirements to STCW-2010, and developed the 2012 revision to the IMO ECDIS Model Course 1.27. He runs the Hempstead Maritime Training which focuses ECDIS navigation and simulation trainer training.

(1.Sep.2017), where there are only three (3) audible alarms (off track, Safety Contour, CPA/TCPA). Multiple ECDIS units that are not purposefully

set up can produce such a cacophony that the impulse to lower the volume to inaudible seems to make sense. But the guaranteed outcome

## Elegant simplicity: A Merchant Marine Memorial

*In the last issue of Sidelights, we ran photos of CAMM's participation in Maritime Day observations at several ports. Captain Henry Helgesen sent an article and photos of the new Merchant Marine Memorial in Wilmington, NC. We were unable to do this latest Merchant Marine Memorial justice in the space allotted. We asked Captain Helgesen for more details of the planning, construction, installation, and dedication of this Memorial. This is his story.*

Like many US ports, the Port of Wilmington has observed National Maritime Day since its creation by Congress in 1933. Maritime Day events were always supported and well attended by the City and County Officials, the Maritime Community, and NC Ports Authority. The yearly ceremonies were often elaborate, but were missing a Memorial Monument dedicated to the US Merchant Marine.

That changed this year when the nation's newest monument to the United States Merchant Marine was unveiled at the Port of Wilmington on Maritime Day. This is a truly magnificent Memorial Monument honoring the United States Merchant Marine and the American Merchant Mariners that have served the Nation in peace and war since 1775.

This new Memorial did not happen all by itself. For several years a number of interested persons have been considering a Merchant Marine Memorial. There had been discussions and suggestions but nothing developed and the concept always seemed to be lost in the wake of Maritime Day.

After the Maritime Day Ceremonies in 2016, a group of Maritime Academy graduates decided it was time to take action. Captain Henry N. Helgesen, (KP '45 and CAMM # 1864) proposed an immediate meeting to pursue the issue of a Merchant Marine Memorial. The meeting was held at the German Café in Wilmington and was attended by Colonel Doug Holdstein (KP '76), Rob Pollock (KP '46) and George Clarke (NY Maritime College '57). The group established the Merchant Marine Monument Fund and Captain Helgesen

was elected President. Walter Skinner (KP '69), who had been at the ceremony, gave his support along with a number of other interested persons, some of whom became Committee Members.

Captain Helgesen and his committee set a target date of May 22, 2017 (Maritime Day) for completion - a very ambitious time table. They wanted a unique design for the monument and Captain Helgesen again took the lead. He quickly sketched his idea for the shape and size of the monument. Its shape would be that of a ship's hull, 9' tall and approximately 5.5' at the base tapering to the bow point at the top. This would require that the monument be beveled and rounded. Some Committee members thought the monument might be too large and the project too ambitious. In the end there was no real argument or discussion and Captain Helgesen's sketch was accepted. To enable visitors to the monument to have a place to sit and view the monument, it was decided that a memorial bench would be appropriate.

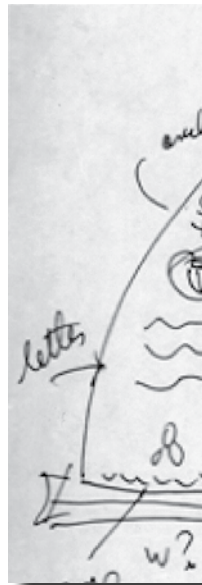
George Clarke was assigned the task of locating a monument maker. Due to the size and shape of the stone, it was difficult to find a rock cutting company capable of performing the required work. After an extensive search, The Fund was fortunate to have their course intersect with the North Carolina Granite Corporation of Mount Airy, NC. The company has worked on national and international large-scale granite projects and has over 125 years of experience. According to Captain Helgesen, "They could do anything, were great to work with, and most affordable."

An architect was on the Committee.

He refined Captain Helgesen's sketch into a working drawing for the stone cutter who further refined the design to meet their needs. The Monument and Bench are made from African Absolute Black Granite (trade name). The African granite is expensive, but it is pure black and flawless. The North Carolina Granite Corporation made all the arrangements to have the African Absolute Black Granite imported from Italy through their USA east coast broker.

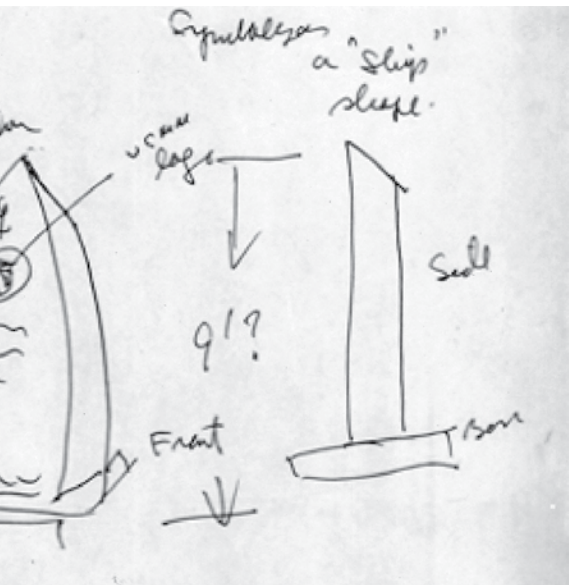
Colonel Holdstein agreed to handle all The Fund's paperwork. He established a PO Box, set up the bank account and handled the needed correspondence. After going to sea, Walter Skinner became a lawyer. He did the legal work needed to incorporate the U.S. Merchant Marine Monument Fund and more importantly make it a non-profit "tax free" organization. This was a great help in soliciting donations for the monument.

A significant amount of money was made available to The Fund by very generous donations from the Maritime Graduates who attended the original meeting at the German Café. Captain Helgesen said that all of the initial solicitations were done verbally. This enabled The Fund to make the required 50% deposit to begin work on the Monument. When more money was needed, Captain Helgesen contacted local marine organizations and individuals. Major contributors had their names or the name of their organization/company





USMM MONUMENT FUND PHOTOGRAPHER, CHRISTINE PHUND



Top: Contributors to the North Carolina Merchant Marine Memorial.. Bottom left: Original sketch of monument by Captain Henry Helgesen, CA #186, May 2016. Right, the Memorial Bench.

inscribed on the back of the monument. With the project well underway, a suitable location for the monument had to be secured. The committee's first choice was Riverfront Park. This park is located off the Cape Fear River near the US Coast Guard moorings and there is a section of the parks' River Walk named Veteran's Memorial. The Fund wanted the Merchant Marine Memorial to be in this section so as

to be alongside similar Memorials at the park. It was suggested that Captain Helgesen contact the City Parks Supervisor. After a meeting with the Parks Department, the Parks Supervisor approved The Fund's location choice. Captain Helgesen was then delegated to make a presentation to Mayor Bill Saffo and the City Council. After the presentation, The Fund received a Resolution from the

city of Wilmington, dated November 1, 2016, stating that "the City Manager is hereby authorized to accept the Merchant Marine Memorial... for installation at Riverside Park." The Fund had taken a calculated risk and approved the start of the work on the granite. The early start enabled NC Granite Corp. to guarantee

*Continued on page 24 >>>*



## Lalonde *"Spirit of the Seas"* Award Nomination Form

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**Nominee:**

Name: \_\_\_\_\_

CAMM ID: \_\_\_\_\_ Chapter Affiliation: \_\_\_\_\_

List the reasons you feel the nominee best embodies and exemplifies the spirit of the above ideals.  
Use extra paper if necessary.

Humanitarianism: \_\_\_\_\_

Professionalism: \_\_\_\_\_

Seamanship: \_\_\_\_\_

Life-time achievement (s): \_\_\_\_\_

Noteworthy accomplishment (s): \_\_\_\_\_

Contributions to the Maritime industry: \_\_\_\_\_

*"Spirit of the Seas"* in their everyday life: \_\_\_\_\_

**Nominated By:**

Name: \_\_\_\_\_

CAMM ID: \_\_\_\_\_ Chapter Affiliation: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Signature: \_\_\_\_\_ Date \_\_\_\_\_

## Lalonde Spirit of the Seas Award



by Captain  
P.A. Moloney  
#1829-RU

Nominations are now open for the Lalonde "Spirit of the Seas" Award. It's time to recognize one of our members for accomplishments, singular or sustained, beyond the routine standards of excellence expected of our trade. You have heard the sea stories at CAMM meetings, union halls, or around the company office. It's time to share with the rest of us and get the word out on one of those gang who made that character building decision that really needs to be memorialized. Our pre-World War II members had so many opportunities to excel that selecting among them would have been a true challenge for the committee. Our present membership hasn't had too many people trying to torpedo them, but we have had our share of pirates, revolutions, scalp hunting

prosecutors, and all the standard vicissitudes of the seagoing trade to deal with. Send us a sterling example of our profession who should be highlighted.

Nomination forms are on the CAMM website ([www.mastermariner.org](http://www.mastermariner.org)) and on page 22. Nominees must be a CAMM member in good standing and nominated by a member in good standing. Nominations must be submitted/postmarked by 15 January 2018. Send or email submissions to the Lalonde Committee Chair, Captain Pat Moloney at: 1260 Searchlite Court, Reno, NV, 89503; email: [mmrpat@earthlink.net](mailto:mmrpat@earthlink.net) phone: 415.215.9226. 📧



## Council of American Master Mariners Annual General Meeting and Professional Development Conference

Save the Dates - May 2-4, 2018

Moody Gardens Hotel in Galveston TX

Hosted by: Houston - Galveston Chapter

Details coming in the future issues

## Any Port in a Storm?

By Captain George Livingstone

This article appeared in *gcaptain*, June 23, 2016. - <http://gcaptain.com/any-port-in-a-storm/>

One of the great 'maritime' authors of the 20th century is Jan de Hartog; born in Holland, his seagoing career spanned the glory years of Dutch ocean towing. Thankfully for those of us who love a good sea story, he turned to writing. One of my favorite quotes from him – "The call of the sea ceases only when it is finally obeyed." In his books, one gets a visceral sense of "Peril at Sea". Even in the 21st Century Peril is real, especially when the sea is raging. As long as the public demands com-

merce and humans venture onto the great ocean trades, it will remain so. "Erika," "Prestige," "Flaminia," not household names but names that send shivers down the spine of some. On December 8, 1999, the tank ship Erika with a load of heavy fuel, sailed out of Dunkerque, France into the history books. As she entered the Bay of Biscay, Erika ran smack into one of those terrible storms the Bay is legend for. Just a few days out from

port, on December 12, the ship broke in two and sank. Thousands of tons of oil were released into the sea, killing marine life and polluting the shores of Brittany, France. This accident triggered new EU (European Union) legislation regarding transport by sea.

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***After repeatedly being refused any chance of saving his vessel by multiple countries and staying on his vessel with the Chief Engineer until literally just before she broke in two, the Prestige's Master, Captain Mangouras was thrown in prison by the Spanish Supreme Court.***

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In 2002, facing another winter storm, the tanker Prestige carrying 77,000 tons of heavy fuel also broke in two and went down off the coast of Spain. The initial crisis occurred when one of its 12 tanks cracked during the storm immediately leaking heavy fuel oil into the sea. Fearing the worst (that the ship would sink if not taken into port), the master called for help from Spanish rescue crews. Help was not to be, pressure from local civil authorities forced

the captain to steer the embattled ship away from the coast to the northwest.

As soon as it became known that Prestige was heading north into French waters, the French Government ordered the vessel away, back to the south into Portuguese waters. The ship's master, Captain Apostolos Mangouras and crew were, of course, dealing with an appalling, increasing risk of the ship breaking up at extreme personal risk. The Portuguese authorities also ordered the ship away from

its territorial waters. The master initially refused prompting Portugal to send naval ships to intercept Prestige. With all three countries refusing entry (France, Spain and Portugal) it was just a matter of time before the initial crack in one tank expanded to the point of breaking the ship in two. As a result, the ship released approximately 20 million gallons of oil into the sea, mostly on the northwest coast of Spain.

On July 14, 2012, an explosion and


*Memorial >>> cont'd from page 21*

that the Monument and bench would be completed by National Maritime Day 2017. Two new details needed to be addressed. The Monument maker would deliver to the site but not install. NC Granite recommended Acme Granite Company for the installation of the Monument and bench. The final steps were to contract for the design and construction of the foundation, design the manner of joining the granite to the base and hire a crane for installation. The details were handled flaw-

lessly and the Monument and Bench were delivered and installed in March.

On May 22, 2017, during the National Maritime Day Ceremonies, the newest Merchant Marine Memorial was unveiled and dedicated at the seaport of Wilmington, NC. Special thanks went to Mayor Bill Saffo and the City of Wilmington for giving The Fund an excellent location for the Monument. While there were many people involved in this project, Captain Helgesen stressed that the backbone of the group

consisted of Maritime Graduates.

There are other Merchant Marine Memorials that are larger and more elaborate, but the Wilmington Memorial is elegant in its simplicity. Other memorials have taken up to 15 years to fund, design, construct, install and dedicate. This one was completed and dedicated in one year. All mariners should salute Captain Helgesen and his Committee for a truly remarkable accomplishment. 





fire (likely from a container) aboard the container ship MSC Flaminia while en route from Charleston (USA) to Antwerp (Belgium) forced the crew to abandon ship in Mid-Atlantic (1,200 nm from nearest land)! The fire raged for days before a salvage tug arriving on-scene to take her in tow. An epic struggle then commenced to extinguish the fire and find a port that would take the ship. After an incredible 5 weeks of monumental international haggling, re-routing and delay, she found berth in Wilhelmshaven, Germany. Flaminia was not a big ship, nor a tank ship and although risk of sinking was high, the consequence of sinking was not going to be catastrophic. Had she been an ULCV (Ultra Large Container Vessel) it could have been a far different scenario with possible catastrophic results.

There is no greater challenge and threat to the environment than an “Act of God” at sea, especially when it involves transport of oil and hazardous cargoes.

We are talking about the stuff of books, movies and legend but with real life consequences. Getting to the nearest, safest port can make the difference between a bad (but manageable) and catastrophic situation. So where does the world stand on Ports of Refuge (POR)? After decades of witnessing unnecessary catastrophes and years of haggling, debate and politics; the international community through the IMO came to the sensible conclusion that pushing a vessel in distress away from one’s coast will not resolve the problem, it will make it worse.

The MSC Flaminia incident finally set in motion some action through the EU, European Commission and the European Maritime Safety Agency. An expert group was established (Cooperation Group on Places of

Refuge). One of its primary tasks was to develop potential operational guidelines on places of refuge. Earlier this year, at the 96th session of IMO’s MSC (Marine Safety Committee) Agenda item 24 addressed the topic. “This document reports on the work carried out by the competent authorities within the EU, together with the relevant industry associations, to develop a set of working guidelines for the accommodation of ships in need of assistance, requesting a place of refuge. Emphasis is placed on enhanced cooperation and information sharing among all par-



*The Prestige as she breaks up and sinks in 2002.*


ties concerned.” An underlying principal of the guidelines – there should be “no rejection without inspection;” governments should not just outright reject offering a place of refuge for vessels in distress. These operational guidelines were tested in 2015 and put into use in January 2016 under IMO Guidelines on places of refuge for ships in need of assistance in resolution A.949(23). MSC 96/25/5 goes on to state, “The operational guidelines, although non-mandatory in nature, support the more uniform application of the underlying EU legislation,” especially as regards neighboring states.

The take away? The world still has no mandatory operational guidelines on Ports of Refuge, but this was a big step forward none the less as there was

virtually nothing in place prior to this. It may seem incredible to the reader that we cannot come to agreement internationally on something as basic as offering “refuge” to vessels in distress, given the alternative is possible environmental catastrophe. You are in good company if you do find it so, as some of the most prominent international maritime organizations have come out to rally behind and support POR’s (IFSMA, ICS, IUMI, BIMCO, ISU, ITF Seafarers, INTERTANKO, IMPA, NI and P&I Clubs).

I would be remiss if I didn’t add a sad footnote. Readers may recall that gCaptain recently posted new information on the Prestige disaster aftermath. In a shameful political episode this past spring, the Spanish Supreme Court overturned a lower court decision absolving Captain Mangouras of any wrong doing or action in the Prestige disaster. After repeatedly being refused any chance of saving his vessel by multiple countries and staying on his vessel with the Chief Engineer until literally just before she broke in two, the Prestige’s Master, Captain

Mangouras was thrown in prison by the Spanish Supreme Court. Having acted in the finest traditions of the sea, under extraordinary conditions and tremendous pressure, Captain Mangouras has been used as a scape goat by the highest court in one of the great sea-going nations of the world. In his eight decade of life he languishes, serving out a two-year sentence. The message is loud and clear to every professional mariner around the world, it seems we do not matter. The irony? We are likely to be the first and last chance of staving off any disasters... given just half of a half of a chance.

Any port in a storm indeed, we should bow our heads in shame. 

## Voyage Report Summer 2017



by Captain  
Kevin Coulombe  
#3221-RU

I work for a US flag container ship company as Master. For the last several years, I have sailed a USA – India service with stops at Spain and Egypt in the Mediterranean, Djibouti near the Horn of Africa, Oman, United Arab Emirates in the Persian Gulf, Karachi Pakistan and Pipavav and Mumbai, India. I am the Sea-going Vice President of the Seattle Chapter of CAMM.

My license was due to expire during my next assigned voyage. During the licensing renewal, I attended professional meetings of the International Federation of Ship Master's Associations (IFSMA) and the Council of American Master Mariners (CAMM). The joint conference was of great interest. The IFSMA delegates were from around the world. Conference presentations covered a range of interesting topics: Polar Sea search and rescue, Global Positioning system reliability, the Master's authority, autonomous ships and other topics. I was pleased that the international attendees were able to see my union training facility. I was disappointed by how few actively serving Masters and professional maritime educators attended.

Prior to returning to my assigned ship, I visited the owner's office to meet the yearly requirements of the Safety Management System (SMS). At the office, I learned that the ship was then in the throes of an internet conspiracy alleging that there was a "dirty bomb"

on board. The conspiracy detailed containers that were then on board. The US government monitors the internet and took the allegation under advisement. The ship was still berthing when the terminal personnel fled. Port security instructed the Captain to evacuate the ship, a MARSEC 3 procedure.

An interesting sequence of events followed. The Captain and crew spent several hours on the pier at the foot of the gangway while the authorities decided what to do next. A nearby ship was not evacuated at all; reporters gathered at the terminal gate looking for news - not exactly recommended actions for a dirty bomb. Eventually, the ship's crew was booked into a hotel while the senior officers assisted authorities investigating the named containers. After about 8 hours, the government authorities decided the threat had no basis in reality and allowed terminal and ship operations to resume.

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### *At all points of the compass I saw an expansive sea of sand...*

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While at the company office, I was informed that the ship was missing its starboard anchor, the flukes lost at sea somewhere between India and Oman. The deficiency was to be corrected in Houston. Additionally, the company was still dealing with a mysterious discrepancy of the ships calculated and observed transverse moment (see *Sidelights*, April 2017). In an attempt to solve this problem, an inclining experiment had been arranged to be performed in Houston. Also on the Houston port stay schedule was the annual renewal of the ship's USCG Certificate of Inspection (COI).

I joined the ship the following day in Savannah; details of the Houston port call were confirmed by the leaving Master. My work commenced imme-

diately as there had been some cross communication regarding the ship's missing anchor. The Captain of the Port (COTP) had issued an order requiring a tug escort in and out of the port. For reasons unknown, the arrangements for the tug were not in place, and I had made sure the escort was present for the transit out.

The ship arrived in Houston a day ahead of schedule to deal with the missing anchor. We were required to have a tug escort and the transit of the Houston ship channel was restricted to daylight hours. The port was threatened by a storm and the channel was busy with tug and barge traffic pushing up channel for shelter. The extra ship and barge movements placed such demand on pilots and tugs that we had to stay in port for two nights, a nice break for the crew. The threatening weather also caused the postponement of the COI and the inclining experiment.

The remaining task, replacement of the anchor, was a lost effort. The original anchor had failed at the pin hole of the shank. The hole had fractured and the flukes had carried away. An anchor of comparable capacity was procured but it was found incompatible with the anchor hull pockets. It didn't fit and we remained deficient. The ship again needed tug and daylight hours to sail.

Houston is our turn-around port. Savannah again required an escort tug and Norfolk was indifferent. The COI was accomplished in Norfolk with no deficiency noted. Newark, our last port of call before sailing foreign, was my first trip under the newly renovated Bayonne Bridge. The road deck had been raised well in excess of our lightest air draft, removing a perennial nuisance.

We departed Newark for Algeciras, Spain. During the crossing, a type certificated anchor was located. The anchor was installed in Algeciras, brought home and found to fit. The port anchor has yet to be examined



to see if it has a problem, a regrettable oversight considering the ship had completed a ship yard and ranged the chain seven months earlier.

We navigated the length of the Mediterranean without encounters with the seaborne refugee crisis originating from Africa and arrived at Port Said. This Suez Canal Container Terminal located in the east diversion of the Canal is undergoing an extensive expansion that will quadruple the terminal capacity. The pilots informed me that the port authorities had raised the fees and berthings plummeted. Normally crowded, there were several open berths during our stay.

The ship security team was embarked at the terminal, the team leader a longtime acquaintance. The southbound Canal transit was accomplished without incident, in record time and observing the owners zero cigarette facilitation policy. After making the southbound Canal transit, we crossed the Red Sea smoothly with an early morning rendezvous with the armory ship. No threats were observed although there had been numerous reports of military and pirate activity in the narrow reaches of the southern Red Sea, on the Yemen coast or in the Bab El Mandeb, the narrow corridor that connects the Red Sea to the Gulf of Aden and the Indian Ocean. We did observe many small craft engaged in fishing and transit between Africa and Yemen (purportedly smugglers).

The Port of call Djibouti was quiet, owing in part to the extensive security watch we maintain for a MARSEC 2 port and the perennial problem of stowaways. Djibouti is the port of refugee for Yemen nationals escaping the civil war there.

Navigating the Gulf of Aden and the high-risk waters of the Sea of Arabia was accomplished without incident. It was noted that several ships of the Mediterranean Shipping Company house flag were navigating

well inside the Internationally Recognized Transit Corridor (IRTC.)

En-route to the Persian Gulf and the Port of Jebel Ali I became very ill. It began with a swelling and pain below my sternum that I thought was some kind of gastric distress following the evening meal. Over the course of several hours the pain level began to climb and I could find no relief, no position of comfort. Shortly before mid-night, I called the Chief Officer and reported my distress. Mr. Benjamin Day had just joined the ship in a permanent capacity prior to our departing the United States. He established contact with our owners and medical service, George Washington Hospital, Washington D.C. The Security team (The Trident Group) assisted in monitoring me.

At some point in the early AM, when remedial intervention had failed to alleviate my condition and my pain

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***Dr. Al-Habash was surprised to learn that I was off a ship and had no family in Oman.***

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was intensifying, I was given pain killers. It became apparent to Mr. Day and GW that my condition required medical intervention and assistance was sought to evacuate me from the ship.

The first plan was for the US Navy to render assistance, then the Oman Navy and then the UK Royal Navy. Plans to airlift me off the ship could not be realized (perhaps because nobody knew for certain what was wrong with me). Finally, the ship made an emergency call at Duqm, Oman. Disembarkation



had to be made at the dock as it was too rough in the anchorage. Elaborate plans to lift me off the ship alarmed me enough that, despite my heavy sedation, I insisted that I could walk down the gangway without mishap, which I did.

At some point during my ordeal, it occurred to me that my Father had had a gall bladder infection and that this may be my problem. I do not recall who I told but I did communicate this idea. The port of Duqm is a new facility and the onsite medical clinic still under construction. Attempts on the ship to establish an intravenous drip to me had failed because my blood pressure had dropped. In the clinic they were finally able to find a vein to stick, but it hurt. Arrangements for the Royal Navy to airlift me to hospital again fell through. Thus, a 1,200-kilometer ambulance ride across the Omani coastal desert to Muscat ensued. The ride took about 10 hours and I felt every bump in the road. At all

*Continued on next page >>>*

# Wreck of the *USS INDIANAPOLIS* found in the Philippine Sea

On August 18, philanthropist Paul Allen, owner of the Seattle Seahawks watched his team play a pre-season game, while at the same time, he monitored live feed from the Philippine Sea where an expedition he had funded discovered the final resting place of the *USS Indianapolis* (CA-35). The Portland class heavy cruiser was found had in 3,000 fathoms of water.

The *USS Indianapolis* had completed a secret mission of delivering components for “Little Boy,” (the atomic bomb dropped on Hiroshima) from the US West Coast to the island of Tinian. After calling in Guam, the ship proceeded to the Philippines. On July 30, 1945, the Japanese Submarine I-58 torpedoed the *Indianapolis*, and with 1,196 crew aboard, the ship reportedly sank in 12 minutes. Approximately 300 crew went down with the ship. With few

lifeboats available, many of the remaining 900 had to tread water where they faced death by exposure, dehydration, and shark attacks. Only 316 survived, making it the largest

single disaster at sea in the history of the U.S. Navy.

The ship’s commander, Captain Charles McVay survived and was the only ship captain to be court martialed for the loss of his ship during WWII. Captain McVay was exonerated of all wrong doing in 2001, more than 30 years after he committed suicide (1968). The

*Indianapolis* itself remains the property of the U.S. Navy and Allen said that its exact location will remain a secret, and it will now be considered a protected war memorial.

*Compiled from the Seattle Times (8/19/17-Brendan Kiley), PBS, BBC, and Fatal Voyage, by Dan Kurzman*



Photo from historical archives. *USS Indianapolis*.

*Voyage >>> cont'd from page 27*

points of the compass I saw an expansive sea of sand with a single lane road going down the middle of it all.

I arrived at the KIMS Oman hospital in Muscat (Oman’s Capital) around midnight and was checked into the emergency ward where a first-class diagnosis of my condition involving sonograms and x-rays was conducted. Finally, Doctor Mohammed Mustafa Al-Habash attended and confirmed that my gall bladder was in distress and had to be operated on.

GW hospital had established contact with KIMS hospital. GW wanted to bring me to back to Washington, D.C. Doctor Al-Habash said that travel was not advisable. By phone GW

they concurred but they worried about the quality of care, they asked my impression of the hospital, the facility and if the procedure would be minimally invasive (Laparoscopic). I queried Doctor Al-Habash and he assured me all was to be the best available. He said we should confer with my family. He was surprised to learn that I was off a ship and had no family in Oman. He quickly and confidently assured me that in this case “He” was my family and that all would be well. It was now 2 AM and I agreed to immediate surgery. Doctor Al-Habash was a little startled (or perhaps there was a misunderstanding) and asked, “Right now? Or at 8 in the morning?” I agreed to eight.

Surgery was successful and I spent a week in hospital under excellent care. I had frequent visits from my surgeon and from the hospital director, who apparently was fielding a lot of calls concerning my well-being. The shipowner’s agent visited when he could and I met people from the community, who came to visit family and others who visited to make me welcome to Oman. I could not have asked for a better situation. After a week, Doctor Al-Habash issued discharge papers and I was allowed to travel back to the United States. Having made a successful recovery, I returned home and will make my next regularly scheduled voyage.

## CAMM in the Community



by Captain  
RJ Klein  
#1751-RU

The all donated by Compass Courses owner, Seattle Pacific (PSM) President Frank Immel welcomed the scholarship candidates and introduced the distinguished panel of judges. CAMM Seattle Chapter President Captain RJ Klein served on the panel along with Captain George Collazo (Coastal Transportation), Cody Pearson (Crowley), Corrine Rosado (Ocean Peace), Scott Merritt (COO, Foss Maritime), and Jasmine Gonzales (Harley Marine Services). The early stage of the competition consists of writing essays that are reviewed by the judges, along with review of the candidates' high school transcripts and letters of recommendation. The final stage is the oral presentation, in front of the judges, family, friends and other observers. This year's oral topic was Charting a Maritime Career. After hearing the presentations, the judges met and ranked the candidates. They then awarded the available scholarships accordingly.

Kendra Pew, Winner \$3,000 (Sponsor, Foss Maritime) plans to attend Bowdoin College in Brunswick, Maine.

Molyneaus Megenhardt, \$3,000 (Sponsor Compass Courses) will attend Seattle Maritime Academy.

Alexander Peli, Winner \$2,500 (Sponsor, Goodfellow Foundation) and \$500 (Sponsor, Philips Publishing), plans enroll at Seattle Maritime Academy.

Alena Eldridge, Winner \$2,000 (Sponsor, Fremont Maritime), has been accepted at Oregon State University, University of Washington, and University of California, Santa Cruz.

tical education, the improvement of training...", the Chapter members participated in two youth activities: the Ballard High Maritime Day Afloat and the Puget Sound Maritime/Youth Maritime Training Activities (YMTA) scholarship selection and presentation.

### The 2017 YMTA / PSM Scholarship Competition

The "Norm Manly Maritime Education Scholarship" competition was held at Compass Courses Maritime Training Center on April 29. The venue, coffee, snacks, and lunch, were

This years' six candidates were awarded scholarships as follows:

Samantha Petersen, Winner \$5,000 (Sponsor, CAMM Seattle) plans to attend California Maritime Academy.

Erik Hansen, \$4,000 (Sponsor, Ocean Peace) will attend Maine Maritime Academy.

### Day Afloat

Ballard High School Maritime Academy's Day Afloat was held May 19 aboard the 1922 steam ferry *Virginia V* on Lake Union & Lake Washington. The Ballard High School Maritime Academy is a sea oriented training environment established within the Ballard High School curriculum. It is a product of the Youth Maritime Training Association, established in 1996-97 (see website at: <https://ballardmaritimeacademy.wordpress.com/bma-timeline/>).

One of the Academy's unique training tactics is the "Day Afloat," where a number of students spend

*Continued next page*



Judges L-R Corrine Rosado, Cody Pearson, Scott Merritt, Captain RJ Klein, Captain George Collazo, Jasmine Gonzales



The 2017 YMTA Norm Manley Scholarship winners L-R Samantha Petersen, Molyneus Megenhardt, Kendra Pew, Alexander Peli, Erik Hansen, Alena Eldridge (not shown)

the day at Northwest Seaport, Lake Union. Here they participate in various maritime training situations, including navigating and operating the historic ferry, *Virginia V*.

At the start of the day Captains RJ Klein and Don Moore were asked to briefly describe their maritime careers. They outlined how they became Captains and what the industry enabled them to do in life. Both stressed the importance of the shipping industry, its contribution to the country's economy and the excellent job opportunities it affords.

The *Virginia V* undocked and Captains Klein and Moore took up a teaching station in the chartroom. Senior students were rotated through the station and the Captains tested their knowledge of plotting the ship's position using magnetic compass bearings. This exercise included being able to properly determine a true compass bearing after obtaining a magnetic bearing. After docking, students were instructed on how to properly

throw a heaving line. Captain Klein helped demonstrate the proper technique for throwing long and accurately.

During the plotting exercise, it became apparent that while the students were familiar with the use of triangles for marking a line of position they were unfamiliar with Navigational triangles. They informed the Captains that it was a budget decision given that Ballard High is a public school. CAMM will investigate how best to obtain this need equipment for the program.

Volunteers from CAMM Seattle, the *Virginia V* Foundation, Puget Sound Maritime, and other local mar-

itime interests combined forces to make this day a meaningful training experience. The hands-on experience gave the students confidence that what they had learned in the classroom had a practical application.



Left, Captain Pederson gives a future mariner a helping hand. Center, Aboard the *Virginia V* on Lake Union - Students and volunteers on the bow. Above Right, Captain RJ Klein (left) and Captain Don Moore (Right) instruct seniors in chart plotting.

## Autonomous vessels and the casualty investigation conundrum

By Jack Gallagher

Research is being done on autonomous vessels with an aim of reducing maritime casualties. The literature often cites the issue of fatigue as either main causes or a contributing factor to maritime casualties. This issue can be solved in one of two ways, either sufficiently crew the ship or eliminate the crew. It is not surprising that technology companies are spending vast sums on the technological solutions and dragging the marine world down this path. It is this author's personal contention that flag states should be embarrassed at the numbers that are allowed on "MINIMUM Safe Manning Certificates." If crew are fatigued, there are clearly not enough on board to carry out the business of the ship. But that is a rant for a different day, as today we explore the issue of casualty investigations.

Given that autonomous ships will have faults and that not all ships on the sea will be autonomous, it is reasonable to assume that casualties will continue to occur.

When casualties occur, there is an obligation for flag states and coastal states to ensure that a safety investigation is conducted to determine the cause, contributing factors and safety deficiencies. Both flag and coastal states could be frustrated in trying to fulfill their obligation depending on where the control centre for the autonomous vessels are located.

There is a global dispersion of entities involved with modern ships with owner, charterers and managers often in different countries. Like every other aspect of commercial shipping, the control centers will end up in jurisdictions that offer the greatest economic advantages.

Let us imagine a fictitious collision in Canadian waters between a Vanuatu flagged bulk carrier and a Panamanian flag tanker. One shipowner is headquartered in Singapore while the other is headquartered in Greece. The ship operations center for one is in China and the other operations centre is in Vietnam.

As a Coastal State with trained casualty investigators operating under the authority of the Canadian Transportation Accident Investigation and Safety Board Act, what action can be taken? Currently the only extra-territorial provision of the Act allows them to investigate casualties occurring outside Canadian waters to Canadian flag vessels. There is no provision for them to go to the operations centre where they could seize evidence, interview operators and examine documents. The investigator would be in a position of having to be invited by the authorities of the country where the operations centres reside, using the invitation to procure a visa and then traveling to a jurisdiction where they have no powers to investigate.

The flag state investigators similarly would also have no authority in the jurisdiction where the operations centre resides.

The ship may be in the sovereign territory of the flag state but the operations centre would clearly not be. Neither is it likely that operations will be set up in the flag state.

Competent researchers have noted that the technical issues related to autonomous ships are leading the policy and regulatory issues. This is but one case where policy and law need to be considered so that the existing requirements in SOLAS to conduct safety investigations can be complied with.

A flag state solution could compel shipowners to set up their operations centres in the country of registration. What would this mean for registries that are nominally in one country but de facto run out of another such as Liberia and Vanuatu? Where would the operations centre need to be in order to be accessible to flag-state investigators under flag state law?

It is unlikely that owners and flag states would agree to a "Big Brother" solution where all information sent into the various operations centers from the ship sensors and all operations centre activity is monitored and sent in real time to a few key locations where access to any coastal or flag state could be assured. The potential for loss of commercial confidential information and for cyber-attacks would surely override safety investigation concerns. This solution would also require the adoption of common data standards and the ability to store vast amounts of data.

The author does not see an easy solution. Already marine safety is compromised by many flag and coastal states who conduct less-than-comprehensive investigations. It would be a further blow to maritime safety if investigations get frustrated by lack of access to the people and records necessary to carry out the work.

A slow and considered approach to autonomous ships is required. The legal, policy and operational considerations are complex. In the interim, the ships should be provided with sufficient crew to conduct all operations and be well rested. ⚓



Captain Jack Gallagher is the principal of Hammurabi Consulting and on the national executive of the Master Mariners of Canada.





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

## Protection and Indemnity Clubs

*The International Group of P&I Clubs has formal representation at IMO*

In 1720, British Law granted monopoly of Marine Insurance to members of Lloyds and two other insurance companies, all located in London. But for communities operating sailing vessels from other British ports, London was too far. Therefore, owners formed locally-based nonprofit associations known as Mutual Insurance Clubs to provide insurance and to keep out of the 1720 Act. They found that by pooling risks they gained cheaper security and greater control over handling claims, and did not have to pay advance premiums to profit-making underwriters.

In 1846, liabilities for loss of life and personal injury to passengers were imposed on owners by the Lord Campbell Act. The 1720 Act was abolished in 1824 but since third party liability could not be covered by hull insurers, owners protected each other against third party claims by using nonprofit organizations named "Clubs". Present Protection and Indemnity (P&I) Clubs are remote descendants of what was started in the 18th Century. P&I Clubs are incorporated solely for benefit of their ship owner and charter members and without external shareholders. There are currently thirteen P&I Clubs in the International Group (the majority are British), but others include Clubs in Japan, Sweden, Norway and United States.

A Club's predicted premium requirement is first called from members pro-

portionally and is restricted to administrative expenses plus actual and projected cost of claims. This premium call is dependent upon each member's claims experience, the risks covered by the Club and the type, size, flag and trading pattern of his fleet. The Club's accounting year remains open for between 24 and 36 months after the expiration of the policy year as many claims may not be known, much less estimated, at the time of first call. If initial monies collected are insufficient, supplementary calls are made. Hence, a fixed premium system is not appropriate.

Clubs have now started to accept memberships at fixed premium calculated by reference to the Club's best estimate of what a member would have to pay in advance and supplementary calls. However, Clubs err on the safer side. The advantage to owners is that it fixes their liability instead of it being contingent, to be provided for, in their books. Some insurers also cover P&I risks on a fixed premium basis.

Cover generally ceases with a ship's total loss or if she is sold, mortgaged or put under new management or class. Liabilities flowing directly from a fatal casualty or those before change in ownership or management are still covered. A member leaving a Club gives a bank guarantee for payment of future calls for the years he was a member or a onetime release call based on probable eventual supplementary calls. In that case, the member is released from all future calls.

As there are many exclusions of liability in a Hull & Machinery (H&M) Policy, a ship-owner may become liable for a sum far beyond that of the full value of his H&M Policy. In a case where a ship is lost, there may be outside liability claims. Therefore, even if a ship-owner received the full value of his ship from H&M insurers,

he may have to use the money to pay outside claims. The outside claims may far exceed the value of the ship and he would still be without a ship. A P&I policy will cover the entire third-party liability allowing the ship-owner to use his H&M policy to replace his ship.

Until recently, there was no way a ship owner could be forced to insure his third party liability. For example, in 1967 the TORREY CANYON stranded and spilled over 850,000 bbls of crude oil, near Lands End, United Kingdom - she was not insured for third party liability. This left millions of dollars worth of uninsured damage to the beaches and waters of UK and France. Today this is virtually impossible because unless a ship is covered by a P&I Club and proof of coverage is carried on board, no charterer will charter his ship and no port would allow entry.

A ship owner, entered with a Club, receives free advice on dangerous cargoes, trade barriers local conditions and practices and other matters in trades in which his fleet may be engaged. He can contact the Club at any time and receive timely comprehensive advice on a contract, type of cargo, a port, or a point of law. With a worldwide network of representatives, Clubs keep their members advised of rules, laws and matters of interest via websites, circulars, and yearly publications. For example, before the International Safety Management Code (ISM), was made mandatory, P&I Clubs sent literature and advice to ship owners. Thus, many ship-owners easily obtained their ISM Certificates soon after the Code came into force.

In a foreign port, a Master or ship-owner cannot always rely and act on advice from his local agents or harbor authorities. An agent or functionary must coexist not only with each other but with local business and may





not wish to prejudice those relationships. Fortunately, a Master/member can get needed advice and assistance from the local P&I Representative. Even though local, he will not wrongly advise a Master or owner as this may result in a consequent loss, expense or claim to his Club. Thus, where there is no other way of getting proper advice and assistance, the P&I Rep is the best friend a Master has in foreign ports.

The following is a typical scenario of how P&I indemnity works:

A ship carrying a full load of bagged rice experiences heavy weather and the Master reduces speed to avoid damage to ship and cargo, making the voyage longer. As heavy seas are shipped overall, ventilation is shut down and cargo begins to sweat. The Master files notes of protest at the discharge port but receivers complain that the rice is damaged. The Master calls the P&I Club Representative, who appoints a surveyor to inspect the cargo and make a report. Receivers demand guarantee for an amount in excess of actual damage. The guarantee amount and wording is negotiated and agreed upon. The Club provides the guarantee, either by Club letter or by a local bank, which enables the vessel to sail without delay.

The owner must first pay a claim before submitting a claim to the Club, but upon receipt of a claim, the owner may pass it to the Club, in which case the Club will handle the claim and reach a settlement (always subject to owner's approval). All costs to the Club, including legal, survey and local representation fees, are included in the owner's claims record. Cumulative claims record of all the owner's ships decides what yearly calls they pay in order to keep the fleet covered.

Some of the usual risks covered by P&I Clubs include: loss of life or personal injury to officers and crew, crew wages, repatriation, loss/damage/liability due to collisions, towing, General Average contribution refused on grounds of unseaworthiness, solicitors to defend owners against suits by third parties, and liability arising out of oil pollution. This list is flexible and not exhaustive.



PHOTO COURTESY NOAA

*The 1967 TORREY CANYON incident brought into focus the need for P&I Clubs to provide Oil Pollution Insurance. In 1978, the MV AMOCO CADIZ (pictured above) grounded on Portsall Rock on the North Coast of Brittany, France spilling over 1.6 million barrels of light crude oil. Issuance to pay for the resulting pollution was inadequate, leading to mandatory pollution coverage which is now covered by P&I Clubs.*

Club coverage depends on what the owner wants and has negotiated to be covered. Rules of most Clubs provide that, in certain stated circumstances, a claim may be reduced or rejected if, in the Club's opinion, a member has not taken steps to protect his interests as he would have if his ship was not entered in the Club. P&I Clubs may subject covered vessels to inspection both before and during membership.

Major modern P & I Clubs have developed a sophisticated but extremely cost-effective system of reinsurance out of a pooling agreement between the thirteen Clubs. They have formed the International Group of P&I Clubs to share large individual claims. This group has formal representation at I.M.O.

Approximately 90 percent of world tonnage is currently entered in P&I Clubs. P&I Club coverage is historically renewed for twelve months at noon GMT on 20th of February each year, as traditionally, the winter period was deemed to be over by that date.

Until the TORREY CANYON disaster 50 years ago, UK Law of Torts applied for negligence/trespass for third party liability against accidents including oil spills. The TORREY CANYON was Liberian registered, Bermuda owned, time chartered to a US oil Company

and sub chartered to a British firm. She carried Kuwaiti Oil to a Welsh refinery and was grounded just outside UK waters spilling over 850,000 bbls of oil. Questions as to who could sue whom and for what damage - who would pay! In the end, Union Oil of California, paid the UK and French governments \$7.2 million, which was less than half the estimated cost of the clean up.\*

Many answers have since been found by the International Maritime Community and P&I Clubs, who, in cooperation with ship-owners, continue to find more and more answers to these questions. Today, a certificate of coverage against pollution liability must be carried on board every ship.

*\*Editors note: In 1967, as the cost of the clean-up for the TORREY CANYON spill grew, the British government sought \$7.2 million in compensation from the ship's owners. Some compensation was forced when the TORREY CANYON's sister ship, Lake Palourde, was "arrested" when it docked at Singapore. Legend has it that a young British lawyer was only able to board the ship to attach a writ to its mast because the crew believed he was a whiskey salesman.*

## IFSMA Report - October 2017



By Captain  
Cal Hunziker  
#2457-R

the fall quarterly meeting of the IFSMA Executive Committee. As our usual meeting room was being renovated, we met at Trinity House, which was a treat.

The meeting began with a recap and show of appreciation to CAMM for hosting the joint meeting in Baltimore in April. Secretary General, Commodore Jim Scorer reported that he had immediately left Baltimore to attend International Maritime Organization (IMO) meetings on Global Best Management Practices against piracy in London. He came away with the feeling that the parties involved had finally reached agreement and that a "new" global BMP would be issued shortly. Commodore Scorer also had the privilege to be on the panel choosing this year's IMO's Exceptional Bravery at Sea Award. In addition, he attended meetings at MSC98 and with the ITF. IFSMA continues to increase its influence within IMO and with other non-governmental organizations (NGO) that track and influence maritime activities and laws. It was pointed out by

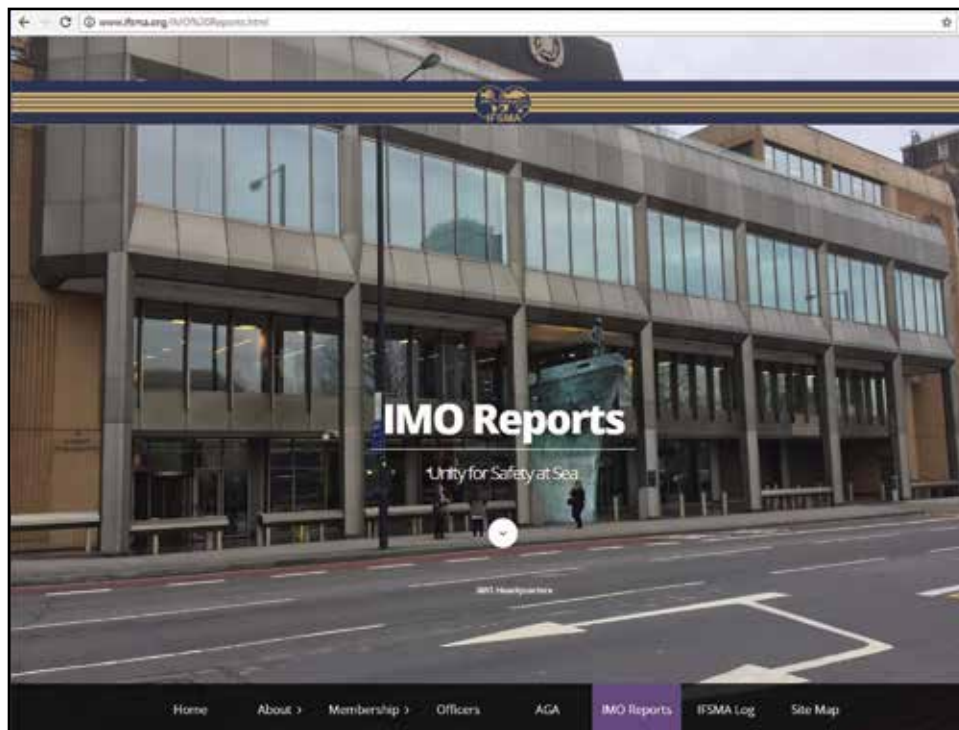
With the IMO Secretary General, Mr. Ki-tack Lim that IFSMA holds the best attendance record of any NGO at the IMO and the associated working groups. In addition, the ExCo discussed a new introductory film that was produced to help promote IFSMA to the maritime nations and to other Master Mariner groups around the world. After viewing the film, which is on the IFSMA website, I would suggest that CAMM investigate doing something similar for use at such events like Sail In and Maritime Day.

I proposed to the ExCo a by-law change, streamlining the way resolutions are accepted and processed.

The proposal included appointing a permanent resolutions committee to also review existing resolutions and determine their relevance or continued usefulness. The ExCo approved the suggestions and the Secretary General will produce a by-laws change proposal for the next AGM.

The next IFSMA AGM will be held in Buenos Aires, Argentina April 25 – 28, 2018.

The accompany article is an excerpt from IFSMA's newsletter: To view the entire newsletter go to: <http://www.ifsma.org/resources/NL016.pdf>



Find the newsletters, reports and more at the IMO website. <http://www.ifsma.org>

## Joint industry launch of latest *The Guidelines on Cyber Security Onboard Ships*

***“Cyber security is certainly a hot topic for all of us now, and this latest guidance includes valuable information, applying a risk-based approach to all of the areas of concern, highlighting how an individual’s unwitting actions might expose their organization.” - Angus Frew, BIMCO Secretary General and CEO.***

The second edition of *The Guidelines on Cyber Security Onboard Ships* has been released. This latest practical advice has been compiled by the joint industry group, which is led by BIMCO and now includes new members OCIMF and IUMI, as well as the original contributors CLIA, ICS, INTERCARGO and INTERTANKO. (See editor’s note)

The second edition includes information on insurance issues and how to effectively segregate networks, as well as new practical advice on managing the ship-to-shore interface, and how to handle cyber security during port calls and when communicating with the shore side.

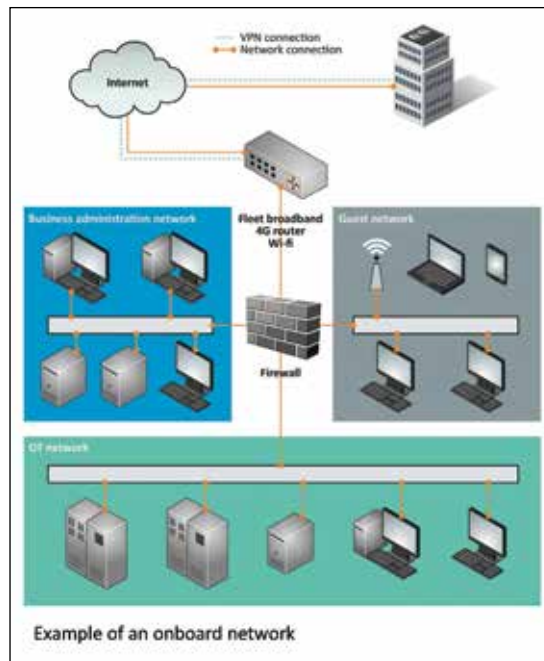
Chapters on ‘contingency planning’ and ‘responding to and recovering from cyber incidents’ have been rewritten to reflect the fact that the guidelines are aimed specifically at ships and the remote conditions prevailing if a ship’s defenses have been breached.

*The Guidelines on Cyber Security Onboard Ships* have also been aligned with the recommendations given in the IMO’s Guidelines on cyber risk management which were adopted in June 2017.

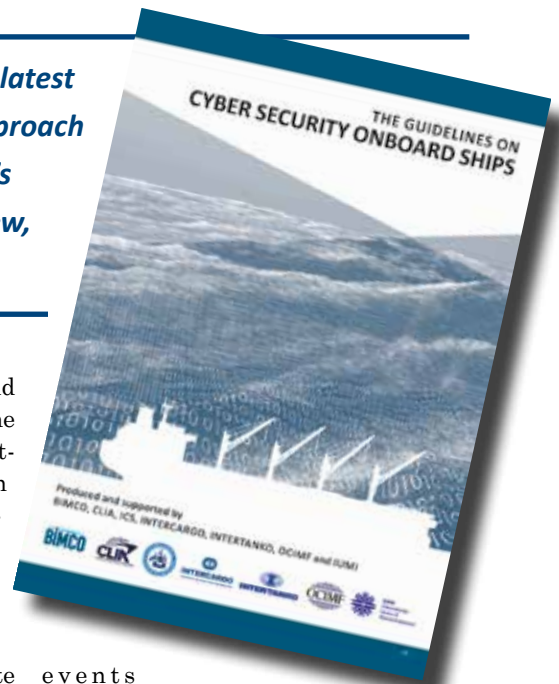
A new subchapter on insurance has been added, looking at coverage after a cyber incident as this is an important part of the risk

assessment which shipowners should take into consideration. Finally, the Annex, which explains about networks, has been rewritten based on real experience of shipowners segregating networks on their ships.

“The first version of the guidelines was well received by the industry and acknowledged by the IMO and we really do believe that the update offers the most comprehensive guid-



ance for the shipping industry today,” said Angus Frew, BIMCO Secretary General and CEO. “In the light of recent



events

we urge everyone across the industry to download it – it is available free of charge – and to consider the risk cybercrime may pose to their ships and operations. Ignorance is no longer an option, as we are all rapidly realizing.”

*The Guidelines on Cyber Security Onboard Ships* are available to download on <http://bit.ly/2tmwGZ3>

*Editor’s note: The joint industry working group members are Baltic and International Maritime Council (BIMCO), Cruise Lines International Association (CLIA), International Chamber of Shipping (ICS), International Association of Dry Cargo Shipowners (INTERCARGO), International Association of Independent Tanker Owners (INTERTANKO), International Union of Maritime Insurance (IUMI) and Oil Companies International Marine Forum (OCIMF).*

# SOLAS amendments (Expected entry into force 1 January 2020)

## Maritime Safety Committee (MSC) 98th Session



IMO Press Briefing 22  
September 8, 2016

S O L A S amendments (Expected entry into force 1 January 2020):

**Regulation II-2/3.56** relate to the definition of vehicle carrier and draft new SOLAS regulation II-2/20.2 on fire safety requirements for

cargo spaces containing vehicles with fuel in their tanks for their own propulsion, specifically vehicles which do not use their own propulsion within the cargo space.

**Regulation II-2/9.4.1.3** clarifies the requirements for fire integrity of windows on passenger ships carrying not more than 36 passengers and on special purpose ships with more than 60 (but no more than 240) persons on board.

**Regulations III/1.4, III/30 and III/37** relate to on damage control drills for passenger ships, require damage control drills to take place on all passenger ships from 2020.

### IMSBC Code

The 2017 set of draft amendments (04-17) to the International Maritime Solid Bulk Cargoes Code (IMSBC Code) update requirements for a number of cargoes, was adopted. The amendments also included those relating to paragraphs 4.5.1 and 4.5.2, highlighting the responsibility of the shipper for ensuring that a test to determine the transportable moisture limit (TML) of a solid bulk cargo is conducted. Also included were amendments related

to substances which are harmful to marine environment, to require the shipper to declare whether or not a solid bulk cargo, other than grain, is harmful to the marine environment.

### HSC Code

Amendments to the 1994 and 2000 High-Speed Craft (HSC) Codes clarify the exemption applicable to certain smaller vessels from the requirement to carry a rescue boat, provided that minimum requirements for carrying survival craft are met and provided that a person can be rescued from the water in a horizontal or near horizontal body position.

### LSA Code

Amendments to the International Life-saving Appliances (LSA) Code, chapter VI, section 6.1 relate to the proof load tests and safety factors that launching appliances and their elements have to withstand, and to the Revised Recommendation on testing of life-saving appliances (resolution MSC.81(70)).

### MODU Code

Amendments to the Code for the Construction and Equipment of Mobile Offshore Drilling Units, 2009 (2009 MODU Code) update and amend the 2009 MODU Code, taking into account recommendations arising from the investigation into the explosion, fire and sinking of the Deepwater Horizon in the Gulf of Mexico, in April 2010. Key revisions concern machinery and electrical installations in hazardous areas, fire safety, safety and life-saving appliances and equipment.

### Approval of guidance and guidelines

The MSC approved guidance and guidelines, including the following:

Guidelines on safety during abandon ship drills using lifeboats and draft amendments to update the Guidelines for developing operation and maintenance manuals for lifeboat systems (MSC.1/Circ.1205). Both sets of guidelines have been reviewed following the adoption at MSC 96 of the Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear (resolution MSC.402(96)) and the related SOLAS amendments which make them mandatory. The package of requirements, expected to enter into force on 1 January 2020, has made mandatory measures to prevent accidents with survival craft and to address longstanding issues such as the need for a uniform, safe and documented standard related to the servicing of these appliances, as well as the authorization, qualification and certification requirements to ensure that a reliable service is provided.

### MSC Circular on amendments to MSC.1/Circ.1503 on ECDIS - Guidance for good practice.

Guidelines for port State control officers on certification of seafarers, hours of rest and manning. The guidelines were referred it to the Sub-committee on Implementation of IMO Instruments (III 4) for inclusion in ongoing work on the revision of resolution A.1052(27) on Procedures for Port State control, 2011.

Guidelines for vessels and units with dynamic positioning (DP) systems. The guidelines, generally applicable to new vessels and units with dynamic positioning systems, have been developed to current industry practice and DP technologies, since the previous set of guidelines was issued in 1994

# New warning on hazards of carrying bauxite by ship

The International Maritime Organization (IMO) issued a new warning that bauxite may become unstable when carried in bulk on a ship, potentially causing the vessel to capsize (Briefing: 22 15/09/2017

<http://www.imo.org/en/MediaCentre/PressBriefings/Pages/22-bauxite-CCC.aspx>).

Bauxite is one of the world's major sources of aluminum with about 100 million tonnes transported annually by sea. In 2015, a bulk carrier sank while transporting bauxite, with the loss of 18 seafarers. Research presented this week to an IMO Sub-Committee found that certain forms of bauxite with a large proportion of smaller particles could be subject to a newly-identified phenomenon of "dynamic separation" when there is excess moisture in the cargo. In such conditions, a liquid slurry (water and fine solids) can form above the solid material, according to the Global Bauxite Working Group on Research into the Behaviour of Bauxite during Shipping. The resulting free surface effect of liquid sloshing about could significantly affect the vessel's stability, leading to the risk of the ship capsizing.

IMO's Sub-Committee on Carriage of Cargoes and Containers raised awareness on the potential risks posed by moisture and provided new guidance on carriage of bauxite, in the form of a circular aimed at shippers, terminal operators, shipowners, ship operators, charterers, shipmas-

ters and all other entities concerned.

The circular requests that extreme care and appropriate action be taken, taking into account the provisions of relevant IMO instruments, when handling and carrying bauxite in bulk. It takes immediate effect, ahead of the next scheduled adoption (in 2019) of the new test methods and relevant schedules for bauxite cargoes during the routine scheduled updating of the International Maritime Solid Bulk Cargoes (IMSBC) Code.

The CCC.1 circular updates a previous circular on carriage of bauxite and invites governments to note that some bauxite cargoes (specifically those with a larger proportion of smaller particles) present a risk caused by moisture and should be treated as Group A cargoes. The possible free surface slurry can cause atypical motion of the ship (wobbling). The master should take appropriate action at the sign of possible cargo instability.

The circular includes the draft Test Procedure for Determining the transportable moisture limit (TML) for bauxite; the draft individual schedule for bauxite of Group A (Bulk Cargo Shipping Name "BAUXITE FINES"); and draft amendments to the existing individual schedule for bauxite of Group C (bauxite with a lower proportion of smaller particles and with a degree of saturation by moisture not liable to reach 70%).

Bauxite is a rock formed from the

weathering of either silicate rocks (granite/basalt) or carbonate rocks (limestone/dolomite). It is found mainly in tropical and sub-tropical areas such as Africa, South America, and Australia with some small deposits located in Europe.

## Global Bauxite Working Group (GBWG)

There is a long history of safely shipping bauxites over many decades and problems and accidents resulting from carrying bauxite cargoes are extremely rare. However, after the loss of the bauxite carrying vessel the Bulk Jupiter in early 2015, the IMO asked the global bauxite industry to undertake research into the behaviour of bauxites during ocean transportation. The global bauxite industry formed the Global Bauxite Working Group (GBWG) to conduct the research and report to the IMO. The GBWG membership consists of a wide variety of key disciplines, including shippers (miners), transporters (ship owner/operators) and users (alumina refinery operators) as well as various consultants with backgrounds in geotechnical and hydraulic engineering, maritime science engineering and real-world operations.

For a copy of the GBWG Report on Research into the Behaviour of Bauxite during Shipping please email [media@imo.org](mailto:media@imo.org).

For the complete text of this Session go to: <http://www.imo.org/en/MediaCentre/MeetingSummaries/MSC/Pages/MSC-98th-session.aspx>

### *New regulation summary >>> cont'd*

and will still be applicable to existing vessels (Guidelines for vessels with dynamic positioning (DP) systems (MSC/Circ.645)). Compliance with the new Guidelines would be documented by means of a Dynamic Positioning Verification Acceptance Document (DPVAD) for the dynamic positioning system. The MSC also approved amendments to the Guidelines for Dynamic Positioning system operator training

(to be issued as MSC.1/Circ.738/Rev.2).

Amendments to the Guidelines for evaluation and replacement of lifeboat release and retrieval systems (MSC.1/Circ.1392) intended to include a method of assessment for hook fixed structural connections of the release mechanism and supporting structure, which are not made of material resistant to corrosion in the marine environment, in order to confirm that they are in "good condition."

Guidance for Parties, Administrations, Port State control authorities, recognized organizations and other relevant parties on the requirements under the STCW Convention, 1978, as amended (STCW.7/Circ.24 as STCW.7/Circ.24/Rev.1), based on the recommendation by the Sub-Committee on Human Element, Training and Watchkeeping.



*Dedicated to supporting and strengthening the position of American Master Mariner*

# Join forces with America's Master Mariners

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

## **CAMM's issues are your issues**

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

## **CAMM advances the professional profile of our industry**

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

## **CAMM builds partnerships**

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

## **Representation at IMO through IFSMA**

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

## **CAMM is on your side**

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

## **CAMM supports maritime education**

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

**Apply at [www.mastermariner.org/membership](http://www.mastermariner.org/membership)**



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



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



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





# Membership Application

The Council of American Master Mariners, Inc.

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

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

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

**Present Occupation:**

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

**Current USCG License:**

Type:	Limit:	Expiration:
Endorsements:	Limits:	

**Original USCG License:**

Type:	Date Obtained:
Place/Institution obtained:	

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

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

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

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

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

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

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

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

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Sponsored/Referred by: \_\_\_\_\_

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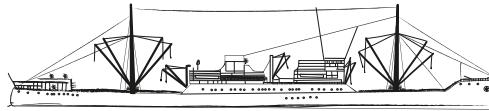
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